



TEN-T 2012 Multi-Annual Call

Proposal for an Implementing Decision on the selection of projects

July 2013

Trans-European Transport Network Executive Agency (TEN-T EA)
<http://tentea.ec.europa.eu>

European Commission - Directorate General for Mobility and Transport
<http://ec.europa.eu/transport>

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Introduction

Since 1995, the European Union has the possibility of granting financial aid to projects of common interest included in the EU Guidelines for the development of the Trans-European Transport Network (TEN-T). The TEN Regulation¹ of the European Parliament and of the Council, adopted in 2007, enables the Commission to contribute more efficiently and effectively to the financing of the highest priorities of the TEN-T. Under the 2007-2013 financing framework, the entire €8,013 million budget has been allocated to date. The allocated funds have been contributing to the gradual implementation of this network. Under the Multi-annual programme (80 to 85% of the available budgetary resources) the TEN Regulation provides for a strong concentration of available funds on the TEN-T Priority Projects approved in 2004 and on projects in the field of traffic management, and promotes in particular the enhanced support of cross-border sections along the Priority Projects. Amongst the supported projects are actions of key European added value such as cross-border sections and key bottlenecks of the TEN-T as well as horizontal priorities. In addition the assistance of European Co-ordinators on certain Priority Projects, help to overcome difficulties through 'non-financial' action.

Under the Annual work programme (15 to 20% of the available budgetary resources) the TEN Regulation provides the financing of a large number of smaller projects covering the different modes of transport. They projects are also having significant effects on the achievement of the EU's objectives in this area, notably through project pipeline preparation (feasibility studies, impact assessment and design studies). Much has thus already been achieved through the joint funding of important TEN-T projects by Member States and the EU. On this basis the Commission, in coordination with the TEN-T Executive Agency (TEN-T EA), published on 28 November 2012 under the Multi-annual Programme a Call for proposals² with a total indicative budget of €1,347 million³ broken down to the following fields:

- Air Traffic Management (ATM) with an indicative budget of €50 million;
- European Rail Traffic Management Systems (ERTMS) with an indicative budget of €100 million;
- Intelligent Transport Systems (ITS), including European Electronic Toll Service (EETS) with an indicative budget of €50 million;
- Motorways of the Sea (MoS) with a total indicative budget of €80 million;
- River Information Services (RIS) with an indicative budget of €10 million;
- Priority Projects (PPs) with a total indicative budget of €1,057 million.

This call is based on the TEN Regulation as well as the specific Commission Implementing Decisions on the Multi-annual Work Programmes for grants in the field of the TEN-T network for 2012 and 2013⁴, which were adopted through the Comitology procedure in November 2012 and March 2013 respectively. Under this call, a total of 197 project proposals were received, of which 189 fulfilled the formal eligibility criteria. In evaluating these proposals, the Commission, in collaboration with the TEN-T Executive Agency, strictly applied the criteria set out in the TEN Regulation and in the 2012 and 2013 Multi-annual Work Programmes. The involvement of external experts in the evaluation of all eligible proposals enhanced the objectivity and technical quality of the overall selection process. The Commission, with the support of the TEN-T Executive Agency, has completed the evaluation and selection process of proposals on the basis of the TEN-T 2012 and 2013 Multi-annual Work Programmes. It intends to adopt a decision that sets out the results of this process, i.e. a decision that, in accordance with Article 9 of the TEN Regulation, establishes the projects to be selected under the 2012 and 2013 Multi-annual Work Programmes and the amounts of financial aid to be granted to these projects. The Commission is confident that the funding proposal outlined on the following pages responds, in the best possible way, to key transport and TEN-T policy objectives, and that it contributes to supporting EU action in the field of the Trans-European Transport Network. The first part of this brochure sets the legal framework and political context of the 2012 Multi-annual call. The second part presents the key elements of the proposals received under the call in the targeted fields. It contains information on the selection process and its outcome as well as information about the individual proposals including maps for the proposals recommended for funding. Finally, the brochure also includes lists of proposals recommended and not recommended for funding.

1 Regulation (EC) 680/2007 of the European Parliament and of the Council of 20 June 2007, laying down general rules for the granting of EU financial aid in the field of the trans-European transport and energy networks as amended by Regulation 670/2012 of the European Parliament and of the Council of 11 July 2012

2 EN Official Journal of the European Union C 368/16, 28 November 2012

3 €1,015 million were allocated through the amendment of the 2012 Work Programme and another €332 million through the 2013 Multi-annual Work Programme

4 Commission Decision C(2012)1574 as amended by Commission Decision C(2012) 8508, as well as 2013 Multi-annual Work Programme C (2013)1675 adopted on 21 March 2013

1. The legal framework and political context of the 2012 Multi-Annual Call for Proposals

In coherence with Regulation (EC) No 680/2007 of the European Parliament and the Council laying down general rules for the granting of EU financial aid in the field of Trans-European Networks (the 'TEN Regulation'), the Commission Decision C(2012) 1574 as amended by Commission Decision C(2012) 8508 of 27 November 2012, as well as the 2013 Multi-annual Work Programme¹ adopted on 21 March 2013 established the 2012 and 2013 Multi-annual Work Programmes for granting financial aid in the field of the Trans-European Transport Network (TEN-T). These Multi-annual Work Programmes led to the publication on 28 November 2012 of a Call for proposals in the framework of TEN-T (published in the Official Journal of the European Union C 368/16 on 28 November 2012).

The Work Programmes and the amendment, where applicable, include a total amount of €1,347 million broken down in the following fields:

- Air Traffic Management (ATM) with an indicative budget of €50 million;
- European Rail Traffic Management Systems (ERTMS) with an indicative budget of €100 million;
- Intelligent Transport Systems (ITS), including European Electronic Toll Service (EETS) with an indicative budget of €50 million;
- Motorways of the Sea (MoS) with a total indicative budget of €80 million;
- River Information Services (RIS) with an indicative budget of €10 million;
- Priority Projects (PPs) with a total indicative budget of €1,057 million.

The objectives of each field were defined in the 2012 Multi-annual Work Programme and its amendment:

Air Traffic Management (ATM)

The objective in this area is to implement Single European Sky and ATM modernisation objectives based on the restructuring of European airspace and the way in which it is organised and managed (Functional Airspace Blocks) and on the implementation of the technologies and procedures to modernise the European ATM system (SESAR programme).

The creation of Functional Airspace Blocks is a key step in the reduction of fragmentation and the consolidation of air traffic service provision in the medium term through the reorganisation of airspace and the way in which it is managed. It will necessitate the rationalisation of infrastructure and the achievement of a harmonised technical baseline. It constitutes a transitional phase for the restructuring of ATM in the EU and will facilitate the implementation of the SESAR systems in the longer term.

The objective of the SESAR programme is the modernisation of the ATM systems through the definition, development, validation and implementation of new ATM infrastructure in Europe to increase capacity, enhance safety and interoperability and reduce environmental impact to meet traffic growth to 2020 and beyond.

European Rail Traffic Management Systems (ERTMS)

The overall objective, based on Article 10 of the TEN-T Guidelines, is to promote the deployment of the European Rail Traffic Management System (ERTMS) which today consists of two components GSM-R and ETCS (the European Train Control System).

Through the elimination of technical barriers to interoperability, the deployment of ERTMS will directly contribute to the achievement of key transport policy objectives such as: the establishment of major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market; the optimal use of existing infrastructure capacities; improving the safety and reliability of the network; enhancing accessibility of peripheral areas of the Union; facilitating congestion relief on rail infrastructure and more balanced modal distribution; savings in terms of the environmental effects of transport.

¹ C (2013)1675

Intelligent Transport Systems (ITS), including the European Electronic Toll Service (EETS)

The priorities for ITS including EETS are:

- The “optimisation of the capacity and efficiency of existing and new infrastructure, promotion of intermodality and improvement of the safety and reliability of the network by establishing and improving intermodal terminals and their access infrastructure and/or by deploying intelligent systems (art. 5 of the TEN guidelines);
- “The network shall also include infrastructure for traffic management, user information, dealing with incidents and emergencies and electronic fee collection, such infrastructure being based on active cooperation between traffic management systems at European, national and regional level and providers of travel and traffic information and value added services, which will ensure the necessary complementarity with applications whose deployment is facilitated under the trans-European telecommunications networks programme.” (art. 9 of the TEN Guidelines).

River Information Services (RIS)

The overall objective, based on Article 11.5 and 16 of the TEN Guidelines, is to foster the deployment of “RIS Intelligent Infrastructure”, reflecting a European wide harmonised implementation of River Information Services (RIS), regulated through Directive 2005/44/EC² which defines binding rules for data communication and RIS equipment as well as the minimum level of RIS Services for future RIS implementations. The Directive provides the framework for the deployment of harmonised and interoperable RIS systems and services across Europe.

For the programming period of 2007-2013, projects shall focus on the deployment of enabling infrastructure and on the provision of River Information Services. The multiplicity of these services requires a high level of interoperability and compatibility of the services themselves, of the enabling technologies behind and of the related processes.

In order to support the co-ordinated implementation of RIS in Europe, the TEN-T RIS Masterplan inventorised national ongoing and planned RIS activities as well as investment plans and identified a number of technical issues which are considered key priorities in the context of the TEN-T programme. It further identified a number of legal and organisational issues, which would need to be addressed at a certain point in order to optimise the benefits of RIS and to ensure a co-ordinated, harmonised and synchronised implementation in the different countries involved.

Priority Projects concerning rail, road and inland waterways (PPs)

The programme aims at channelling Union aid at supporting sections of priority projects (in the rail, road and inland waterway sectors) which promise the highest added value for the projects as a whole, i.e. cross-border sections, innovation actions and the removal of bottlenecks. This area addresses also ongoing Actions on PPs that applied for higher co-funding rates.

² OJ L 255, 30.9.2005, p. 152–159

2. Key elements of proposals received under the 2012 Multi-Annual Call for Proposals

1. General Overview

197 proposals were received in response to the 2012 Multi-annual Calls for proposals. 189 of these proposals were eligible and addressed the EU and transport priorities set out in the amended Multi-annual Work Programme 2012 as well as the Multi-annual Work Programme 2013.

2. Budgetary features

The total amount requested by applicants for the 2012 Multi-annual Calls in the eligible proposals was €5,727,775,792 while the total indicative budget for the call was €1,347 million for the six fields.

Table 1: Eligible proposals including the requested funding and indicative budget by priority

Priority	Number of eligible proposals	Requested TEN-T funding (€ million)	Budget available (€ million)
ATM	9	107.48	50
ERTMS	27	250.73	100
ITS-EETS	12	206.62	50
MoS	22	212.65	80
RIS	4	3.43	10
PPs	115	4,946.82	1,057
TOTAL	189	5,727.77	1,347

As evidenced above, all fields were largely oversubscribed except for River Information Services (RIS).

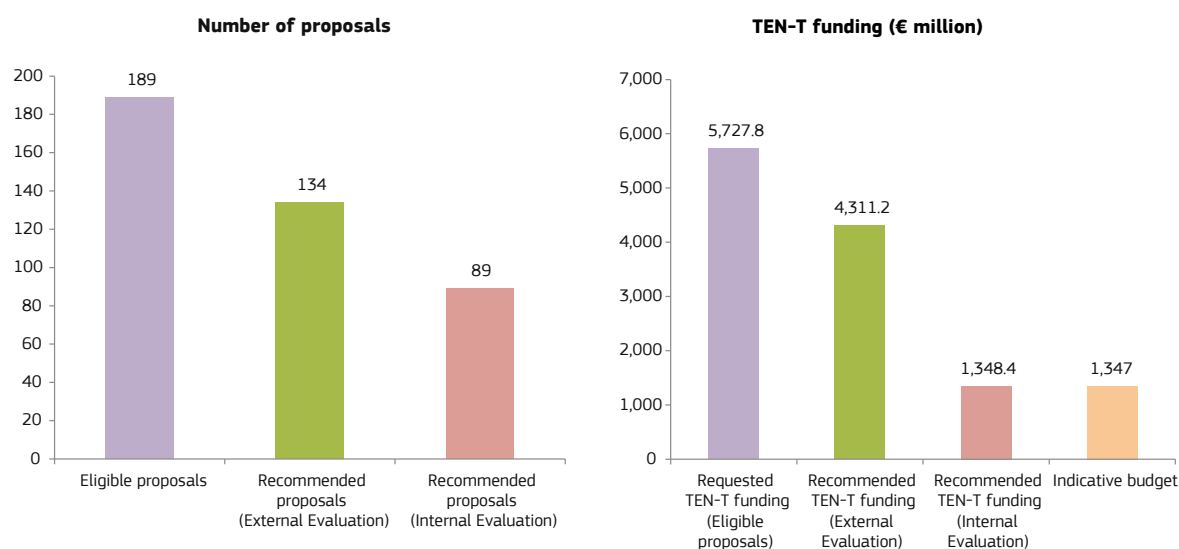
3. The selection of proposals

The selection process was carried out in three steps:

1. An external evaluation of proposals was organised by the TEN-T Executive Agency. The technical appraisal of each proposal against four blocks of award criteria (relevance, maturity, impact and quality) was made individually by at least three external experts. These experts then discussed each proposal and agreed on a consensus recommendation for or against funding and on a score for each of the four blocks of award criteria. This evaluation by external experts, which did not take into consideration the budgetary constraints, led to the recommendation of 134 proposals representing a total TEN-T requested funding of €5,249,827,671.30, which was 3.9 times more than the available budget (€1,347 million).
2. An appraisal in relation to the EU transport policy priorities and the objectives and restrictions set by the 2012 Multi-annual Call was undertaken internally, on the basis of the policy-related aspects mentioned in the 'final selection process' section of the call texts. An Internal Evaluation Panel, composed of representatives of DG MOVE, the TEN-T Executive Agency and DG ENV reviewed each proposal individually, to cut any costs and/or activities that would not be eligible or not recommended for funding. It also considered each proposal in view of the TEN-T objectives and priorities and its compliance with EU environmental law.
3. Finally, the Evaluation Committee composed of DG MOVE and TEN-T EA Directors confirmed the recommendation of the Internal Evaluation Panel.

Overall, the external and internal evaluation process resulted in recommending 89 proposals representing a total TEN-T funding of €1,348,385,369 (see Figure 1). Therefore, the indicative budget of €1,347 million will be entirely consumed together with unallocated amounts (€2,781,500) from the 2012 Annual call for proposals. Only proposals receiving a positive recommendation from the external evaluation were recommended for funding.

Figure 1: Overview of the evaluation process



The final results of the 2012 Multi-annual Calls including the repartition of the requested TEN-T funding per priority are detailed in Table 2 as well as in Figures 2 and 3.

Table 2: Proposals eligible/recommended for funding by field/priority area

Field	Number of eligible proposals	Requested TEN-T funding (€ million)	Number of proposals recommended for funding	Recommended TEN-T funding (€ million)
ATM	9	107.48	3	58.80
ERTMS	27	250.73	14	68.33
ITS-EETS	12	206.62	2	3.58
MOS	22	212.65	13	169.37
RIS	4	3.43	4	3.43
PPs - Total	115	4,946.82	53	1,044.84
PPs new actions	95	2,983.36	39	731.39
PPs ongoing actions	20	1,963.46	14	313.45
TOTAL	189	5,727.77	89	1,348.38

Proposals recommended for funding offer a wide coverage in all fields as described in the Work Programmes and the call texts. In terms of transport modes, there is a clear predominance of rail while Motorways of the Sea also received a high attention by applicants.

Figure 2: Recommended proposals and TEN-T funding per field

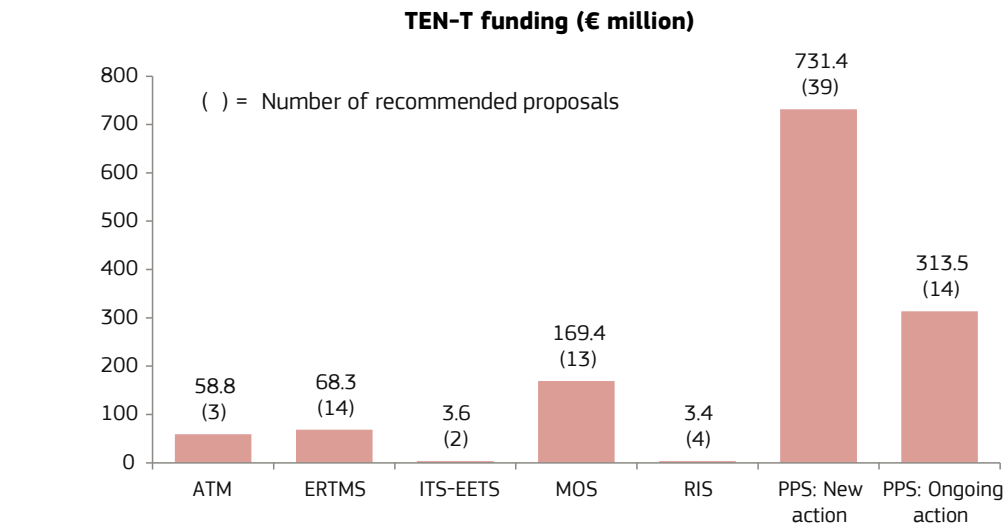


Figure 3. Recommended proposals and TEN-T funding per Priority Project

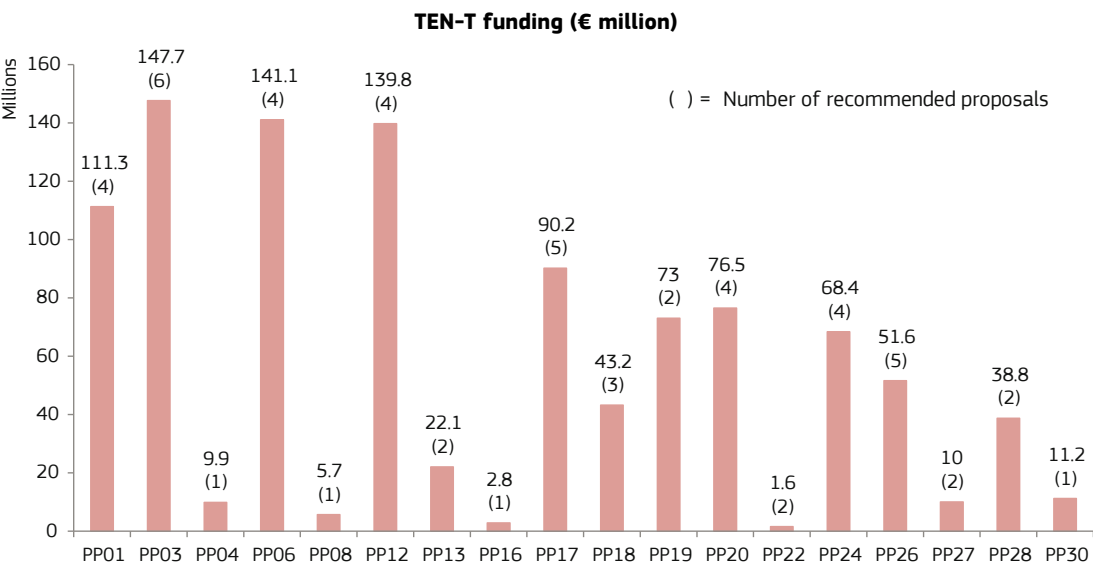
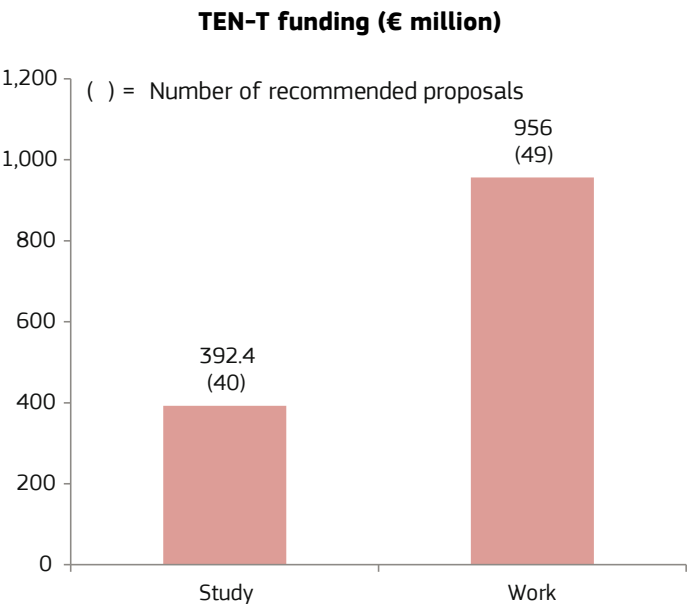
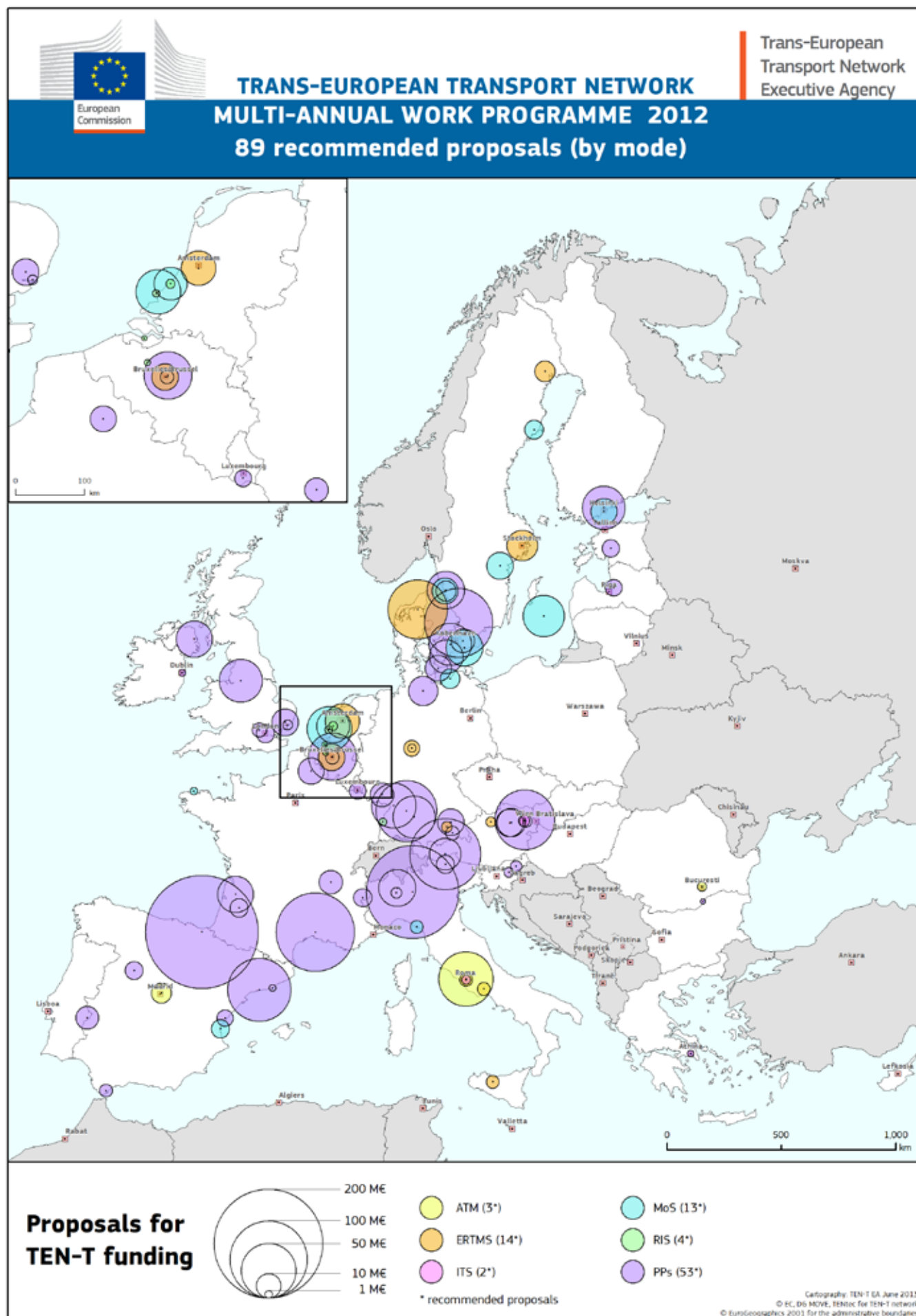


Figure 4. Recommended proposals and TEN-T funding per project type



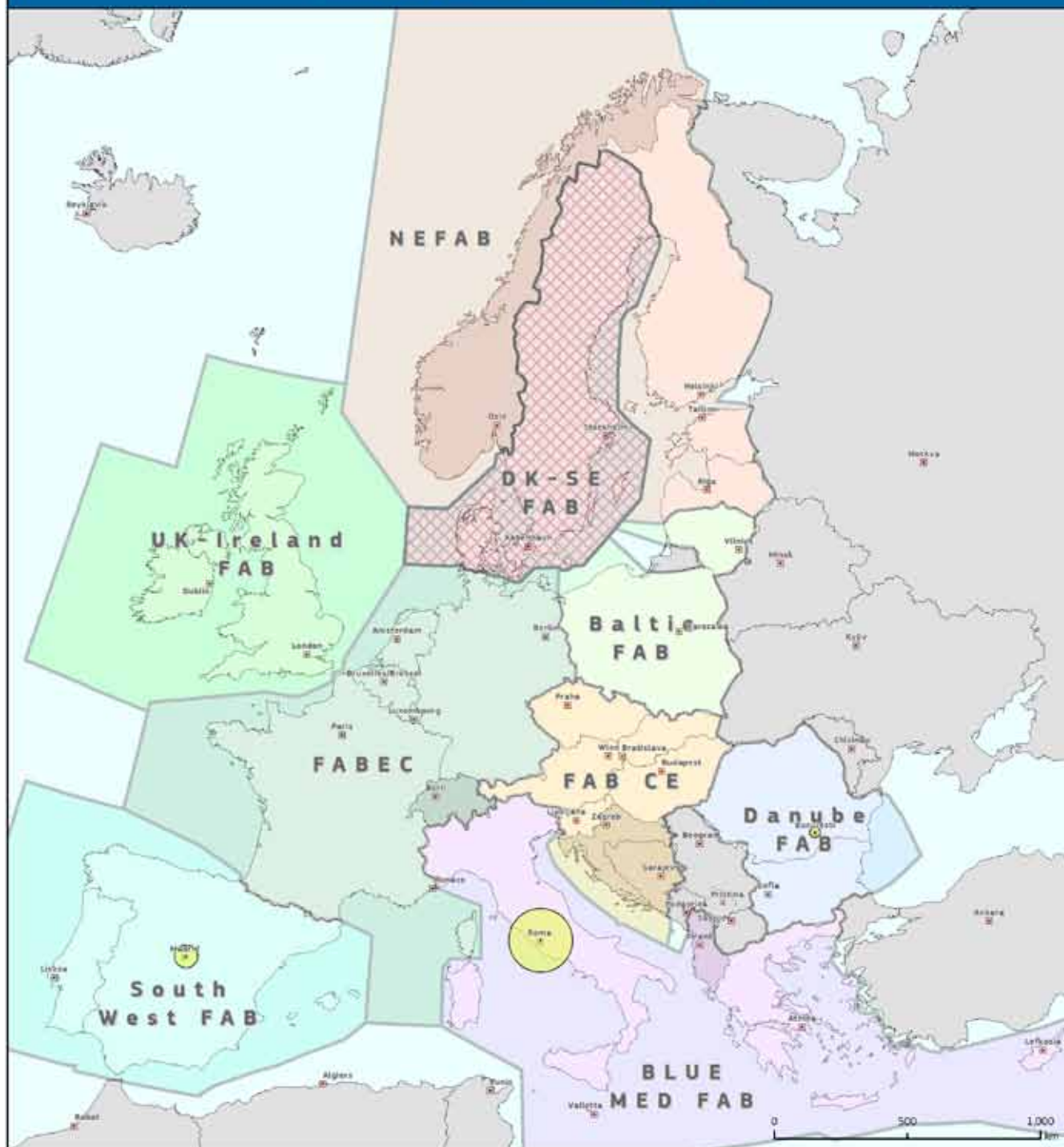
4. TEN-T Funding – Map representations of the proposals recommended for funding



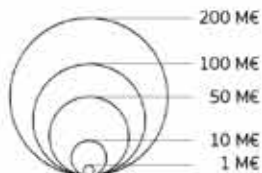
TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2012

ATM: 3 recommended proposals

Trans-European
Transport Network
Executive Agency



Proposals for TEN-T funding

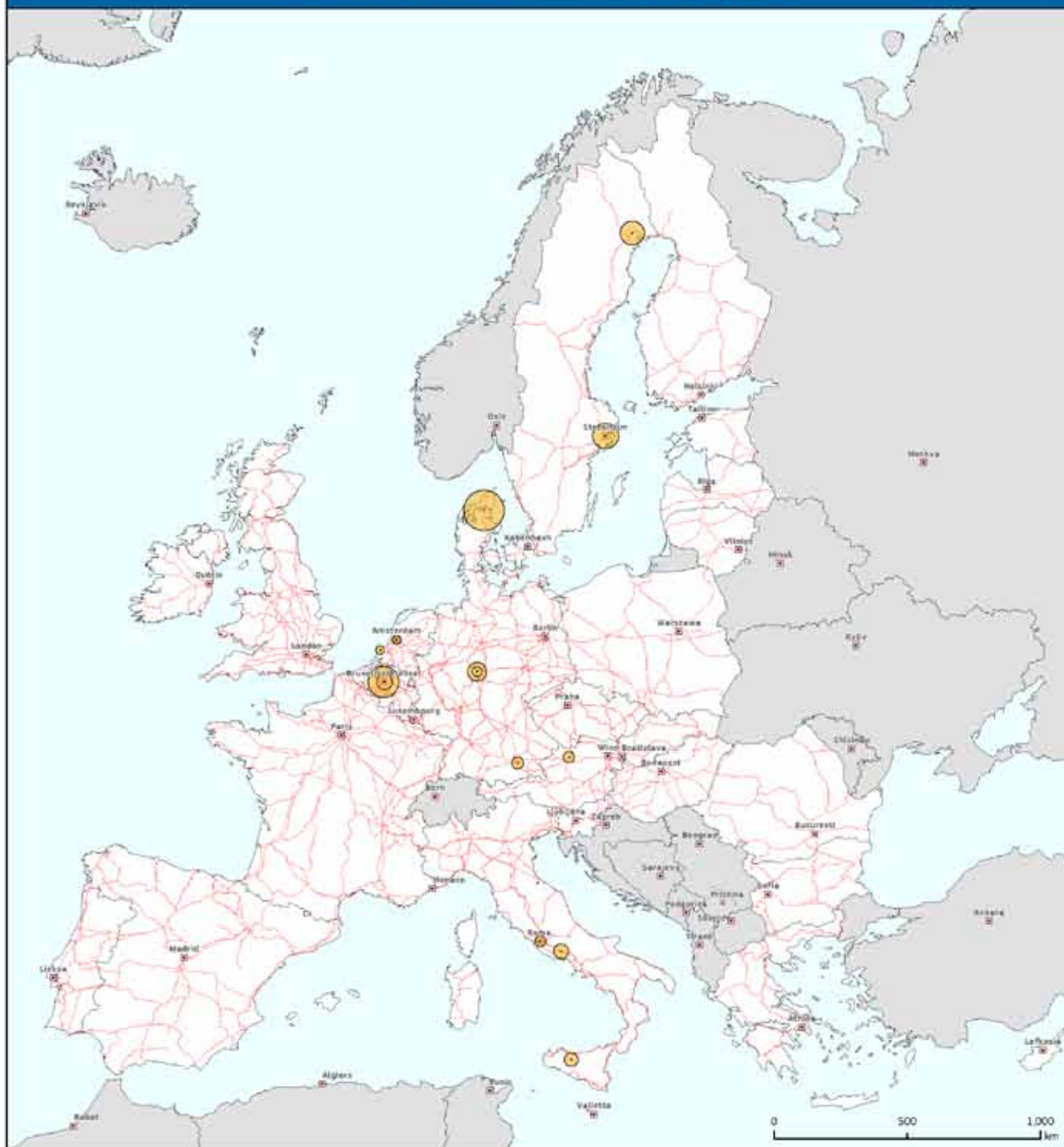


 ATM (3 recommended proposals)

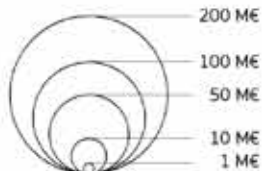


TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2012 ERTMS: 14 recommended proposals

Trans-European
Transport Network
Executive Agency



Proposals for TEN-T funding



ERTMS (14 recommended proposals)

TEN-T network

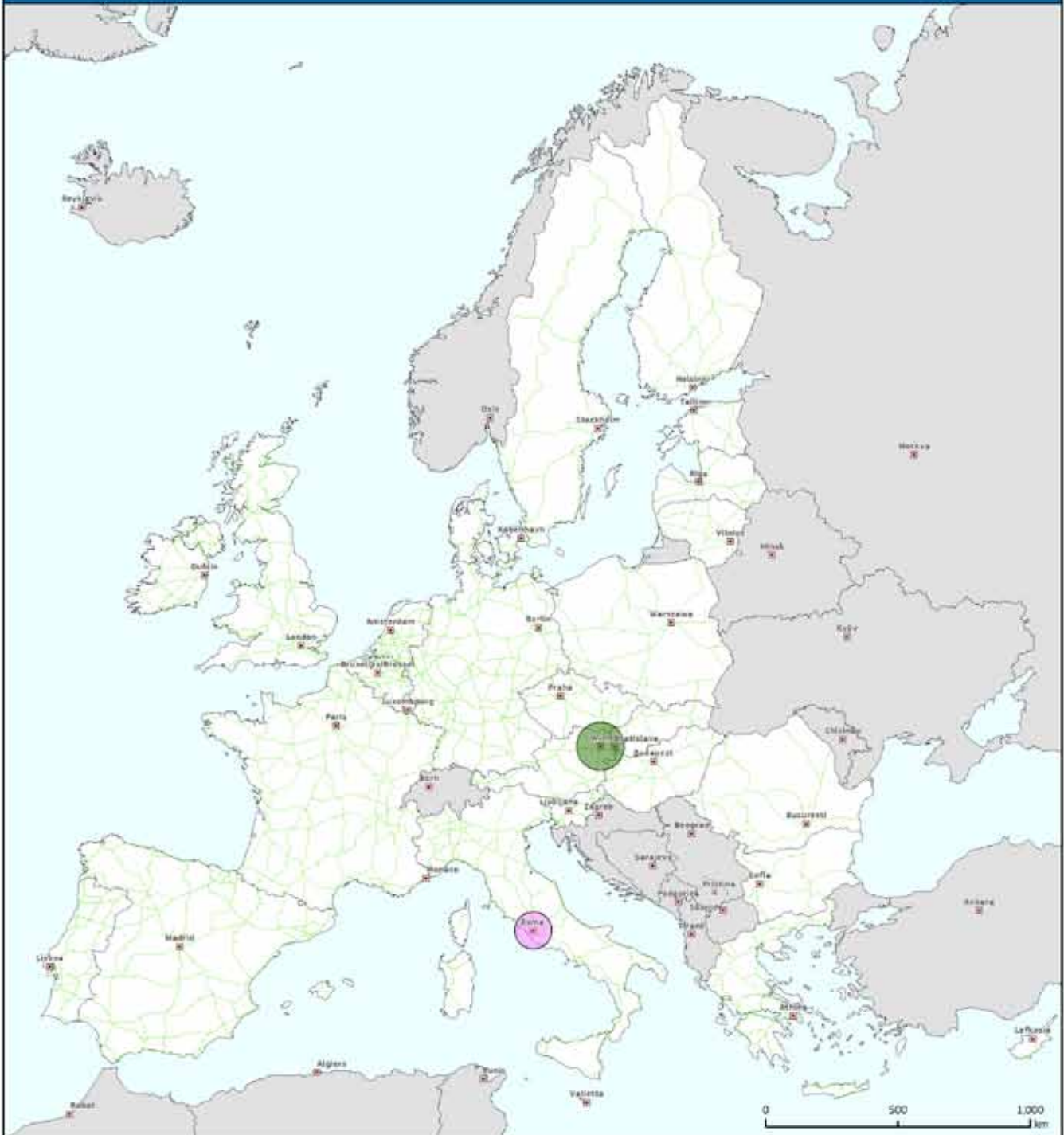
Railway

Cartography: TEN-T SA, June 2013
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© Eurogeographics 2001 for the administrative boundaries



TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2012 ITS/EETS: 2 recommended proposals

Trans-European
Transport Network
Executive Agency



Proposals for TEN-T funding



- EETS proposal
- ITS proposal

TEN-T network
— Road

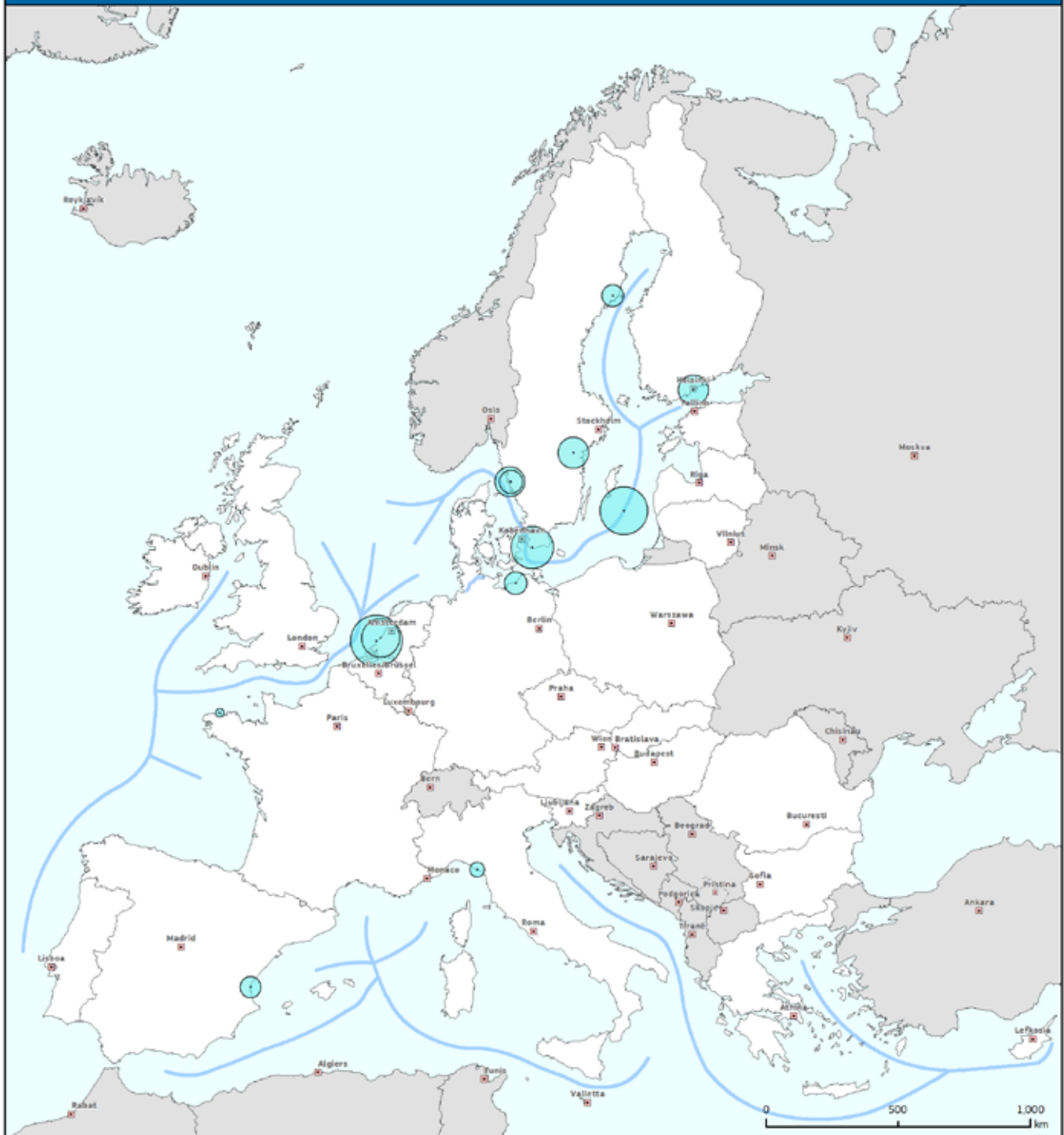
Cartography: TEN-T SA, June 2013
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TRANS-EUROPEAN TRANSPORT NETWORK

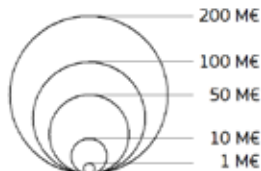
MULTI-ANNUAL WORK PROGRAMME 2012

MoS: 13 recommended proposals

Trans-European
Transport Network
Executive Agency



Proposals for TEN-T funding



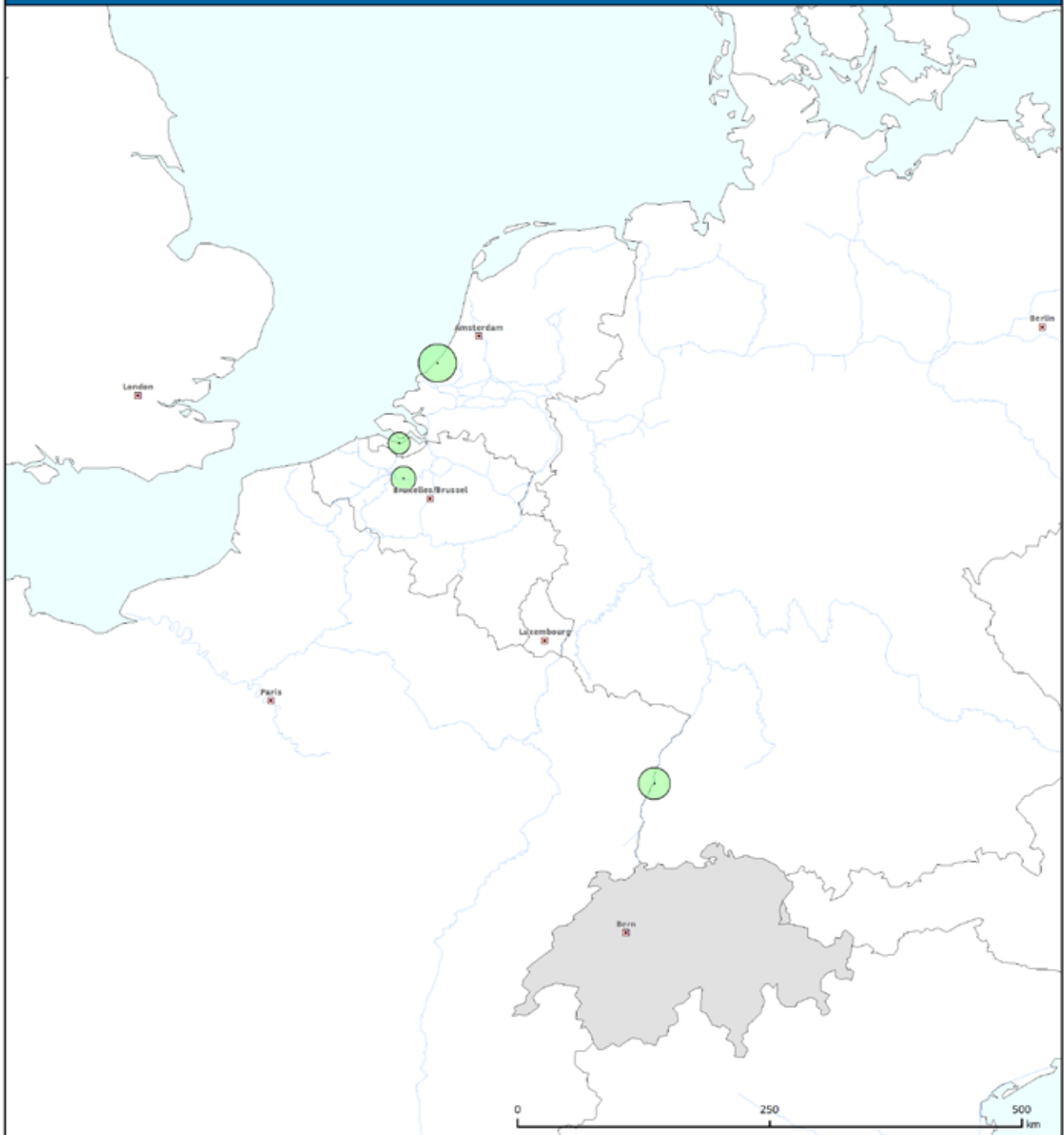
MoS
(13 recommended proposals)

TEN-T Network
TEN-T Network



TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2012 RIS: 4 recommended proposals

Trans-European
Transport Network
Executive Agency



**Proposals for
TEN-T funding**



**RIS
(4 recommended proposals)**

TEN-T network
Inland Waterway

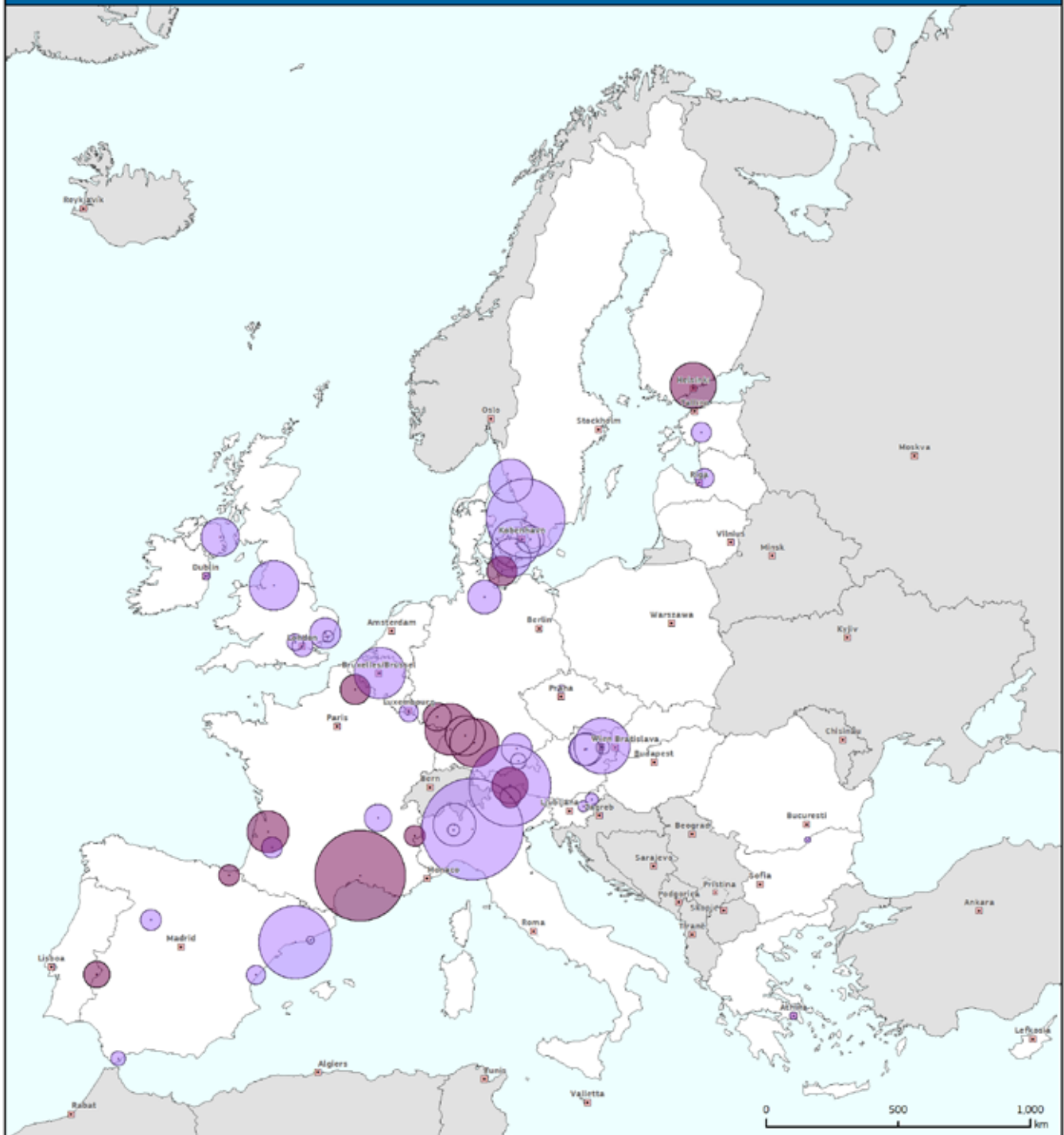
Cartography: TEN-T EA June 2013
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TRANS-EUROPEAN TRANSPORT NETWORK

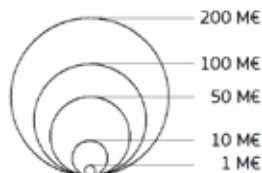
MULTI-ANNUAL WORK PROGRAMME 2012

PPs: 53 recommended proposals

Trans-European
Transport Network
Executive Agency



Proposals for TEN-T funding



- PP projects with ongoing actions
(14 recommended proposals)
- PP projects - new actions
(39 recommended proposals)

5. Proposals recommended under the 2012 TEN-T Multi-Annual Call for Proposals

ATM – Air Traffic Management

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2012-EU-40003-S	Activities to support the implementation of the IDP within DANUBE FAB	State Enterprise "Bulgarian Air Traffic Services Authority" BULATSA	EU	Study	2,788,420	1,394,210	50%	2,788,000	1,394,000	50%
2012-EU-40004-P	ANSPs Interim Deployment Programme Implementation	ENAV S.p.A.	EU	Work	253,778,950.55	50,755,790.11	20%	253,775,000	50,755,000	20%
2012-EU-40006-S	Accelerating the Deployment of Advanced FDP Capabilities in Europe	NATS (EN ROUTE) PLC	EU	Study	13,310,512.70	6,655,256.35	50%	13,310,000	6,655,000	50%

ERTMS – European Rail Traffic Management System

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2012-BE-60027-P	Equipment of ETCS1 on HSL L2, upgrade of HSL L3 and L4 to ETCS2 v2.3.0d, equipment of ETCS1 v2.3.0d on L10 and L36C/2	Infrabel nv	BE	Work	23,954,580	11,977,290	50%	23,854,000	11,927,000	50%
2012-DE-60013-P	ETCS equipment of DB Schenker Rail locomotives for interoperable freight traffic in Austria (TEN-T Priority Project 17 and ERTMS Corridor B)	DB Schenker Rail AG	DE	Work	3,750,000	1,875,000	50%	2,250,000	1,125,000	50%
2012-DE-60014-P	ETCS equipment of DB Schenker Rail locomotives for interoperable freight traffic on ERTMS Corridor A	DB Schenker Rail AG	DE	Work	8,850,000	4,425,000	50%	8,850,000	4,425,000	50%
2012-DE-60025-P	Upgrade, prototyping, retrofitting and testing LOKOMOTION locomotives to ETCS 2.3.0d / Baseline 3	Lokomotion Gesellschaft für Schienentraction mbH	DE	Work	9,090,000	1,800,000	19.80%	9,090,000	1,800,000	19.80%
2012-DK-60002-P	Early deployment of ERTMS Baseline 3 in Denmark	Banedanmark (Rail Net Denmark)	DK	Work	117,967,095	58,983,547	50%	40,000,000	20,000,000	50%
2012-EU-60020-P	Deployment of ERTMS On Board-equipment in Sweden 2012-2015	Trafikverket	EU	Work	90,090,000	30,325,000	33.66%	24,350,000	8,198,000	33.67%
2012-EU-60022-S	Facilitating and speeding up ERTMS - 2nd phase	EEIG ERTMS Users Group	EU	Study	15,083,000	7,541,500	50%	6,346,000	3,173,000	50%
2012-EU-60033-P	CEE goes ECTS	CargoServ GmbH	EU	Work	5,303,069	1,659,570	31.29%	5,303,000	1,659,000	31.28%

2012-IT-60009-P	Off-site and field testing to support Italian ERTMS migration strategy	MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI	IT	Work	6,000,000	3,000,000	50%	4,822,000	2,411,000	50%
2012-IT-60012-P	Equipment of ETR 1000 trainsets with ETCS Baseline 2 release 2.3.0d	Trenitalia SpA	IT	Work	5,355,000	2,677,500	50%	2,858,000	1,429,000	50%
2012-IT-60018-P	Upgrade of Roma-Napoli high speed line in order to ensure compatibility with ERTMS baseline 2.3.0d	MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI	IT	Work	6,000,000	3,000,000	50%	6,000,000	3,000,000	50%
2012-NL-60005-P	Maasvlakte 2 ERTMS	Port of Rotterdam	NL	Work	11,089,839	5,544,919	50%	1,800,000	900,000	50%
2012-NL-60006-P	An ETCS baseline 230d and 3.0 program for installation, upgrade and prototyping of various types electrical freight locomotives for usage on multiple TEN-T freight corridors and conventional networks	Mitsui Rail Capital Europe B.V.	NL	Work	44,117,872	19,958,936	45.24%	2,000,000	1,000,000	50%
2012-SE-60028-S	Upgrade to an uniform swedish system requirement for ERTMS, Level2	Trafikverket	SE	Study	14,581,755	7,290,876	50%	14,580,000	7,290,000	50%

ITS/EETS - Intelligent Transport Systems/European Electronic Toll Service

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2012-EU-50005-S	European ITS Platform (EIP)	Ministero delle Infrastrutture e dei Trasporti - Direzione generale per lo sviluppo del territorio, la programmazione e i progetti internazionali	EU	Study	11,919,950	5,959,975	50%	2,700,000	1,350,000	50%
2012-EU-50009-S	Regional European Electronic Toll Service (REETS TEN)	Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft (ASF/NAG)	EU	Study	5,244,605	2,622,302.50	50%	4,470,000	2,235,000	50%

MoS - Motorways of the Sea

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2012-EU-21003-P	LNG Rotterdam Gothenburg	LNG Break Bulk Rotterdam CV	EU	Work	184,008,970	36,801,794	20%	171,364,000	34,272,000	20%
2012-EU-21006-S	SEAGAS	B.A.I.BRETAGNE ANGL-ETERRE IRLANDE SA (BRIT-TANY FERRIES)	EU	Study	2,082,644	1,225,321	58.83%	2,082,000	1,041,000	50%
2012-EU-21007-S	MONALISA 2.0	Swedish Maritime Administration	EU	Study	24,316,096	12,158,048	50%	24,316,000	12,158,000	50%
2012-EU-21008-S	Winter Navigation Motorways of the Sea, WINMOS	Swedish Maritime Administration	EU	Mix	142,330,507	29,677,770	20.85%	142,330,000	29,677,000	20.85%
2012-EU-21009-P	Pilot: LNG Bunkering Infrastructure Solution and Pilot actions for Ships operating on the Motorway of the Baltic Sea	SSPA Sweden AB	EU	Mix	76,059,772	23,103,387	30.38%	76,059,000	23,103,000	30.38%
2012-EU-21010-S	PILOT SCRUBBER – New Generation Lightweight Pilot Scrubber Solution installed on a Ro-Ro Ship operating on the Motorway of the Baltic Sea	SSPA Sweden AB	EU	Study	13,583,650	6,791,824	50%	13,583,000	6,791,000	50%
2012-EU-21011-P	TWIN-PORT	Port of Helsinki	EU	Work	56,300,000	11,260,000	20%	56,300,000	11,260,000	20%
2012-EU-21013-S	Kvarken Multimodal Link – Midway Alignment of the Bothnian Corridor	NLC Ferry Ab Oy	EU	Mix	23,609,015	8,506,768	36.03%	20,734,000	6,129,000	29.56%
2012-EU-21017-S	Methanol: The marine fuel of the future	Stena Aktiebolag	EU	Study	22,502,000	11,251,000	50%	22,502,000	11,251,000	50%
2012-EU-21019-S	ANNA - Advanced National Networks for Administrations	Ministry of Infrastructure and the Environment (Kingdom of The Netherlands)	EU	Study	37,076,437	18,538,219	50%	37,076,000	18,538,000	50%
2012-EU-21020-S	Business to Motorways of the Sea	FUNDACION DE LA COMUNIDAD VALENCIANA PARA LA INVESTIGACION, PROMOCION Y ESTUDIOS COMERCIALES DE VALENCIA CIAPORT	EU	Study	11,394,970	5,697,485	50%	11,394,000	5,697,000	50%
2012-EU-21021-S	WiderMoS	Autorità Portuale della Spezia	EU	Study	5,940,398.00	2,970,199	50%	5,940,000	2,970,000	50%
2012-EU-21023-S	Sustainable Traffic Machines - On the way to greener shipping	Scandlines Deutschland GmbH	EU	Study	25,303,950.00	12,651,975	50%	12,917,000	6,458,000	50%

RIS - River Information Services

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2012-BE-70001-P	Implementation of RIS in Flanders IV	Flemish Government	BE	Work	2,940,000	588,000	20%	2,940,000	588,000	20%
2012-EU-70002-P	Implementation of RIS on the West-erscheldt River III	Flemish Government	EU	Work	2,375,000	475,000	20%	2,375,000	475,000	20%
2012-EU-70004-S	RIS Enabled European IWT Corridor Management	Staat der Nederlanden, Ministerie van Infrastructuur en Milieu	EU	Study	2,814,000	1,407,000	50%	2,814,000	1,407,000	50%
2012-FR-70003-S	RIS Upper Rhine	Ministère de l'écologie, du Développement durable et de l'énergie	FR	Study	1,936,200	968,100	50%	1,936,000	968,000	50%

PPs - Priority Projects (New Actions)

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2012-AT-17002-P	Prioritäre TEN-Hauptachse No. 17, Österreichischer Teilabschnitt "München – Salzburg, Salzburg – Wien und Wien – Bratislava"; Bau der Güterzugumfahrung St. Pölten im Westabschnitt (short title: Freight train Bypass St. Pölten, connection to the West)	Bundesministerium für Verkehr, Innovation und Technologie	AT	Work	66,391,360	13,278,272	20%	66,385,000	13,277,000	20%
2012-AT-17003-P	Prioritäre TEN-Hauptachse No. 17, Österreichischer Teilabschnitt "München – Salzburg, Salzburg – Wien und Wien – Bratislava"; Lückenschluss St. Pölten – Loosdorf (Güterzugumfahrung). Bau des Pummersdorfer Tunnels (short title: "Pummersdorfer Tunnel")	Bundesministerium für Verkehr, Innovation und Technologie	AT	Work	66,982,000	13,396,400	20%	66,975,000	13,395,000	20%
2012-AT-18070-P	Expansion of the tri-modal inland port by land recovery	Wiener Hafen, GmbH & Co KG	AT	Work	12,797,477	2,559,495.40	20%	12,790,000	2,558,000	20%
2012-BE-28105-P	Watermael Schuman-Josaphat	Infrabel sa	BE	Work	194,471,239.18	38,894,247.84	20%	169,720,000	33,944,000	20%
2012-CZ-22117-P	INTERMODAL TERMINAL MELNIK	České přístavy, a.s.	CZ	Work	4,134,648	826,929.60	20%	4,130,000	826,000	20%

2012-DE-17022-S	Planning the construction of a new railway connection between Munich Airport and the European railway corridor TEN PP 17 between Munich and Salzburg	Bayerisches Staatsministerium für Wirtschaft, Infrastruktur, Verkehr und Technologie	DE	Study	25,000,000	12,500,000	50%	25,000,000	12,500,000	50%
2012-DE-20012-S	Planungsleistungen zur Entflechtung der schienengebundenen Verkehre bzgl. der Fehmarnbelt-Hinterlandanbindung an dem Verkehrsknoten Hamburg (TEN-V-Achse 20)	Freie und Hansestadt Hamburg, Behörde für Wirtschaft, Verkehr und Innovation	DE	Study	29,200,000	14,600,000	50%	29,200,000	14,600,000	50%
2012-DK-20010-S	New railway line between Copenhagen and Ringsted (detailed planning phase)-access lines to the future Fehmarn Belt fixed link	Banedanmark (Rail Net Denmark)	DK	Study	61,168,000	30,584,000	50%	61,168,000	30,584,000	50%
2012-DK-20013-S	Upgrading the section from Ringsted to Rødby (second phase of detailed planning studies) - upgrading the railway access lines to the future Fehmarn Belt fixed link	Banedanmark (Rail Net Denmark)	DK	Study	39,441,586	19,720,793	50%	39,440,000	19,720,000	50%
2012-EE-27001-S	Spatial Planning and Technical Studies for Rail Baltic (Estonian section)	Estonian Technical Surveillance Authority	EE	Study	10,257,400	5,128,700	50%	10,256,000	5,128,000	50%
2012-EL-22023-S	Υπολεπιόμενες μελέτες για την υπογειοποίηση και αναστοδόηση του σιδηροδρομικού διαδρόμου από την έξοδο του ΣΣ Περαιά (Χ.Θ. 1+488) έως την είσοδο του ΣΣ Αθηνών (Χ.Θ. 9+700)	ΥΠΟΥΡΓΕΙΟ ΑΝΑΠΤΥΞΗΣ, ΑΝΤΑΓΩΝΙΣΤΙΚΟΤΗΤΑΣ, ΥΠΟΔΟΜΩΝ, ΜΕΤΑΦΟΡΩΝ & ΔΙΚΤΥΩΝ	EL	Study	1,500,000	750,000	50%	1,500,000	750,000	50%
2012-ES-03040-S	NUOVO ACCESO SUR VIARIO Y FERROVIARIO AL PUERTO DE BARCELONA. FASE 1. ESTUDIOS	Ministerio de Fomento. Dirección General de Ferrocarriles.	ES	Study	1,580,400	790,200	50%	1,580,000	790,000	50%
2012-ES-08113-P	Electrical Facilities in Section Medina del Campo-Salamanca. Railway line Medina del Campo-Salamanca-Fuentes de Oñoro	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	28,370,000	5,674,000	20%	28,370,000	5,674,000	20%
2012-ES-16096-P	Track bed works, Signaling and Telecommunication Facilities. Section Pk 3,1 a Pk 6,8. San Roque Mercancías. Railway Line Bobadilla-Algeciras	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	14,000,000	2,800,000	20%	14,000,000	2,800,000	20%
2012-ES-19031-S	IMPLANTACIÓN DEL ANCHO UIC EN EL CORREDOR MEDITERRÁNEO. FASE 1. ESTUDIOS.	Ministerio de Fomento. Dirección General de Ferrocarriles.	ES	Study	9,754,900	4,877,450	50%	9,754,000	4,877,000	50%
2012-ES-19041-P	IMPLANTACIÓN DEL ANCHO UIC EN EL CORREDOR MEDITERRÁNEO. TRAMO: CASTELLBISBAL- NUDO DE VILASECA FASE 1.	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	340,859,700	68,171,940	20%	340,855,000	68,171,000	20%

2012-EU-01092-S	Priority TEN-axis No. 1, Global Project "Munich-Kufstein, Kufstein-Innsbruck, Brenner Base Tunnel (cross-border) and Fortezza-Verona"; Pre-study for the Northern Access Line to the Brenner Base Tunnel between Munich (Germany) and Radfeld (Austria)	Bundesministerium für Verkehr, Innovation und Technologie	EU	Study	6,715,000	3,357,500	50%	6,714,000	3,357,000	50%
2012-EU-01098-S	PRIORITY PROJECT TEN NO. 1 BRENNER BASE TUNNEL - STUDIES	MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI	EU	Study	171,300,000	85,650,000	50%	171,300,000	85,650,000	50%
2012-EU-13066-S	Accelerating the introduction of Electric Vehicle Rapid Charging by studying adoption and use along PP axes 1.3 and 2.6 in the UK and Ireland	Nissan Motor (GB) Ltd	EU	Study	7,359,778	3,679,888	50%	7,358,000.00	3,679,000	50%
2012-EU-18067-S	LNG Masterplan for Rhine-Main-Danube	Pro Danube Management GmbH	EU	Study	121,316,983.44	60,658,491.72	50%	80,520,000	40,260,000	50%
2012-EU-18089-S	High-performance GREEN PORT GIUGLIU	ILR Logistica Romania S.R.L.	EU	Study	16,872,500	8,436,250	50%	800,000	400,000	50%
2012-FR-03054-S	Grand Projet du Sud Ouest - Bordeaux Espagne	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Study	11,300,000	5,650,000	50%	11,300,000	5,650,000	50%
2012-FR-24053-S	Première étape de désaturation du Noeud ferroviaire de Lyon	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Study	19,300,000	9,650,000	50%	19,300,000	9,650,000	50%
2012-IE-26043-S	City Centre Re-signalling Project - Connolly Station to Sandymount Station - Design Stage	Department of Transport, Tourism and Sport	IE	Study	1,449,000	724,500	50%	1,448,000	724,000	50%
2012-IT-06072-P	Tratta AV/AC Treviglio - Brescia: completamento 1° lotto costruttivo tratta e realizzazione opere di sistemazione stazione di Brescia.	Ministero delle Infrastrutture e dei Trasporti	IT	Work	729,051,796	145,810,359	20%	657,650,000	131,530,000	20%
2012-IT-24071-P	MXPT2(Railink)-UP	Railink S.r.l.	IT	Work	115,000,000	23,000,000	20%	115,000,000	23,000,000	20%
2012-IT-24116-P	CIM WEST TERMINAL EXPANSION	C.I.M. S.p.A.	IT	Work	10,000,000	2,000,000	20%	10,000,000	2,000,000	20%
2012-LU-28025-S	Luxembourg rail network. EuroCapRail. Studies regarding the construction of a new section providing a direct link between Luxembourg Station and Bettembourg and the up-grading of Bettembourg Station.	Ministère du Développement durable et des Infrastructures	LU	Study	9,625,825	4,812,911	50%	9,624,000	4,812,000	50%
2012-LV-27120-S	Preliminary design and operations studies for Rail Baltica railway line Latvian section	Ministry of Transport of the Republic of Latvia	LV	Study	9,840,000	4,920,000	50%	9,840,000	4,920,000	50%
2012-SE-12033-S	Design studies for expansion to four tracks of Nordic Triangle at Flackarp Arböv in Sweden	Swedish Transport Administration	SE	Study	19,086,678	9,543,339	50%	19,086,000	9,543,000	50%

2012-SE-12048-P	Completion of the railway tunnel through Hallandsås – a priority project in the Nordic Triangle	Swedish Transport Administration	SE	Work	396,808,200	79,361,640	20%	396,808,000	79,361,000	20%
2012-SE-12069-P	The Gothenburg Port Line - railway bridge at Marieholm	Swedish Transport Administration	SE	Work	120,447,548	24,089,530	20%	120,445,000	24,089,000	20%
2012-SI-06083-S	Izdelava projekta za pridobitev gradbenega dovoljenja (PGD) in projekta za izvedbo (PZI) za ureditev vozlišča z ureditvijo železniške postaje Pragersko	Ministrstvo za infrastrukturo in prostor Republike Slovenije	SI	Study	4,280,000	2,140,000	50%	4,280,000	2,140,000	50%
2012-SI-06086-S	Execution design for upgrading the existing main double-track electrified Zidani Most-Celje railway line	Ministry of Infrastructure and Spatial Planning	SI	Study	3,500,000	1,750,000	50%	3,500,000	1,750,000	50%
2012-UK-13018-P	A8 Belfast to Lame Dualling (From Coleman's Corner to Ballyrickard Road)	Department for Transport	UK	Work	112,520,387.76	22,504,077.56	20%	91,860,000	18,372,000	20%
2012-UK-26030-P	Felixstowe rail terminal (phase 2) - Further improving inemodal transfer and removing bottleneck on PP26	Department for Transport	UK	Work	13,227,000	2,645,400	20%	8,620,000	1,724,000	20%
2012-UK-26058-P	Completing PP26 South (Felixstowe to Nuneaton) and Delivering the TEN-T Core Rail Network in the United Kingdom: Ipswich Chord	Department for Transport	UK	Work	62,078,583.41	12,415,716.68	20%	62,075,000	12,415,000	20%
2012-UK-26060-P	Completing Priority Axis 26 (PP 26) North and delivering the TEN-T Core Rail Network in the United Kingdom: Transpennine Rail Electrification	Department for Transport	UK	Work	155,159,806.71	31,031,961.34	20%	155,155,000	31,031,000	20%
2012-UK-26061-S	Study to test the potential of Bio-LNG to contribute to European renewable energy targets based on a pilot re-fuelling and storage network trialled with HGV fleet operators in the UK.	Gasrec Ltd	UK	Study	16,411,000	5,774,000	35.18%	16,408,572	5,743,000	35%

PPs - Priority Projects (Ongoing Actions)

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2012-DE-04057-P	POS Nord	Bundesministerium für Verkehr, Bau und Stadtentwicklung	DE	Work	74,200,114	9,913,135	13.36%	73,750,413.70	9,882,556	13.40%
2012-DE-17046-P	Neubaustrecke Wendlingen - Ulm	Bundesministerium für Verkehr, Bau und Stadtentwicklung	DE	Work	625,741,449	35,354,392	5.65%	537,895,748	30,383,615	5.65%

2012-DE-17050-P	Aus- und Neubaustrecke Stuttgart - Wendlingen einschließlich Stuttgart 21	Bundesministerium für Verkehr, Bau und Stadtentwicklung	DE	Work	756,688,129	63,507,480	8.39%	756,688,129	20,616,775	2.73%
2012-DE-24037-P	Ausbaustrecke/Neubaustrecke Karlsruhe Basel mit teilweisen Ausbaumaßnahmen an der bestehenden Strecke	Bundesministerium für Verkehr, Bau und Stadtentwicklung	DE	Work	338,913,000	34,874,148	10.29%	327,714,565	33,721,829	10.29%
2012-ES-03093-P	Construcción de la Nueva Red Ferroviaria en el País Vasco (Y ferroviaria) . Tramo guipuzcoano	Gobierno Vasco. Departamento de Medio Ambiente y Política Territorial	ES	Work	1,087,899,223	326,369,767	30%	39,556,579	5,933,487	15%
2012-EU-01099-P	PRIORITY PROJECT TEN NO. 1 BRENNER BASE TUNNEL - WORKS	MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI	EU	Work	558,900,000	167,670,000	30%	558,900,000	16,767,000	3%
2012-EU-03115-P	Works for the High-Speed Railway Axis of South-West Europe (PP3) - Lisbon-Madrid Axis: Cross-Border Section Évora-Mérida	DIRECCIÓN GENERAL DE FERROCARRILES	EU	Work	174,625,856	52,387,757	30%	174,625,856	8,731,293	5%
2012-EU-06049-P	Demande de financement supplémentaire 2012-2015 pour les acquisitions foncières de la section transfrontalière du Lyon-Turin	Ministère de l'Ecologie, du Développement Durable et de l'Energie	EU	Work	684,316,207	300,032,600	43.84%	189,697,509	5,690,925	3%
2012-EU-20024-P	Fehmarnbelt fixed rail/road link	Ministry of Transport	EU	Work	289,253,100	106,534,550	36.83%	190,460,000	11,637,106	6.11%
2012-EU-30081-P	Application modifiant la décision C(2008)8141 du 15 décembre 2008 concernant l'octroi d'un concours financier en faveur de projets d'intérêt commun «Liaison fluviale Seine-Escaut – tronçon transfrontalier entre Compiègne et Gand» - 2007-EU-30010-P	Ministère de l'écologie, du développement durable et de l'énergie	EU	Work	1,016,151,001	354,735,000	34.91%	37,300,000	11,190,000	30%
2012-FI-12087-P	Airport railway line (RING-line)	The Ministry of Transport and Communications	FI	Work	290,426,101	58,085,220	20%	178,585,651	26,787,847	15%
2012-FR-03056-P	Contournement Nîmes Montpellier	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Work	1,133,896,589	226,779,317	20%	696,532,737	104,479,910	15%
2012-FR-03059-P	Désaturation du noeud ferroviaire de Bordeaux	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Work	147,324,509	29,464,902	20%	147,324,509	22,098,676	15%
2012-IT-01079-P	Linea di accesso meridionale al Brennero	Ministero delle Infrastrutture e dei Trasporti	IT	Work	36,890,340	7,378,068	20%	36,890,340	5,533,551	15%

6. Proposals NOT recommended under the 2012 TEN-T Multi-Annual Call for Proposals

ATM – Air Traffic Management

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T requested funding	External Evaluation Recommendation
2012-BE-40010-S	Set-up of Centralised Services to contribute to SES Performance Achievement.	EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EURO-CONTROL)	BE	Study	56,805,949	28,402,974.50	50%	No
2012-EU-40007-P	Implementation of Harmonized Functionality for COOPANS Build 2.5	LFV	EU	Work	7,072,778	1,414,556	20%	No
2012-EU-40008-S	COOPANS Operational Harmonization Study	LFV	EU	Study	3,768,934	1,884,467	50%	No
2012-EU-40013-S	FAB Central Europe: Pilot Seamless Operation	AUSTRO CONTROL ÖSTERREICHISCHE GESELLSCHAFT FÜR ZIVILLUFTFAHRT	EU	Study	26,096,058	13,048,029	50%	No
2012-HU-40011-P	MATIAS Build 10, development of MATIAS air traffic control system	HungaroControl Hungarian Air Navigation Services Private Limited Company	HU	Work	13,169,350	2,633,870	20%	No
2012-HU-40012-P	rTWR – Development of remote (virtual) tower	HungaroControl Hungarian Air Navigation Services Private Limited Company	HU	Work	7,796,312	1,299,386	16.67%	No

ERTMS – European Rail Traffic Management System

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T requested funding	External Evaluation Recommendation
2012-AT-60001-P	ETCS onboard equipment of TX Logistik Austria AG locomotives to operate on ERTMS Corridor B (ETCS-TXLA)	TX Logistik Austria GmbH	AT	Work	2,915,750	1,457,875	50%	No
2012-BE-60024-P	ETCS installed on the pilot coaches type 11.1 and type M6	NMBS/SNCB (NV van publiek recht/SA de droit public)	BE	Work	17,367,000	5,833,500	33.59%	No
2012-DE-60010-P	Equipment of 86 freight locomotives with ETCS on-board-units according to SRS 2.3.0d / Baseline 3	Railpool GmbH	DE	Work	12,650,000	6,325,000	50%	Yes
2012-DK-60003-P	Implementation of ERTMS Baseline 3 on passenger rolling stock in Denmark – First of class	Banedanmark (Rail Net Denmark)	DK	Work	78,193,318	39,096,659	50%	No
2012-DK-60026-P	Upgrade or equipment of trains with baseline 3	Contec Rail Aps	DK	Work	1,114,472	557,236	50%	No
2012-EU-60004-P	Prototyping, testing, certifying and retrofitting of TRAXX locomotives to ETCS 2.3.0d / Baseline 3	Macquarie European Rail Limited (Luxembourg Branch)	EU	Work	37,465,056	6,450,000	17.22%	No
2012-EU-60032-S	Facilitating and Speeding up ERTMS Interoperability	Multitel	EU	Study	10,668,816	5,334,408	50%	No
2012-FR-60017-S	Formalisation of the ERTMS standards for the HSL equipped with TVM	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Study	4,013,756.33	2,006,878.16	50%	No
2012-IT-60021-P	ERTMS DATA LOG ANALYZER	MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI	IT	Work	6,000,000	3,000,000	50%	No

2012-IT-60029-P	ATTREZZAGGIO DELLE LINEE FERROVIARIE E DEL MATERIALE ROTABILE DI RFT E TFT CON ERTMS/ETCS L2 E GSM-R (SST E SSB)	RETE FERROVIARIA TOSCANA S.p.A.	IT	Work	21,255,549.99	10,627,774.99	50%	No
2012-NL-60007-P	Retro Fitting&Up grading Diesel Vehicles; Developing On Board Unit Software and Specific Vehicle Implementation Designs, Prototyping, Testing, Certifying and Installation works.	DB Schenker Rail Nederland NV	NL	Work	16,614,000	7,087,000	42.66%	No
2012-PL-60031-P	Wdrożenie systemu ERTMS/ETCS poziom 1 na liniach kolejowych 570 i 64 na odcinku Psary – Kozłów	PKP Polskie Linie Kolejowe S.A.	PL	Work	2,312,370	1,156,185	50%	No
2012-SK-60030-S	ERTMS deployment on Slovak part of the Corridor E: state border CZ/SK – Kúty – Junction Bratislava – Rusovce – state border SK/HU	Ministry of Transport, Construction and Regional Development of the Slovak Republic	SK	Study	3,492,200	1,746,100	50%	No

ITS/EETS – Intelligent Transport Systems/European Electronic Toll Service

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T requested funding	External Evaluation Recommendation
2012-ES-50011-S	STM - Smart Traffic Management	Asociación Española de la Carretera (AEC)	ES	Study	1,883,200	941,600	50%	No
2012-EU-50001-P	NEXT-ITS – ITS on the Extended Nordic Triangle	Sweden. Ministry of Enterprise, Energy and Communications / Swedish Transport Administration	EU	Work	134,427,000	26,885,400	20%	No
2012-EU-50002-S	GeoToll Pay	DGAE - Direção-Geral das Atividades Económicas (Ministério da Economia e do Emprego)	EU	Study	325,344	162,672	50%	No
2012-EU-50003-P	CITIES+	DIRECCIÓN GENERAL DE TRÁFICO	EU	Work	58,250,500	11,650,100	20%	No
2012-EU-50004-P	Arc Atlantique Traffic Management Corridor	Department for Transport	EU	Work	190,229,433.77	38,045,886.75	20%	No
2012-EU-50006-P	CROCODILE	Bundesministerium für Verkehr, Innovation und Technologie	EU	Work	148,772,500	29,754,500	20%	No
2012-EU-50007-P	MAGNA GRAECIA	Ministry of Development, Competitiveness, Infrastructure, Transport and Networks (General Secretary of Public Works)	EU	Work	7,930,000	1,586,000	20%	No
2012-EU-50008-P	MedTIS	Association des sociétés françaises d'autoroutes (ASFA)	EU	Work	164,150,500	32,830,100	20%	No
2012-EU-50010-P	Chameleon	Bundesministerium für Verkehr, Bau und Stadtentwicklung	EU	Work	183,098,508	36,619,702	20%	No
2012-EU-50012-P	Corridor du Soleil	Ministère de l'énergie, du développement-durable et de l'énergie (MEDDE)	EU	Work	97,854,000	19,570,800	20%	No

MoS – Motorways of the Sea

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T requested funding	External Evaluation Recommendation
2012-EU-21004-P	Forcing a breakthrough for use of LNG in Maritime shipping	Anthony Veder Rederijzaken B.V.	EU	Work	12,389,958	3,746,947	30.24%	No
2012-EU-21005-S	Towards Round-the-Year Winter Navigation without Icebreaking Assistance (TRYNICE)	VTT Technical Research Centre of Finland	EU	Study	1,163,090	581,545	50%	No
2012-EU-21012-S	LNG in Baltic and Black Sea Ports	Trelleborgs Hamn AB	EU	Study	1,156,539.58	485,941	42.02%	No
2012-EU-21014-P	ATLANTICA OPTIMoSTerminals	Organismo Público Puertos del Estado	EU	Work	18,408,028	3,681,606	20%	No
2012-EU-21015-S	MAGELLANO 2020 – GREEN INCENTIVES FOR MOS BASED CORRIDORS	Rete Autostrade Mediterranee Spa	EU	Study	3,547,012	1,773,506	50%	No
2012-EU-21016-P	Improvement of multi-modal transport and sea-based link Swinoujście-Trelleborg	Trelleborgs Hamn AB	EU	Work	22,996,742	4,543,670	19.76%	No
2012-EU-21018-S	TrainMoS 2	UNIVERSITY OF STRATHCLYDE	EU	Study	2,548,696	1,274,348	50%	No
2012-EU-21022-P	BothniaLNG	The Baltic Institute of Finland	EU	Work	51,124,600	15,103,050	29.54%	No
2012-EU-21024-S	"SEAPLANES-SEE": Seaplanes "Dossier & Tender" for South East Europe Operations	EPSILON INTERNATIONAL SA	EU	Study	1,660,000	830,000	50%	No

PPs – Priority Projects (New Actions)

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T requested funding	External Evaluation Recommendation
2012-AT-17034-P	Priority TEN-axis No. 17, Austrian part in sub-section "Munich-Salzburg, Salzburg-Vienna, Vienna-Bratislava"; Gap-closure between Hubertendorf and Blindenmarkt (via Burgstallertunnel) to enable the required four-track operation for "Ybbs – Amstetten"	Bundesministerium für Verkehr, Innovation und Technologie	AT	Work	67,848,931.34	13,569,786.27	20%	Yes
2012-AT-17100-S	Priority TEN-axis No. 17, in sub-section "Munich-Salzburg, Salzburg-Vienna, Vienna-Bratislava"; "Design study leading to and Environmental Impact Assessment necessary for the implementation of the gap-closure Salzburg – Steindorf/Straßwalchen"	Bundesministerium für Verkehr, Innovation und Technologie	AT	Study	8,581,400	4,290,700	50%	Yes
2012-AT-17106-P	Priority TEN-axis No. 17 in sub-section "Munich – Salzburg (cross-border), Salzburg – Vienna, and Vienna – Bratislava"; Integration of the three tracks from "Freilassing – Salzburg" into Salzburg Main Train Station ("works")	Bundesministerium für Verkehr, Innovation und Technologie	AT	Work	108,915,300	21,783,060	20%	Yes

2012-AT-17108-P	PP17 sub-section "Munich-Salzburg, Salzburg-Vienna, Vienna- Bratislava"; connection Vienna – Slovakian border near Marchegg; electrification and two-track upgrading Wien-Stadlau – Wien-Aspern (short title: "upgrading Wien-Stadlau – Wien-Aspern")	Bundesministerium für Verkehr, Innovation und Technologie	AT	Work	25,252,000	5,050,400	20%	No
2012-BE-24103-P	Works for Rail Freight Corridor 8 on the Belgian territory: electrification works Herentals-Mol, transformation track configuration Neerpelt, re-opening the train stop at Hamont, upgrading existing signalling technology.	Infrabel sa	BE	Work	40,220,027.26	8,044,005.46	20%	Yes
2012-BE-28102-P	Mise à quatre voies de la ligne 161 entre Watermael et la bifurcation de Louvain-la-Neuve	Infrabel sa	BE	Work	259,581,686.58	51,916,337.32	20%	Yes
2012-DK-20011-P	New railway line between Copenhagen and Ringsted (works)- upgrading the railway access lines to the future Fehmarn Belt fixed link	Banedanmark (Rail Net Denmark)	DK	Work	667,347,135	133,469,425	20%	Yes
2012-DK-20014-P	Upgrading the section from Ringsted to Rødby (works) - upgrading the railway access lines to the future Fehmarn Belt fixed link	Banedanmark (Rail Net Denmark)	DK	Work	57,254,437	11,450,887	20%	Yes
2012-DK-20027-S	New Storstrøm Bridge (studies) – upgrading the railway access line to the future Fehmarn Belt fixed link	Banedanmark (Rail Net Denmark)	DK	Study	30,041,000	15,020,500	50%	Yes
2012-ES-03101-P	NEW ACCESO SUR FERROVIARIO AL PUERTO DE BARCELONA. FASE I	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	59,000,000	11,800,000	20%	No
2012-ES-08094-P	Platform Works on section Vigo – Santiago de Compostela. Eje Atlántico de Alta Velocidad	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	226,945,520	45,389,104	20%	Yes
2012-ES-08095-P	Supply, track assembly, electrical, signaling, telecommunications and civil protection facilities and services for follow-up on section Vigo – A Coruña. Eje Atlántico Alta Velocidad	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	197,094,612	39,418,922	20%	Yes
2012-ES-14016-S	Airport link Tenerife North-South with an innovative and modern railway system, the Maglev	Cabildo Insular de Tenerife	ES	Study	1,000,000	500,000	50%	No
2012-ES-16029-S	Technical Actions for the optimization of Freight Railway Axis Sines/Algeciras-Madrid-París (PP16) and the planning on the Spanish existing part	Fundación Transpirenaica-Travesía Central del Pirineo	ES	Study	1,200,000	600,000	50%	No
2012-ES-19004-P	Madrid-Galicia High-Speed Rail. Section: Cernadilla-Pedralba de la Pradería-Padornelo Tunnel	SOCIEDAD ESTATAL DE INFRAESTRUCTURAS DEL TRANSPORTE TERRESTRE, S.A.	ES	Work	219,054,606.89	43,810,921.38	20%	Yes
2012-ES-19005-P	Madrid-Galicia High-Speed mixed traffic Rail. Section: Zamora-La Hiniesta	SOCIEDAD ESTATAL DE INFRAESTRUCTURAS DEL TRANSPORTE TERRESTRE, S.A.	ES	Work	44,197,482.26	8,839,496.45	20%	Yes
2012-ES-19042-P	IMPLANTACIÓN DEL ANCHO UIC EN EL CORREDOR MEDITERRÁNEO. TRAMO: VANDELLÓS- ALMUSSAFES. FASE 1.	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	483,880,600	96,776,120	20%	Yes
2012-ES-19082-P	Platform Works on subsection San Isidro - Orihuela and services for follow-up works	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	128,324,445	25,664,889	20%	Yes
2012-ES-19084-P	Platform works on the subsections Llubian - Tunel de la Canda, Tunel de la Canda - Vilavella and Tunel de O Cañizo (Vía izquierda) and services for follow-up works	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	202,259,180	40,451,836	20%	Yes

2012-ES-19085-P	Platform and Track Bed Works on the subsections "Nudo de La Encina – Mogente and Mogente-Alcudia de Crespins"	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	59,243,785	11,848,757	20%	No
2012-ES-19088-P	Supply, Track assembly and Energy facilities on the Olmedo - Zamora - Pedralba de la Pradería HSRL section	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	162,367,078	32,473,416	20%	Yes
2012-ES-19097-P	Supply, track assembly, electrical, signaling, telecommunication acoustic and civil protection facilities on the section Albacete-Alicante of the HSRL Madrid-Levante	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	194,990,232	38,998,046	20%	Yes
2012-ES-19114-P	Supply, track assembly and complementary works, electrical, signaling and telecommunications facilities on the Mediterranean Corridor Railway Link - LAV Madrid - Barcelona - French Border	ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS	ES	Work	201,623,442	40,324,689	20%	Yes
2012-EU-16019-S	Estudios para la adecuación de las infraestructuras existentes en la línea internacional Zaragoza-Canfranc-Pau de cara al restablecimiento de los tráfico ferroviarios	Gobierno de Aragón	EU	Study	7,869,524	3,934,762	50%	No
2012-EU-17118-P	Connecting Priority Project TEN Axis 17 (rail) with Priority Project 18 (IWW): Priority Project in Sub-Section Salzburg-Wien: ENNS MULTIMODAL	Kaind Invest GmbH	EU	Work	73,739,476.40	14,747,895	20%	Yes
2012-FI-12063-P	E18 Ring Road III 2nd phase (Airport road)	The Ministry of Transport and Communications	FI	Work	87,600,000	18,030,000	20.58%	Yes
2012-FI-12119-P	E18 motorway at Kotka	The Ministry of Transport and Communications	FI	Work	32,000,000	6,670,000	20.84%	Yes
2012-FR-03052-P	Déploiement du GSM-R sur les projets prioritaires	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Work	103,478,261	23,293,226	22.51%	Yes
2012-FR-03110-P	Ligne à grande vitesse Sud Europe Atlantique (LGV SEA) - Tours Bordeaux	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Work	3,624,944,058	724,988,811	20%	Yes
2012-FR-03112-S	Ligne nouvelle ferroviaire entre Montpellier et Perpignan	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Study	10,000,000	5,000,000	50%	No
2012-FR-16055-P	Oloron Bedous	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Work	102,000,000	30,600,000	30%	Yes
2012-FR-17051-P	Ligne à grande vitesse Est Européenne phase 2 (LGV EE) - Baudrecourt Vendenheim	Ministère de l'écologie, du développement durable, et de l'énergie	FR	Work	670,000,000	134,000,000	20%	Yes
2012-IE-26035-P	Removal of Level Crossing and Construction of Over-bridge at Reilly's Crossing on the Dublin to Maynooth Rail Line	Department of Transport, Tourism and Sport	IE	Work	7,889,000	1,578,000	20%	No
2012-IE-26038-S	Development of a replacement Centralised Traffic Control Centre - Strategy Study and Detailed Design for Tender	Department of Transport, Tourism and Sport	IE	Study	2,482,000	1,241,000	50%	No
2012-IT-01073-P	Potenziamento tecnologico Nodo di Roma: fasi.	Ministero delle Infrastrutture e dei Trasporti	IT	Work	71,400,000	14,280,000	20%	No
2012-IT-01077-P	Potenziamento Tecnologico Nodo di Firenze.	Ministero delle Infrastrutture e dei Trasporti	IT	Work	26,826,000	5,365,200	20%	No
2012-IT-01078-P	Nodo AV/AC di Bologna: completamento passante e opere ferroviarie della stazione AV.	Ministero delle Infrastrutture e dei Trasporti	IT	Work	77,933,625	15,586,725	20%	Yes

2012-IT-01109-S	MPM – BZ Masterplan Piano Mobilità stazione ferroviaria di Bolzano	Areale Bolzano - ABZ S.p.A.	IT	Study	2,519,574.30	1,259,787.15	50%	No
2012-IT-06074-S	Cintura di Torino : Progettazione Definitiva tratta Avigliana - Orbassano.	Ministero delle Infrastrutture e dei Trasporti	IT	Study	32,310,000	16,155,000	50%	No
2012-IT-06075-P	Potenziamento Tecnologico Torino - Padova: impianti di linea e di stazione.	Ministero delle Infrastrutture e dei Trasporti	IT	Work	211,289,940	42,257,988	20%	Yes
2012-IT-24076-P	Tratta AVIAC Terzo Valico dei Giovi: opere 1° e 2° lotto costruttivo.	Ministero delle Infrastrutture e dei Trasporti	IT	Work	463,706,340	92,741,268	20%	Yes
2012-LU-28032-P	Luxembourg rail network. EuroCap-Rail. Line from Luxembourg to Kleinbettingen (Luxembourg/Belgian border). Re-electrification of the railway line in ZAC 25kv 50Hz.	Ministère du Développement durable et des Infrastructures	LU	Work	39,893,125	7,978,625	20%	No
2012-NL-24008-P	Extension railway yard Maasvlakte West - Port of Rotterdam - rail freight corridor 8 (PP24) - phase 2 Implementation	ProRail B.V.	NL	Work	76,449,003	15,289,800	20%	No
2012-NL-24009-S	Design extension railway yard Rail Service Centre Waalhaven Zuid – Port of Rotterdam	ProRail B.V.	NL	Study	2,912,235	1,456,117	50%	No
2012-SE-12021-S	The Western Link - railway tunnel in Gothenburg	Swedish Transport Administration	SE	Study	58,104,846	29,052,423	50%	Yes
2012-SE-12026-P	Route E4 Relieving of bottlenecks and increased capacity west of Hagastaden	Trafikverket	SE	Work	54,736,000	10,947,200	20%	No
2012-SE-12036-S	Stockholm Bypass, development of construction Plans.	Trafikverket (Swedish Transport Administration)	SE	Study	116,405,000	58,202,500	50%	Yes
2012-SE-12044-P	Final section of the E6 motorway Copenhagen-Gothenburg-Oslo	Swedish Transport Administration	SE	Work	71,011,950	14,202,390	20%	Yes
2012-SE-12047-P	The priority project Cityline Stockholm – an important link in the Nordic Triangle	Swedish Transport Administration	SE	Work	598,372,000	119,674,300	20%	Yes
2012-SE-12068-P	E6.21 Marieholm Tunnel	Swedish Transport Administration	SE	Work	114,757,208	22,951,442	20%	Yes
2012-UK-13039-P	Removing Bottlenecks on Priority Axis 13: A75 Improvements	Department for Transport	UK	Work	30,190,863.30	6,038,172.66	20%	Yes
2012-UK-13090-P	Removing Bottlenecks on PP13: A14 J7 - 9 Kettering Bypass Improvement	Department for Transport	UK	Work	99,678,259	19,935,651	20%	Yes
2012-UK-13091-P	Removing Bottlenecks on PP13: M6 J10a - 13 Managed Motorway Scheme	Department for Transport	UK	Work	46,782,546	9,356,508	20%	Yes
2012-UK-26017-P	Port Salford – Removing Bottlenecks and Improving Intermodality on Priority Axes PP26 and PP14	Department for Transport	UK	Work	37,452,680	7,490,536	20%	Yes
2012-UK-26062-P	Completing Priority Axis 26 (Liverpool to Hull) and Delivering the TEN-T Core Rail Network in the United Kingdom: Northern Hub	Department for Transport	UK	Work	114,267,457.90	22,853,491.57	20%	Yes
2012-UK-26065-S	PP26: Improving Intermodal Access to Liverpool Port	Department for Transport	UK	Study	1,118,400	559,200	50%	No

PPs - Priority Projects (Ongoing Actions)

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/Mix	Total eligible costs €	TEN-T requested funding €	% TEN-T requested funding	External Evaluation Recommendation
2012-AT-01080-P	Works for construction of new high speed line between Kundl/Radfeld and Baumkirchen	Bundesministerium für Verkehr, Innovation und Technologie	AT	Work	86,400,000	12,960,000	15%	Yes
2012-AT-17045-P	Works and Studies for upgrading the Wien - Bratislava railway line (6 subprojects)	Bundesministerium für Verkehr, Innovation und Technologie	AT	Work	377,480,000	60,283,557	15.97%	Yes
2012-BE-02104-P	Diabolo - Raccordement ferroviaire de l'aéroport de Zaventem au réseau à grande vitesse Thalys	Infrabel SA	BE	Work	32,255,511.32	6,451,102.26	20%	Yes
2012-BE-28111-P	EuroCap-Rail	Infrabel sa	BE	Work	194,513,459.12	38,902,691.83	20%	Yes
2012-EU-21028-P	Baltic Sea Hub and Spokes Project	The Municipality of Aarhus	EU	Work	83,664,640	21,450,401	25.64%	Yes
2012-SE-12020-P	Works for construction of the road section Norra Länken. (Northern Link) Increased support	Trafikverket (Swedish Transport Administration)	SE	Work	251,632,809	50,326,561	20%	Yes

3. Info sheets of project proposals submitted under the 2012 TEN-T Multi-Annual Call for Proposals

This section contains the info sheets of the individual project proposals recommended and not recommended for funding organised by priority and transport mode.

1. Project proposals recommended for funding

89 project info sheets starting on page 35

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2. Project proposals NOT recommended for funding

100 project info sheets starting on page 131

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PPs (New Actions).....	151
PPs (Ongoing Actions)	179

Multi-Annual Call 2012
Projects recommended for funding

ATM

Air Traffic Management

Activities to support the implementation of the IDP within DANUBE FAB

2012-EU-40003-S

ATM	
Member States involved: Bulgaria, Romania	
Applicant: State Enterprise "Bulgarian Air Traffic Services Authority" BULATSA	
Requested funding	
Total eligible costs	€2,788,420
TEN-T requested funding:	€1,394,210
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,788,000
TEN-T recommended funding:	€1,394,000
TEN-T funding:	50%



The aim of the Action is the deployment of the initial set of SESAR solutions at DANUBE FAB level, concretely the air ground data link and airspace management (free routes). As such, it addresses the priorities of the Interim Deployment Programme (IDP), which describes the implementation activities of essential ATM operational changes as identified by the European Air Traffic Management Master Plan and which details short term implementation activities.

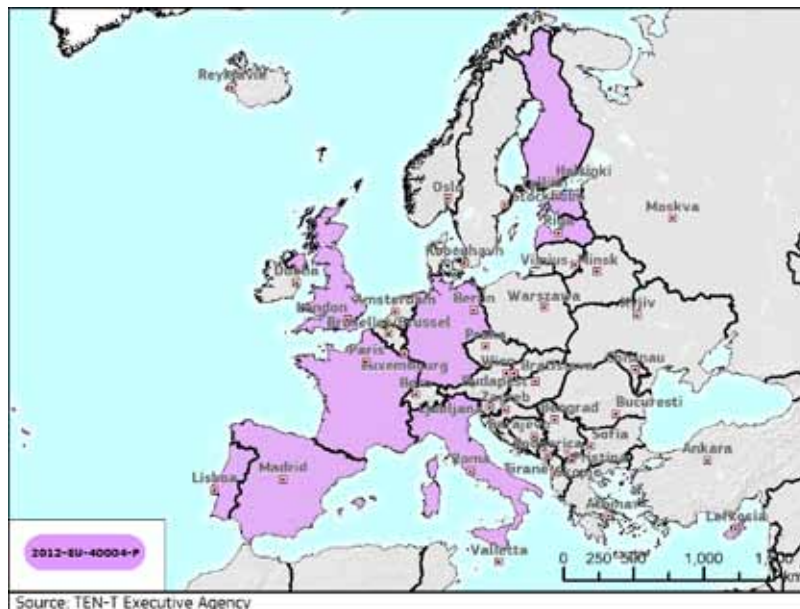
Evaluation remarks

The proposed Action is considered to be very relevant as it fully addresses all the criteria and the objectives established for the call for proposals and as it has a clear linkage to the Interim Deployment Plan. Its maturity is considered to be good. Overall, the proposed Action demonstrates a high potential impact, which is primarily based on impacts arising from the global implementation of the Interim Deployment Plan. The proposal is clear and coherent.

ANSPs interim deployment programme implementation

2012-EU-40004-P

ATM	
Member States involved:	Italy, Cyprus, Germany, Estonia, Spain, Finland, France, Latvia, Malta, Portugal, United Kingdom
Applicant:	ENAV S.p.A.
Requested funding	
Total eligible costs	€253,778,950.55
TEN-T requested funding:	€50,755,790.11
TEN-T funding:	20%
Recommended funding	
Total eligible costs	€253,775,000
TEN-T recommended funding:	€50,755,000
TEN-T funding:	20%



The proposed Action aims at supporting the implementation of the key technological enablers and procedures as defined in the Interim Deployment Programme (IDP).

Based on the IDP, which derives from the European ATM Master Plan and focuses on the SESAR baseline, the present Action aims at fostering the implementation of five out of the seven IDP Activity Areas in order to achieve the requested initial operational capability by December 2014:

- Activity area 2 - Airspace management improvements and data sharing
- Activity area 3 - Airport CDM
- Activity area 4 - Air-ground data link
- Activity Area 5 - Automated assistance to controllers for seamless coordination transfer and dialogue
- Activity Area 6 - RNP Approach

Evaluation remarks

The proposed Action is relevant to the call for proposals as it aims to make the first step in coordinating the various stakeholders involved in the Interim Deployment Plan and creating a baseline of SESAR. Overall, the proposal is very mature and ready to start as it is building on previous work undertaken. The impact of the proposed Action is good and considered to be provided by the contributory achievements towards the Interim Deployment Plan. The quality is good.

Accelerating the deployment of advanced FDP capabilities in Europe

2012-EU-40006-S

ATM

Member States involved:

United Kingdom, Austria, Germany, Spain, France, Ireland, Italy, Sweden

Applicant:

NATS (EN ROUTE) PLC

Requested funding

Total eligible costs €13,310,512.70

TEN-T requested funding: €6,655,256.35

TEN-T funding: 50%

Recommended funding

Total eligible costs: €13,310,000

TEN-T recommended funding: €6,655,000

TEN-T funding: 50%



The proposed Action is a study to support the achievement of improved ATM performance (safety, capacity, flight efficiency and cost effectiveness) by accelerating the development and thus implementation of advanced Flight Data Processing (FDP) capabilities in the European Area. It will be undertaken by members of the “A6” group of Air Navigation Service Providers: AENA (Spain), Austro Control (Austria), DFS (Germany), DSNA (France), ENAV (Italy), IAA (Ireland), LFV (Sweden) and NATS (UK). Austro Control, IAA and LFV are members of the NORACON consortium, which constitutes the sixth member of the A6.

Evaluation remarks

The proposed Action is highly relevant as it addresses the TEN-T priorities very well and supports the objectives and expected results of the call for proposals. It is highly mature, as it uses existing interoperability specifications and has received necessary approvals. Moreover, the proposed Action builds on work already undertaken and on the further development of two existing systems. The proposal is expected to make a positive contribution to global interoperability. Overall, the proposal's quality is sufficiently good.

Multi-Annual Call 2012
Projects recommended for funding

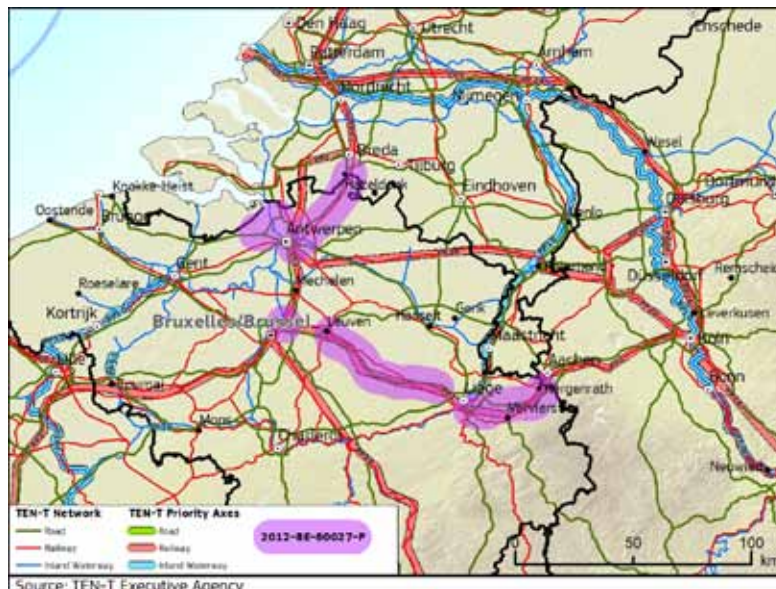
ERTMS

**European Rail Traffic
Management System**

Equipment of ETCS1 on HSL L2, upgrade of HSL L3 and L4 to ETCS2 v2.3.0d, equipment of ETCS1 v2.3.0d on L10 and L36C/2

2012-BE-60027-P

ERTMS	
Member States involved: Belgium	
Applicant: Infrabel nv	
Requested funding	
Total eligible costs	€23,954,580
TEN-T requested funding:	€11,977,290
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€23,854,000
TEN-T recommended funding: €11,927,000	
TEN-T funding:	50%



The Global Project aims to equip the entire Belgian rail network and train fleet with ETCS by 2022 (as indicated in both Infrabel and NMBS's ETCS master plans). The proposed Action concerns the equipment of three new lines and the upgrade of two existing lines with ERTMS Level 1/2, ETCS version 2.3.0d (totalling +/- 146 km double track and 4 km single track line).

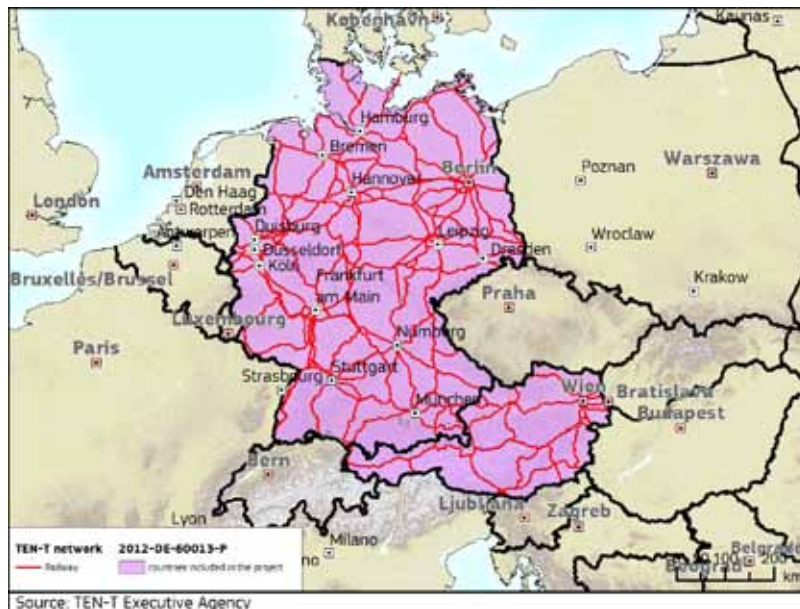
Evaluation remarks

The proposed Action is relevant to the call for proposals and in line with the TEN-T priorities. Its maturity is good. The main positive impacts of the Action will be on safety, quality of service, interoperability and traffic management. The quality of the proposal is good.

ETCS equipment of DB Schenker Rail locomotives for interoperable freight traffic in Austria (TEN-T PP17 and ERTMS Corridor B)

2012-DE-60013-P

ERTMS	
Member States involved: Germany	
Applicant: DB Schenker Rail AG	
Requested funding	
Total eligible costs	€3,750,000
TEN-T requested funding:	€1,875,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,250,000
TEN-T recommended funding:	€1,125,000
TEN-T funding:	50%



The proposal concerns equipment of 15 class 185.2 locomotives (+10 optional locomotives) with ETCS Level 2 (and Level 1 with Euroloop) SRS 2.3.0d (with hardware prepared for Baseline 3). It is part of a Global Project that aims at creating an international pool of ETCS locomotives owned by the applicant, that will use the ETCS trackside equipment in The Netherlands and Switzerland, as well as Austria, Denmark, Sweden, France, Belgium, Italy and Germany in the future. Following the completion of the Action, the locomotives will be authorised to operate on the ERTMS equipped lines in Austria and Germany.

Evaluation remarks

The proposed Action sufficiently demonstrated its high relevance to the call for proposals and TEN-T priorities as it addresses ERTMS deployment. The maturity of the Action is good and so is its expected impact. The quality of the proposal is good.

ETCS equipment of DB Schenker Rail locomotives for interoperable freight traffic on ERTMS Corridor A

2012-DE-60014-P

ERTMS	
Member States involved: Germany	
Applicant: DB Schenker Rail AG	
Requested funding	
Total eligible costs	€8,850,000
TEN-T requested funding:	€4,425,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€8,850,000
TEN-T recommended funding:	€4,425,000
TEN-T funding:	50%



The proposed action is part of the Global Project implemented by DB Schenker Rail (DB SR) with the aim to create an international fleet of interoperable locomotives that will use the ETCS trackside equipment in the Netherlands, Switzerland, Austria, Denmark, Sweden, France, Belgium, Italy and Germany. The Action includes works to retrofit 47 locomotives class 185 (ETCS Level 2) with SRS 2.3.0d (with hardware prepared for baseline 3 and upgrade of 10 locomotives class 185 (ETCS Level 2) from SRS 2.2.2(+CR) to 2.3.0d (with hardware prepared for baseline 3).

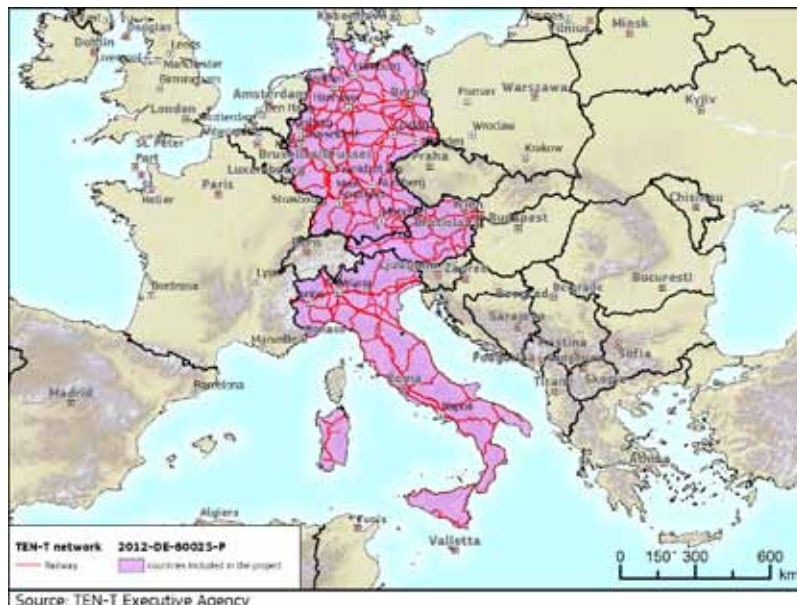
Evaluation remarks

The proposed Action fully meets the objectives and conditions of the call for proposals as an important step for the deployment and operation of the onboard European Train Control System. The Action is mature as it has already started. The impact of the Action is highly positive and very well substantiated. The proposal is of good quality.

Upgrade, prototyping, retrofitting and testing LOKOMOTION locomotives to ETCS 2.3.0d / Baseline 3

2012-DE-60025-P

ERTMS	
Member States involved: Germany	
Applicant: Lokomotion Gesellschaft für Schienentraktion mbH	
Requested funding	
Total eligible costs	€9,090,000
TEN-T requested funding:	€1,800,000
TEN-T funding:	19.8%
Recommended funding	
Total eligible costs:	€9,090,000
TEN-T recommended funding:	€1,800,000
TEN-T funding:	19.8%



The proposed Action consists of an upgrade of 10 BR189 locomotives to ETCS baseline 3, and retrofit of 6 BR185 locomotives and 8 EU43 locomotives to ETCS baseline 2.

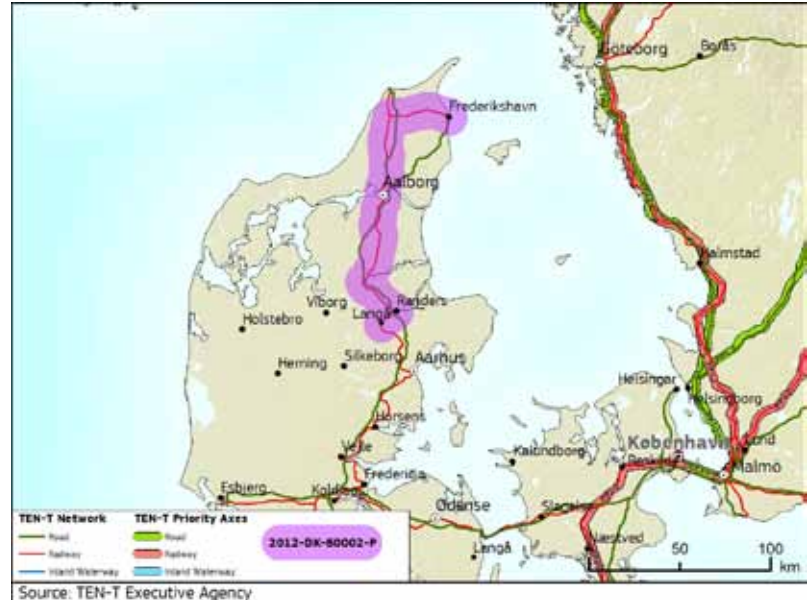
Evaluation remarks

The proposed Action is very relevant to the call for proposals as it contributes to ERTMS deployment. The Action is ready to start from the technical point of view. It is expected to have a very good impact in terms of safety and interoperability, as well as in environmental terms. The overall quality of the proposal is satisfactory.

Early deployment of ERTMS Baseline 3 in Denmark

2012-DK-60002-P

ERTMS	
Member States involved: Denmark	
Applicant: Banedanmark (Rail Net Denmark)	
Requested funding	
Total eligible costs	€117,967,095
TEN-T requested funding:	€58,983,547
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€40,000,000
TEN-T recommended funding:	€20,000,000
TEN-T funding:	50%



The purpose of the Action is to establish an operational level 2 ETCS railway on the Langa (exclusive)-Frederikshavn (inclusive) line. Part of TEN-T network, it is also an Early Deployment Line (EDL) in the roll-out of ETCS level 2 in western Denmark. It is a mix of double and single track with mixed traffic, but mainly passenger trains. The Action covers a total renewal of all signalling system installations on the line and includes generic design activities for the new ETCS based railway and engineering, production, installation and testing. It is also part of the Global Project “Signalling Programme”, one of the first European projects to implement ETCS Baseline 3.

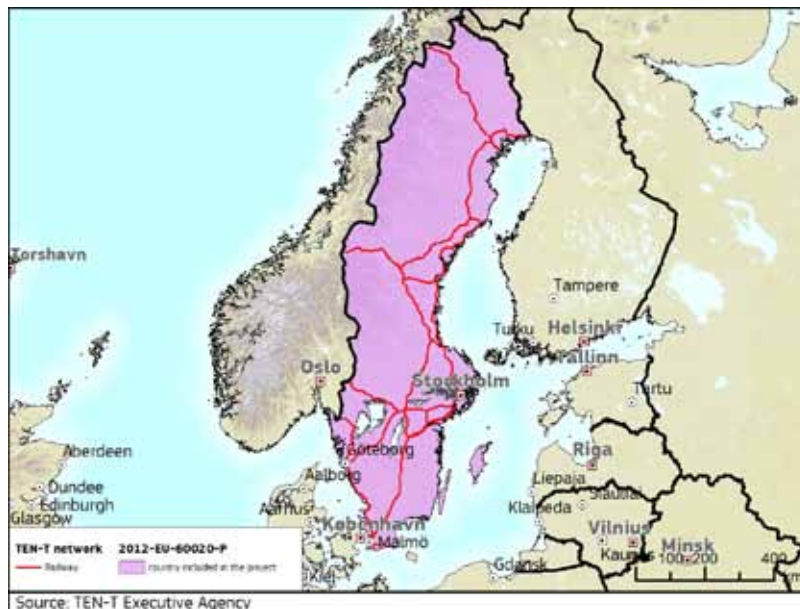
Evaluation remarks

The proposed Action is relevant to the call for proposals as it addresses ERTMS deployment. Its maturity is well demonstrated as the Action is ready to start from a technical point of view. It is expected that the Action will produce significant socio-economic impacts. The quality of the proposal is good. Taking into account the scarcity of funds, the support to this Action aims at optimising the effectiveness of TEN-T funding.

Deployment of ERTMS onboard equipment in Sweden 2012-2015

2012-EU-60020-P

ERTMS	
Member States involved: Sweden, United Kingdom	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€90,090,000
TEN-T requested funding:	€30,325,000
TEN-T funding:	33.66%
Recommended funding	
Total eligible costs:	€24,350,000
TEN-T recommended funding:	€8,198,000
TEN-T funding:	33.67%



The proposal concerns deployment of ERTMS level 2 (fitment and retrofit) of 341 vehicles owned by 14 railway undertakings in Sweden. It is a part of a Global Project that covers ERTMS onboard and track-side deployment in the country, which counts an estimated 800-1200 vehicles subject to ERTMS deployment.

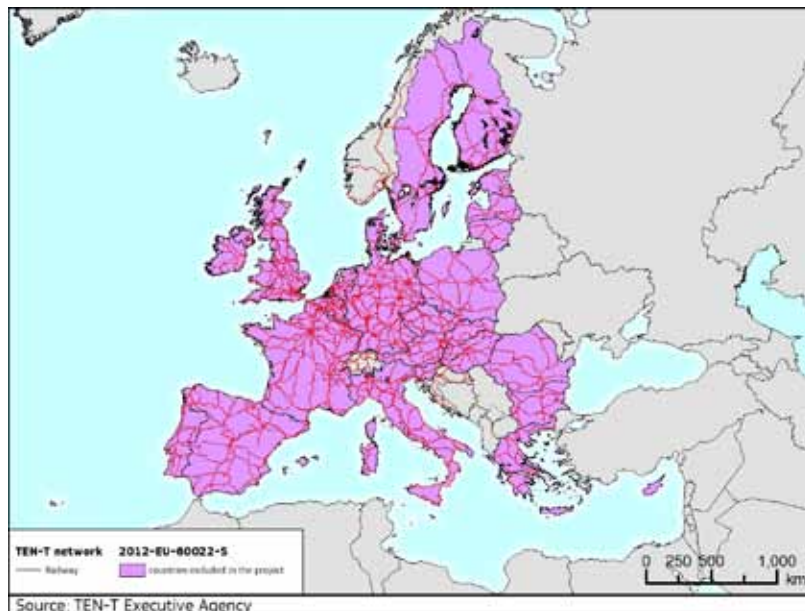
Evaluation remarks

The proposed Action has a high relevance to the call for proposals and impact due to the number of Railway Undertakings involved and the large number of vehicles to be equipped with ERTMS. The maturity of the proposed Action is satisfactory and its overall quality is good.

Facilitating and speeding up ERTMS - 2nd phase

2012-EU-60022-S

ERTMS	
Member States involved: Belgium, Germany, Spain, Finland, France,	
Applicant: EEIG ERTMS Users Group	
Requested funding	
Total eligible costs	€15,083,000
TEN-T requested funding:	€7,541,500
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€6,346,000
TEN-T recommended funding:	€3,173,000
TEN-T funding:	50%

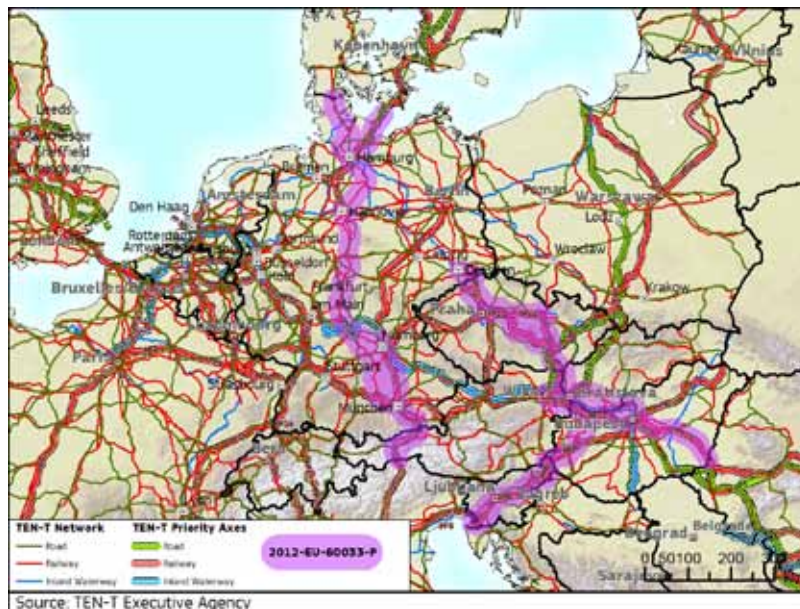


The proposal concerns a number of activities supporting the implementation of the third Memorandum of Understanding (MoU of 16 April 2012) signed between the European Commission and the European rail associations in the field of ERTMS. Successful implementation of the MoU provisions forms a Global Project. The study/development activities covered by the Action aim at standardisation of ERTMS specifications and facilitation of the related processes (e.g. authorisation of ERTMS equipped vehicles and track-side).

Evaluation remarks

The proposed Action is overall relevant to the call for proposals. It demonstrates an excellent maturity and very good impact. A number of activities have already started and the overall results of the completed Action will be beneficial for the maintenance and improvement of ERTMS specifications as well as for the implementation of several parts of the Memorandum of Understanding signed by the sector in April 2012. The quality of the proposed Action is good.

ERTMS	
Member States involved: Austria, Slovenia	
Applicant: CargoServ GmbH	
Requested funding	
Total eligible costs	€5,303,069
TEN-T requested funding:	€1,659,570
TEN-T funding:	31.29%
Recommended funding	
Total eligible costs:	€5,303,000
TEN-T recommended funding:	€1,659,000
TEN-T funding:	31.28%



The action concerns the retrofitment with ETCS Baseline 2 of 13 freight locomotives. The locomotives belong to four private railway undertakings from Austria and Slovenia. Once retrofitted, the locomotives will operate on the ERTMS (level 1 and 2) lines of Austria, Germany, Hungary, Slovenia, Czech Republic, Slovakia and Switzerland.

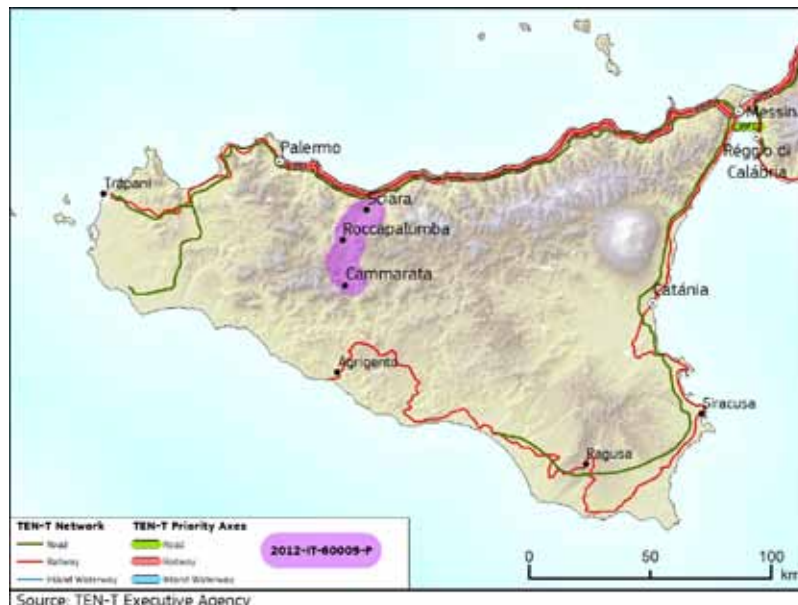
Evaluation remarks

The proposed Action is very relevant to the call for proposals as it concerns the retrofitment with European Train Control System (ETCS), Baseline 2 of 13 freight locomotives. The proposed Action is mature and ready to start from the technical point of view. It will have a good impact in terms of safety and interoperability. The quality is good.

Off-site and field testing to support Italian ERTMS migration strategy

2012-IT-60009-P

ERTMS	
Member States involved: Italy	
Applicant: Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€6,000,000
TEN-T requested funding:	€3,000,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€4,822,000
TEN-T recommended funding:	€2,411,000
TEN-T funding:	50%



The Global Project concerns the deployment of ERTMS on the Italian railway network. The proposed Action entails off-site and field tests to support the migration from the existing national signalling system (SCMT - *Sistema Controllo Marcia Treno*), towards ERTMS/ETCS interoperable solutions.

Evaluation remarks

The proposed Action's overall relevance is good as it relates to the deployment of ERTMS along the Italian railway system. It has already started and is therefore considered as very mature. The proposed Action will have a good impact on interoperability. The quality is also good.

Equipment of ETR 1000 trainsets with ETCS Baseline 2 release 2.3.0d

2012-IT-60012-P

ERTMS	
Member States involved: Italy	
Applicant: Trenitalia S.p.A.	
Requested funding	
Total eligible costs	€5,355,000
TEN-T requested funding:	€2,677,500
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,858,000
TEN-T recommended funding:	€1,429,000
TEN-T funding:	50%



The Global Project addresses the fitment of 50 train sets ETR 1000 (high speed trains) with ETCS baseline 2, release 2.3.0d. The proposed Action concerns the fitting of 12 train sets ETR 1000 with ETCS baseline 2, release 2.3.0d.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it concerns the on-board deployment of ERTMS. The maturity of the proposal is adequate. It will have a very good impact in terms of safety and interoperability. The proposal's quality is good.

Upgrade of Roma-Napoli high speed line in order to ensure compatibility with ERTMS baseline 2.3.0d

2012-IT-60018-P

ERTMS	
Member States involved: Italy	
Applicant: Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€6,000,000
TEN-T requested funding:	€3,000,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€6,000,000
TEN-T recommended funding:	€3,000,000
TEN-T funding:	50%



The Global Project addresses the ERTM trackside deployment along the Torino-Napoli high speed line. The proposed Action is aimed at upgrading the ERTMS/ETCS trackside system of the 230 km long Roma-Napoli section to 2.3.0d specification.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it concerns the trackside deployment of ERTMS. The maturity of the proposal is adequate. It will have a very good impact in terms of safety and interoperability. The proposal's quality is good.

ERTMS	
Member States involved:	The Netherlands
Applicant:	Port of Rotterdam
Requested funding	
Total eligible costs	€11,089,839
TEN-T requested funding:	€5,544,919
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,800,000
TEN-T recommended funding:	€900,000
TEN-T funding:	50%



The proposed Action is part of the Global Project which is the connection of the railway infrastructure in Maasvlakte 2 (extension in the Port of Rotterdam) with the main railway infrastructure *Hoofdspoorweginfrastructuur* and the Betuwe Line (Priority Project 5). The Action includes deployment of ERTMS level 1 Full Supervision mode on the new rail infrastructure on Maasvlakte 2 with ETCS Baseline 2 Release 2.3.0d.

Evaluation remarks

The proposed Action is highly relevant and fully meets the objectives of the call for proposals. It is very mature and some of its activities are already ongoing. The main strength of the proposed Action is its impact as it will contribute to improve interoperability and decrease the risk of accidents on the concerned line. The quality of the proposal is good.

An ETCS baseline 230d and 3.0 program for installation, upgrade and prototyping of various types electrical freight locomotives for usage on multiple TEN-T freight corridors and conventional networks

2012-NL-60006-P

ERTMS	
Member States involved:	The Netherlands
Applicant:	Mitsui Rail Capital Europe B.V.
Requested funding	
Total eligible costs	€44,117,872
TEN-T requested funding:	€19,958,936
TEN-T funding:	45.24%
Recommended funding	
Total eligible costs:	€2,000,000
TEN-T recommended funding:	€1,000,000
TEN-T funding:	50%



The proposed action is part of the Global Project with the aim to create an interoperable fleet of Mitsui Rail Capital Europe locomotives for the use on ERTMS corridors A, B, C and E. The Action includes the following activities:

- Prototyping and upgrade of 84 Siemens ES64F4 MS locomotives for ETCS L1/L2 lines in Austria, Switzerland, Belgium and the Netherlands.
- Installation of ETCS 230d in 20 new build Siemens Vectron AC2 and MS locomotives for ETCS lines in Austria, Switzerland and Hungary.
- Prototyping of Siemens Vectron AC and MS locomotives for baseline 3.0 (Alstom ETCS equipment) (upgrade baseline 3.0 planned for >2016) for ETCS lines in Austria, Switzerland and Hungary.
- Prototyping of Siemens ES64U2 AC 15/25 kV locomotive for baseline 3.0 (Siemens ETCS equipment) (upgrade baseline 3.0 planned for >2016) for ETCS lines in Austria, Switzerland and Hungary.

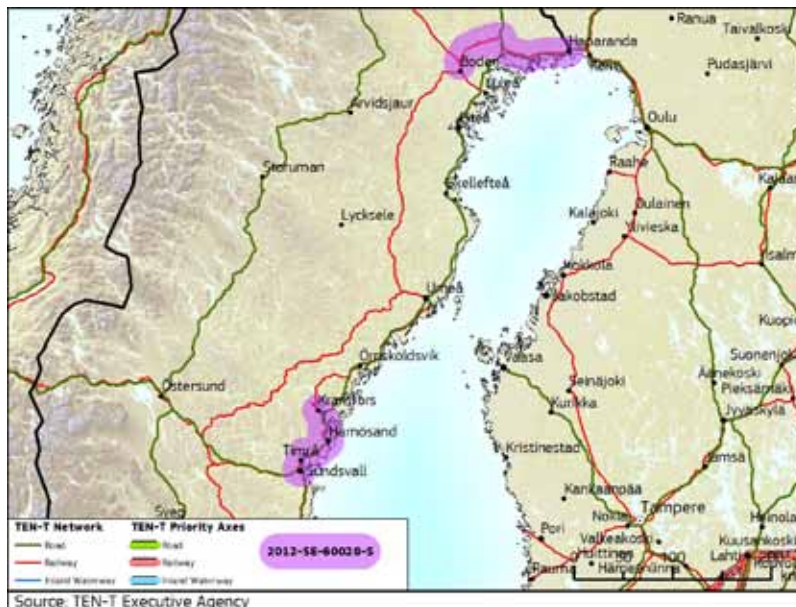
Evaluation remarks

The proposed Action's overall relevance is good, however, some activities do not fully match the criteria identified in the call for proposals. It is very mature as necessary preparatory steps are about to be completed and the Action is ready to start from a technical point of view. In terms of impact, the proposed Action is expected to increase interoperability of the rolling stock and thus the competitiveness of the rail transport. It will facilitate modal shift to rail. The quality of the proposal is good.

Upgrade to an uniform Swedish system requirement for ERTMS, Level 2

2012-SE-60028-S

ERTMS	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€14,581,755
TEN-T requested funding:	€7,290,876
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€14,580,000
TEN-T recommended funding:	€7,290,000
TEN-T funding:	50%



The proposal aims to upgrade two existing SRS (System Requirement Specification) and pilot lines to a one single standardised Swedish SRS for ERTMS level 2, and to secure the integration between trackside systems provided by different suppliers as well as between track-side systems and onboard equipment compliant with Baseline (BL) 2.3.0d or BL3. It is a part of Global Project that consists of ERTMS implementation in Sweden.

Evaluation remarks

In terms of relevance, the proposed Action addresses Priority 2 of the call for proposals with an upgrade of track-side European Train Control System on two sections. It has significant impact as a decision making tool for future ERTMS deployment. Concerning maturity, the proposed Action is ready to start from the technical point of view. The quality of the proposal is adequate.

Multi-Annual Call 2012
Projects recommended for funding

ITS-EETS

Intelligent Transport Systems
European Electronic Toll Service

ITS-EETS	
Member States involved: Italy, Belgium, Cyprus, Germany, Denmark, Greece, Spain, Finland, France, Ireland, Italy, The Netherlands, Portugal, Romania, Sweden, United Kingdom	
Applicant: Ministero delle Infrastrutture e dei Trasporti (IT)	
Requested funding	
Total eligible costs	€11,919,950
TEN-T requested funding:	€5,959,975
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,700,000
TEN-T recommended funding:	€1,350,000
TEN-T funding:	50%



The European ITS Platform has the potential to play a key role in harmonised European ITS deployment. It will combine resources from all EU actors (European Commission, Member States, public and private road operators) in a joint effort to ensure the creation of a proper environment for harmonising existing and future ITS services in view of the ITS Directive's upcoming specifications. The Platform focuses on the cooperation and consensus building between partners and with other stakeholders, evaluation of the impacts at European scale and dissemination of knowledge and experience.

Evaluation remarks

The proposed Action is very relevant and addresses the need of an ad-hoc European ITS Platform (EIP) to ensure ITS harmonisation and consensus-building, evaluation of former ITS deployment projects, dissemination of knowledge and eventually high-level communication between Member States, the European Commission and stakeholders. Its maturity is high and the proposed Action is ready to start. The impact and quality are good.

Regional European Electronic Toll Service (REETS TEN)

2012-EU-50009-S

ITS-EETS

Member States involved:

Austria, Belgium, Germany, Denmark, Spain, France, Italy, Poland

Applicant:

Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft (ASFAG)

Requested funding

Total eligible costs €5,244,605

TEN-T requested funding: €2,622,302.50

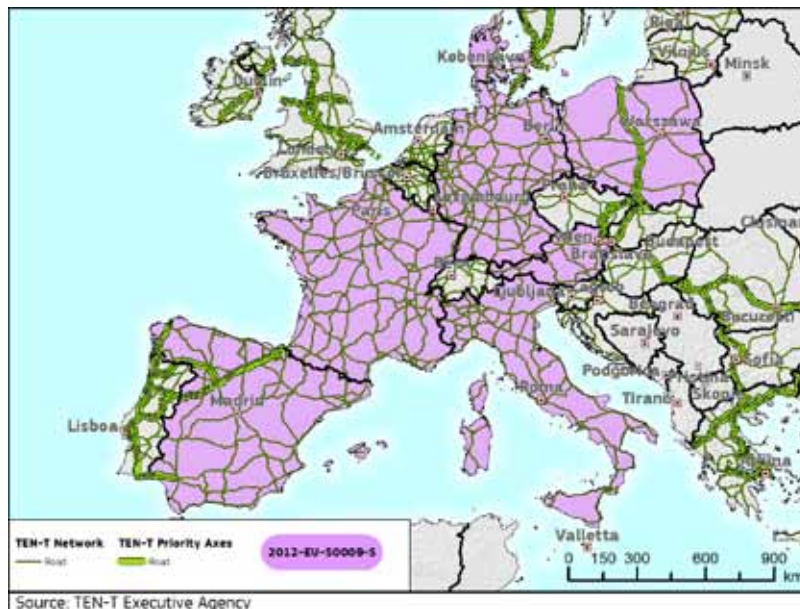
TEN-T funding: 50%

Recommended funding

Total eligible costs: €4,470,000

TEN-T recommended funding: €2,235,000

TEN-T funding: 50%



The proposed Action (REETS TEN) aims to deploy EETS compliant services in a cross-border regional project. It will cover the electronically tolled primary road network of seven Member States (Austria, Denmark, France, Germany, Italy, Poland and Spain) and Switzerland. It aims to kick start the actual deployment of EETS, taking into account the perspective of full European coverage. The proposed Action has two main phases:

- Analysis of contractual, procedural and technical topics, in order to develop recommendations and solutions that can facilitate the introduction of EETS.
- Deployment of an open information platform that covers all the participating countries and a pilot demonstration of EETS compliant services covering a selection of the supporting countries.

Evaluation remarks

The proposed Action is very relevant to the call for proposals and takes accurate account of the requirements of the policy context and deployment framework. It is mature and ready to start and its expected impact will be enhanced through the commitment of all stakeholders to use the framework for cooperation in delivering EETS compliant services in the next phase of testing and implementation of EETS. The quality is good.

Multi-Annual Call 2012
Projects recommended for funding

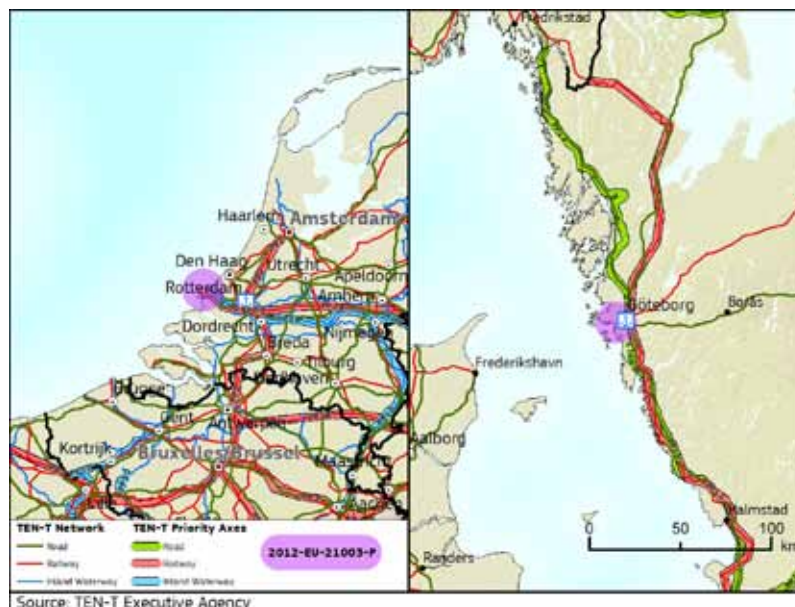
MoS

Motorways of the Sea

LNG Rotterdam Gothenburg

2012-EU-21003-P • Part of Priority Project 21

MoS	
Member States involved: The Netherlands, Sweden	
Applicant: LNG Break Bulk Rotterdam CV	
Requested funding	
Total eligible costs	€184,008,970
TEN-T requested funding:	€36,801,794
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€171,364,000
TEN-T recommended funding:	€34,272,000
TEN-T funding:	20%



The European market for LNG fuel is very small and immature, with no facility for the small-scale supply of LNG. To solve the “chicken/egg situation”, in which the market is waiting for the ports to create the infrastructure and the ports, in turn, are waiting for the market, this Action aims to take the first step by creating a break bulk infrastructure for small-scale LNG supply in the Ports of Rotterdam and Gothenburg.

The project consists of two components: the LNG break bulk facility at the Port of Rotterdam adjacent to the Gate terminal and the small-scale satellite terminal in Skarvikshamnen, Gothenburg. The Action will be implemented by a consortium of LNG Break Bulk Rotterdam C.V. (a joint venture of Vopak LNG Holding B.V. and N.V. Nederlandse Gasunie), Vopak LNG Holding B.V. and Swedegas as terminal and infrastructural operators, as well as the Ports of Rotterdam and Gothenburg.

Evaluation remarks

The most significant part of the proposed Action is relevant to the call for proposals and concerns the introduction of LNG in the area of MoS. The Action is ready to start. The quality and impact of the proposal are good.

MoS	
Member States involved: France, Spain	
Applicant: B.A.I.Bretagne Angleterre Irlande SA (Brittany Ferries)	
Requested funding	
Total eligible costs	€2,082,644
TEN-T requested funding:	€1,225,321
TEN-T funding:	58.83%
Recommended funding	
Total eligible costs:	€2,082,000
TEN-T recommended funding:	€1,041,000
TEN-T funding:	50%

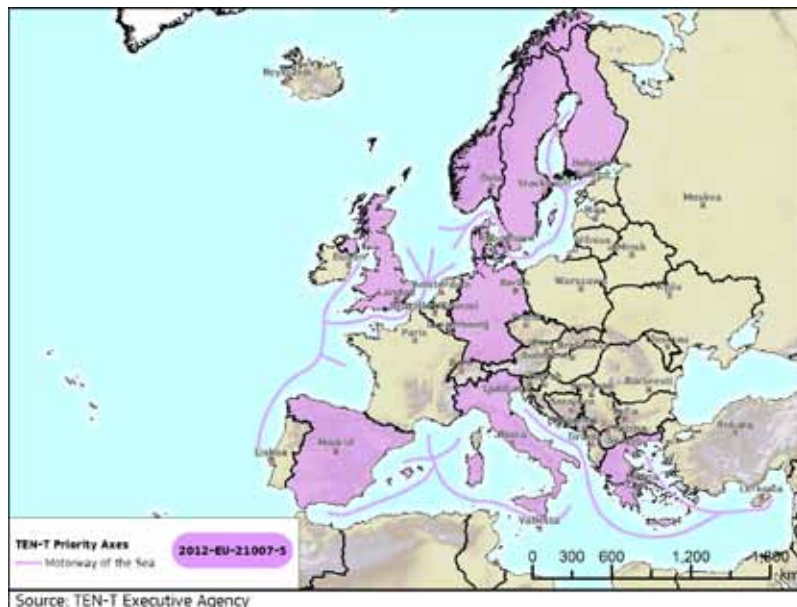


This Action is composed of studies that aim at determining the feasibility of implementing LNG bunkering facilities in the Port of Roscoff (northwestern France) and the Port of Santander (northern Spain). They take into account the conformity of the infrastructures and equipment with the standards for risk prevention (Seveso Directive), environmental protection and the eventual constraints, revealed by the impact assessments and the public inquiries. The findings of these studies will be essential to Brittany Ferries in order to decide about the construction of new or retrofitted LNG vessels and for port authorities in Roscoff and Santander for decisions regarding the development of LNG bunkering infrastructures.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it concerns introduction of LNG in the area of MoS. The Action is mature and is expected to be useful as a decision making tool and a best practice. The quality of the proposal is good.

MoS	
Member States involved: Sweden, Germany, Denmark, Greece, Spain, Finland, Italy, Malta, United Kingdom	
Applicant: Swedish Maritime Administration	
Requested funding	
Total eligible costs	€24,316,096
TEN-T requested funding:	€12,158,048
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€24,316,000
TEN-T recommended funding:	€12,158,000
TEN-T funding:	50%



MONALISA 2.0 aims at contributing to a continuous improvement and development of efficient, safe and environmentally friendly maritime transport in the EU by implementation of a series of measures which are also included or are in line with the EU's transport policies and are highly relevant with regard to the development of Motorways of the Sea.

The scope of the Action includes:

- Testing of concrete applications and services which would allow short-term commercial deployment
- Taking joint private-public action to elaborate better standards for route exchange through a common interface and data format
- Demonstrating concrete services using new technology to enhance maritime safety, making search and rescue and mass-evacuations more efficient than today and by addressing port safety
- Transferring the results of previous EU investments in air traffic management and other sectors into the maritime sector

Evaluation remarks

The proposed Action is relevant to the call for proposals in the area of MoS. Its impact and quality are good. The maturity is very good as the Action is ready to start.

Winter Navigation Motorways of the Sea, WINMOS

2012-EU-21008-S • Part of Priority Project 21

MoS	
Member States involved: Sweden, Estonia, Finland	
Applicant: Swedish Maritime Administration	
Requested funding	
Total eligible costs	€142,330,507
TEN-T requested funding:	€29,677,770
TEN-T funding:	20.85%
Recommended funding	
Total eligible costs:	€142,326,657
TEN-T recommended funding:	€29,677,000
TEN-T funding:	20.85%



WINMOS is an action aiming to further develop efficient maritime transport during winter when sea ice covers large parts of the EU's northernmost waters.

The Action will develop and adapt the winter navigation system for the benefit of all stakeholders involved in trade and maritime transport in the Baltic Sea area. It includes further cooperation between ice breaking authorities, resource planning, as well as upgrading and renewal of the necessary icebreaking resources.

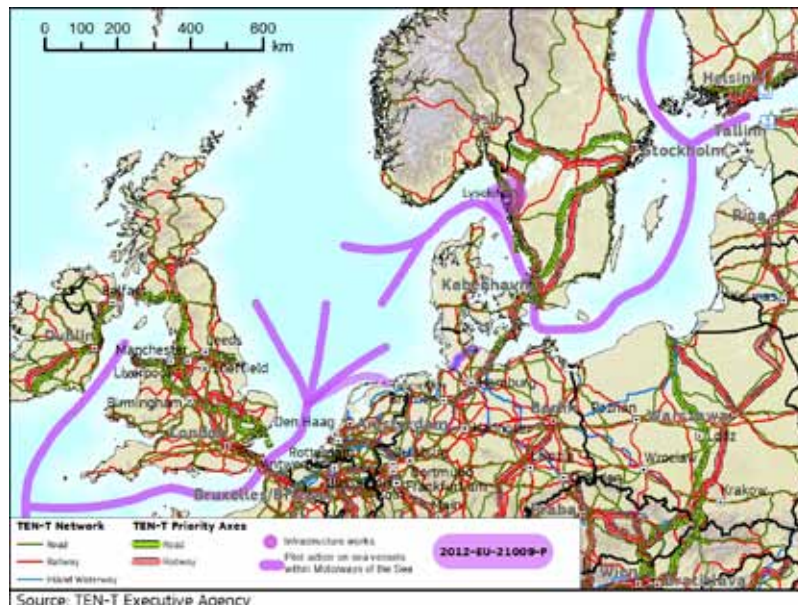
Evaluation remarks

The proposed Action is relevant to the MoS call of proposals as a wider benefit action facilitating navigation in ice restricted waters. Its maturity is good and all necessary support has been provided. The Action will have positive impacts on the cohesion in the region concerned. The quality of the proposal is good.

Pilot: LNG bunkering infrastructure solution and pilot actions for ships operating on the Motorway of the Baltic Sea

2012-EU-21009-P • Part of Priority Project 21

MoS	
Member States involved:	Sweden, France, The Netherlands, United Kingdom
Applicant:	SSPA Sweden AB
Requested funding	
Total eligible costs	€76,059,772
TEN-T requested funding:	€23,103,387
TEN-T funding:	30.38%
Recommended funding	
Total eligible costs:	€76,059,000
TEN-T recommended funding:	€23,103,000
TEN-T funding:	30.38%



The proposed Action is part of a Global Project aiming to implement efficient and economically viable solutions to meet the stricter sulphur legislation in 2015 in the Sulphur Emission Control Area (SECA) and support the development of a strong, competitive, and environmentally sustainable shipping sector in the Baltic Sea. The Action is composed of works, aiming at implementing an LNG bunker supply infrastructure for the Port of Brofjorden, Lysekil, on the west coast of Sweden. It also includes technical studies, whose goal is to deploy new LNG technologies in full scale pilot actions (studies) in commercial vessels operating in the Baltic and North Seas.

It will establish a complete LNG supply and transport infrastructure including all components required to ship LNG from the supplier to the LNG terminal, from terminal to bunker vessel, and from bunker vessel to the LNG fuelled vessels.

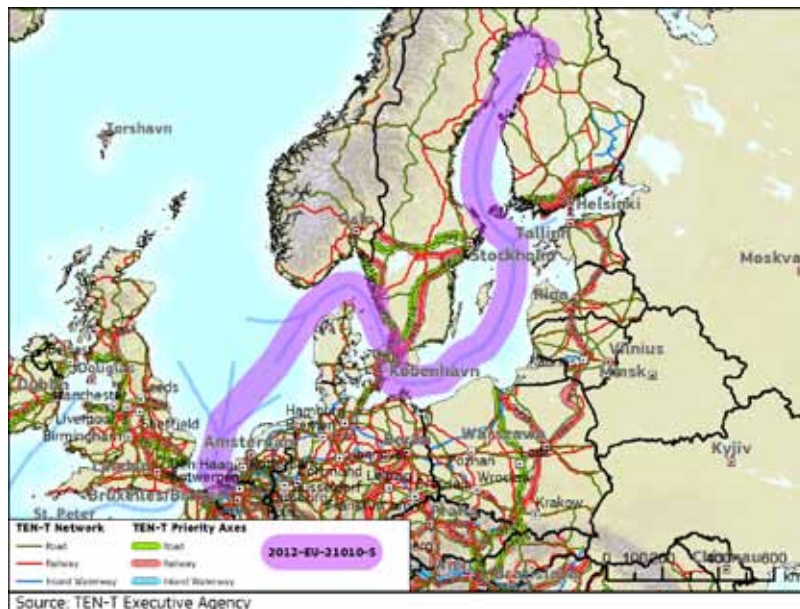
Evaluation remarks

The proposed Action is overall relevant to the call for proposals. It is mature and has already started. It will have a positive impact at regional and EU levels. The quality of the proposed Action is good.

PILOT SCRUBBER – new generation light-weight pilot scrubber solution installed on a ro-ro ship operating on the Motorway of the Baltic Sea

2012-EU-21010-S • Part of Priority Project 21

MoS	
Member States involved:	Sweden, Finland, The Netherlands
Applicant:	SSPA Sweden AB
Requested funding	
Total eligible costs	€13,583,650
TEN-T requested funding:	€6,791,824
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€13,583,000
TEN-T recommended funding:	€6,791,000
TEN-T funding:	50%



The proposed pilot Action, aims at installing, evaluating and demonstrating a new generation of innovative lightweight scrubber technology in full scale on two existing ro-ro vessels, operating in the Baltic and North Seas, as well as verifying and evaluating the specific port infrastructure and preparatory investments needed for a full scale implementation of this technology.

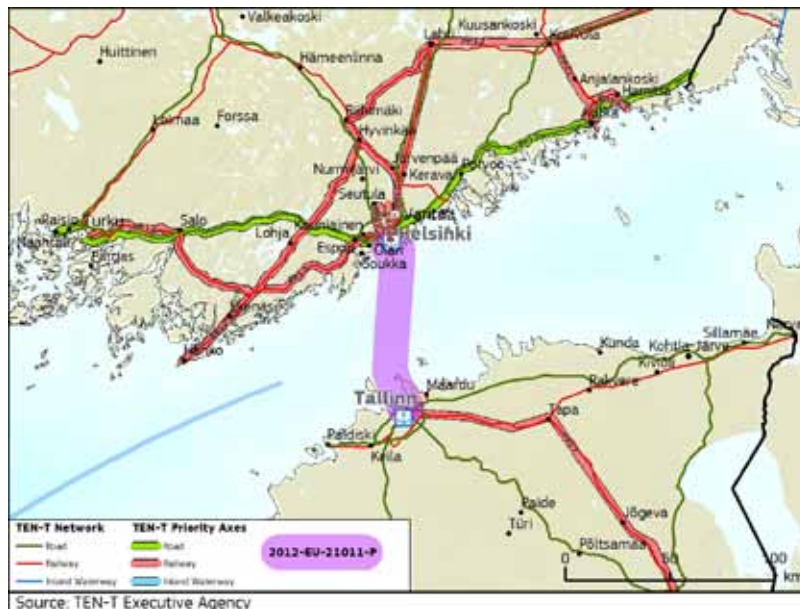
The project is part of a Global Project, whose goal is to find efficient and economically viable solutions to meet the stricter sulphur legislation in 2015 in the Sulphur Emission Control Area (SECA) and support the development of a strong, competitive, and environmentally sustainable shipping sector in the Baltic Sea.

It aims to apply a holistic approach of the transport chain and include all aspects and stakeholders involved, such as port representatives, as well as regulative authorities and industrial organisations.

Evaluation remarks

The proposed Action is relevant to the call for proposals as a pilot action of a new type of light weight scrubber. The maturity is good and backed up by the necessary commitments. It will have positive impact on the reduction of shipping emissions in the North and Baltic seas. The proposed Action is of sound quality.

MoS	
Member States involved:	Finland, Estonia
Applicant:	Port of Helsinki
Requested funding	
Total eligible costs	€56,300,000
TEN-T requested funding:	€11,260,000
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€56,300,000
TEN-T recommended funding:	€11,260,000
TEN-T funding:	20%



The Global Project is an upgrade of an existing maritime link between Finland and Estonia, an important link with direct connections to Priority Project 12 (Nordic Triangle railway/road axis) and Priority Project 27 (“Rail Baltica” axis: Warszawa-Kaunas-Riga-Tallinn-Helsinki). The first part of the project is to upgrade a transport link through the proposed Action, linking to the PPs and existing transport networks, as well as to establish a long-term sustainable multimodal transport link.

Results and observations of studies have shown:

- During 2002–2010, there was a significant increase in seaborne cargo traffic between Finland and Estonia.
- The growth of cargo volume on the Helsinki-Tallinn route is estimated to continue on the annual level of 10% during the next couple of years.
- When the IMO’s sulphur regulations will come into force, the Helsinki-Tallinn route will become a main route to Western European markets.
- The ro/pax concept is seen as the only economical profitable solution on the Helsinki-Tallinn route.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals and TEN-T priorities by improving the efficiency of an important maritime link. Its maturity is very good as most preliminary steps have been fulfilled. The proposed Action demonstrates considerable positive impacts, particularly at regional level but also at EU level. It is of very good quality in all aspects.

Kvarken multimodal link - midway alignment of the Bothnian Corridor

2012-EU-21013-S • Part of Priority Project 21

MoS	
Member States involved:	Sweden, Finland
Applicant:	NLC Ferry Ab Oy
Requested funding	
Total eligible costs	€23,609,015
TEN-T requested funding:	€8,506,768
TEN-T funding:	36.03%
Recommended funding	
Total eligible costs:	€20,734,000
TEN-T recommended funding:	€6,129,000
TEN-T funding:	29.56%



The Action aims at upgrading the transport link between northern Sweden and western Finland, including land and waterborne transport systems. It includes designing, constructing and improving the transport link through new transport patterns, multimodal logistics and cost efficient solutions. The Action includes:

- Works: infrastructure investments made both countries in order to improve port logistics, rail connections and port intermodality.
- Capital costs: start-up aid for a temporary ferry, including the necessary upgrading and adjustments made and planned for this temporary solution. The upgrading and adjustments will be used as examples during the analyses and concept development.
- Studies: which include an analysis of traffic management and organizational aspects of the transport link, as well as the development of a transport concept to meet the needs and provide a good foundation as input for the detailed design or procurement of a ferry.

Evaluation remarks

The proposed Action is very relevant to the call for proposals as aims at upgrading a maritime link in this region. Its maturity is guaranteed through necessary support provided, as well as the current implementation status. The proposed Action will have considerable impact on the economic stimulation in the region concerned and will improve the environmental performance of the connection and the accessibility of this peripheral region. The quality of the proposed Action is satisfactory.

Methanol: The marine fuel of the future

2012-EU-21017-S • Part of Priority Project 21

MoS	
Member States involved: Germany, Finland, Sweden	
Applicant: Stena Aktiebolag	
Requested funding	
Total eligible costs	€22,502,000
TEN-T requested funding:	€11,251,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€22,502,000
TEN-T recommended funding:	€11,251,000
TEN-T funding:	50%



The Action proposes the use of methanol as a pragmatic, cost-effective and environmentally friendly solution to the maritime industry's challenges to comply with the ambitious International Maritime Organisation and EU emission reduction targets.

The project, which takes the form of a pilot Action, mainly involves the installation and testing of methanol on an existing passenger vessel and short sea route between Gothenburg and Kiel. In addition to retrofitting the vessel, the study will also create the appropriate port infrastructure for the supply of methanol for bunkering: a bunker vessel and a storage tank will be built to carry methanol, as well as the corresponding facilities in both ports.

Evaluation remarks

The proposed Action is very relevant to the call for proposals as a pilot action testing methanol as an alternative fuel on ships. The maturity is very high. The proposed Action will have significant impacts on improving the environmental performance of shipping. The quality is very good with well defined objectives and corresponding activities.

MoS	
Member States involved: Belgium, Bulgaria, France, Greece, Italy, Latvia, Portugal, Romania, Slovenia, Spain, Sweden, The Netherlands, United Kingdom	
Applicant: Dutch Ministry of Infrastructure and the Environment	
Requested funding	
Total eligible costs	€37,076,437
TEN-T requested funding:	€18,538,219
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€37,076,000
TEN-T recommended funding:	€18,538,000
TEN-T funding:	50%



ANNA is an EU Member State driven project/pilot action addressing the wider benefit for MoS operations. The aim is to assist participating national administrations, the EC and EMSA to enable the effective implementation of EC Directive 2010/65/EU (Reporting Formalities for Ships arriving in/departing from EU ports) in time. ANNA also supports (system) integration of national maritime single window development (ship-to-shore and between the various services/administrations) to allow for effective and sustainable communication between the national systems, including SafeSeaNet (SSN). The ANNA consortium consists of 13 EU Member States and is supported by nine countries, the World Customs Organisation and eight stakeholder organisations.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals and fits the priorities as a wider benefit action contributing to the development of e-maritime solutions and establishment of single windows. The proposed Action is considered very mature at all levels, which is ensured by direct participation of 13 Member States. It will have significant impact on standardising and harmonising reporting procedures in shipping via a system of single windows. The quality is high and all key elements are in place.

MoS	
Member States involved:	Germany, Greece, Italy, Slovenia, Spain, United Kingdom
Applicant:	Fundacion de la Comunidad Valenciana para la Investigacion, Promocion y Estudios Comerciales de Valenciaport
Requested funding	
Total eligible costs	€11,394,970
TEN-T requested funding:	€5,697,485
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€11,394,000
TEN-T recommended funding:	€5,697,000
TEN-T funding:	50%



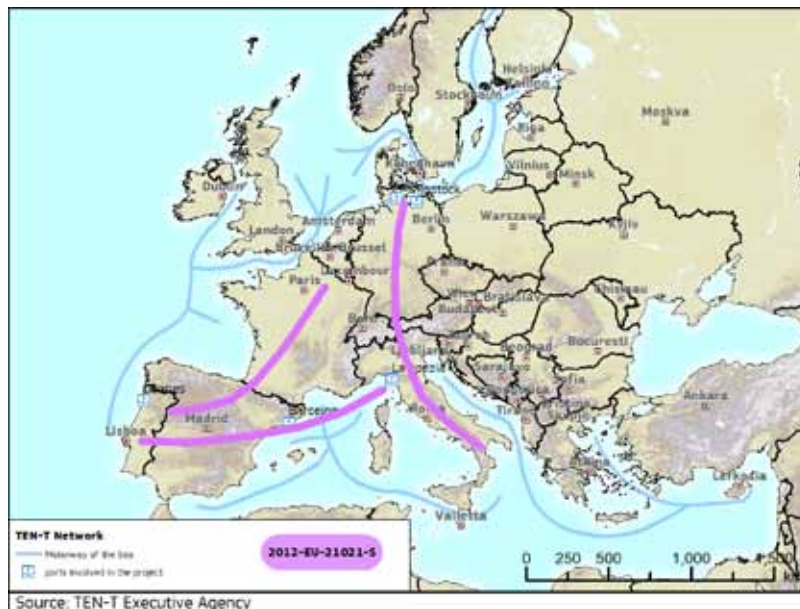
The B2MoS Action is an innovative study/pilot actions aiming at improving the information exchange between public and private organisations and promoting their operational cooperation to increase the efficiency of MoS. It hopes to boost the development of a TEN-T Motorways of the Sea network and improve European cohesion by simplifying specific administrative procedures affecting ultra-peripheral and peripheral regions and reducing barriers to intra-EU trade.

The project will contribute to establishing a European maritime space without barriers by facilitating and simplifying compliance with regulations and by promoting intermodal sustainable transport solutions that reinforce the MoS strategy. The prototypes will be piloted by public entities, port communities and MoS business stakeholders offering road, rail, inland navigation and maritime services in MoS services connecting Germany, United Kingdom, Spain, Italy, Slovenia and Greece.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as a pilot action overcoming ICT obstacles in providing seamless transport operations in the multimodal supply chain, including IT solutions for the implementation of the EU Directive 2010/65. The proposed Action is very mature and builds on the experience and useful results of previously MoS4Mos Action. Its impact is good. The quality of the proposed Action is good.

MoS	
Member States involved: Germany, Italy, Portugal, Spain	
Applicant: Autorità Portuale della Spezia	
Requested funding	
Total eligible costs	€5,940,398
TEN-T requested funding:	€2,970,199
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€5,940,000
TEN-T recommended funding:	€2,970,000
TEN-T funding:	50%



In the new TEN-T Guidelines, Motorways of the Sea remain the maritime dimension of the TEN-T network. By improving maritime, ports and logistics operations, MoS will allow the development of the underlying skeleton of the new multimodal core network corridors. As an operative and policy supporting framework, WiderMos will improve the interoperability between maritime/other transport modes (mainly rail) by developing new port/ship/train interfaces and will help kick off the analysis of how MoS will be linked to the governance model of the TEN-T priority corridors. This will be realised through:

- Five pilot projects, demonstrating the effectiveness of a better structured interoperability between modes
- A policy supporting activity defining the medium-term prospective options for MoS in 2020
- A deeper analysis of four very specific topics concerning the role of MoS in the development of the TEN-T corridors governance model

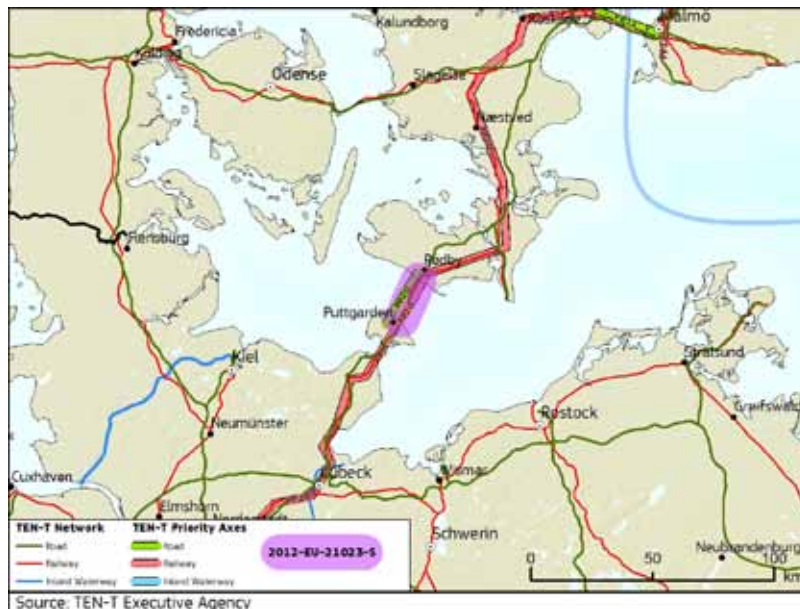
Evaluation remarks

The proposed Action is relevant to the call for proposals in terms of integration of the concept in a wider corridor framework of the new TEN-T guidelines. It is very mature and ready to start. It has a positive impact as far as its contribution to the decision and policy making at EU level in relation to the individual proposed corridors. Its quality is good.

Sustainable Traffic Machines - On the way to greener shipping

2012-EU-21023-S • Part of Priority Project 21

MoS	
Member States involved:	Denmark, Germany
Applicant:	Scandlines Deutschland GmbH
Requested funding	
Total eligible costs	€25,303,950
TEN-T requested funding:	€12,651,975
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€12,917,000
TEN-T recommended funding:	€6,458,000
TEN-T funding:	50%



The project, a pilot Action, aims at optimizing bunker consumption and reduction of exhaust gas emissions, through the use of an innovative system of ESS batteries (Energy Storage System) for hybrid propulsion and the installation of wet-scrubber technology on four similar ro/pax ships, serving the high frequency maritime route between the Ports of Puttgarden (DE) and Rødby (DK). The Action will be implemented by a consortium composed of two branches of the same holding company (Scandlines).

Evaluation remarks

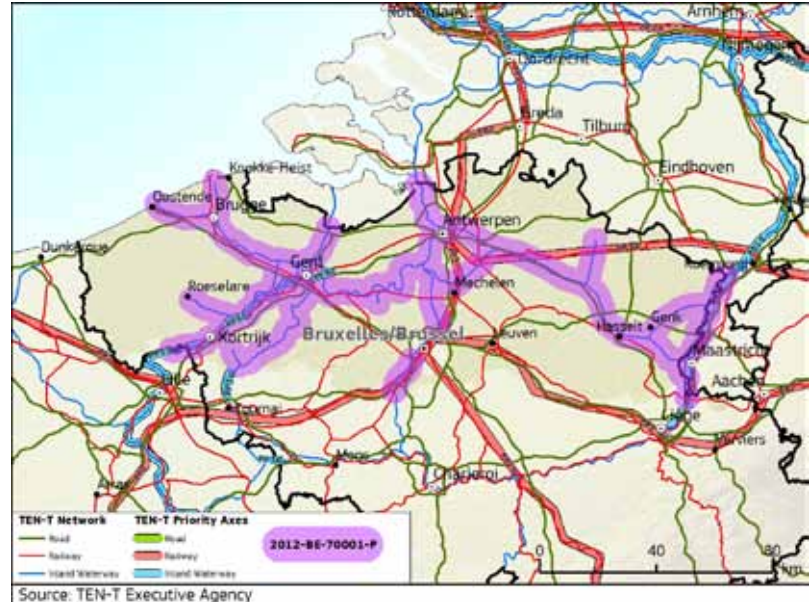
The proposed Action is very relevant to the call for proposals and aims at deploying a new propulsion system for vessels. The maturity has been well demonstrated. It will have useful environmental impact for the Northern Sulphur Emission Control Area. It has an overall good quality.

Multi-Annual Call 2012
Projects recommended for funding

RIS

River Information Services

RIS	
Member States involved: Belgium	
Applicant: Flemish Government	
Requested funding	
Total eligible costs	€2,940,000
TEN-T requested funding:	€588,000
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€2,940,000
TEN-T recommended funding:	€588,000
TEN-T funding:	20%



This Action follows from three previous RIS TEN-T funded projects (2008-BE-30000-P, 2010-BE-70202, 2011-BE-70001) and aims to extend the range of available RIS services and applications in Flanders. It focuses on the connection of RIS applications to the 'backbone structure' of RIS Flanders developed previously, as well as making RIS information available to a wider public. The objective is to provide Flanders with a more robust and up-to-date RIS system and share information with other interested stakeholders such as logistics, safety and security operators.

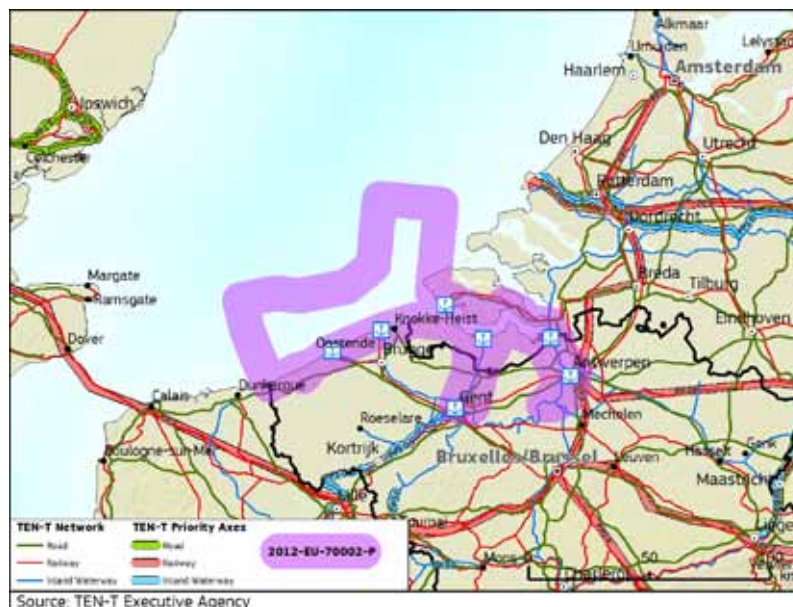
Evaluation remarks

The Action is very relevant to the call for proposals as it aims to upgrade RIS technology, systems and service applications. The Action is very mature and will lead to positive outcome in terms of improving the economic efficiency and safety of inland navigation. The quality of the proposed Action is excellent.

Implementation of RIS on the Westerscheldt River III

2012-EU-70002-P

RIS	
Member States involved: Belgium, The Netherlands	
Applicant: Flemish Government	
Requested funding	
Total eligible costs	€2,375,000
TEN-T requested funding:	€475,000
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€2,375,000
TEN-T recommended funding:	€475,000
TEN-T funding:	20%



This Action is the third phase of existing RIS TEN-T funded projects (2008-EU-30001-P and 2011-EU-70003-P), aiming at enhancing the safety and efficiency of inland waterway transport on the Westerscheldt river — namely improving the exchange of information, replacing the backbone of the information processing system of the Scheldt Radar Network, enabling the use of modern communication tools (RIS applications for smartphones, tablets, applications), implementing the calamity abatement support and improving operational planning on the Gent-Terneuzen Canal.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it aims at further improving the river information services available in a very busy area. The proposed Action is mature and ready to start. It is expected to have a positive impact in terms of improved safety, reliability and efficiency of navigation. Overall the proposed Action's quality is good.

RIS Enabled European IWT Corridor Management

2012-EU-70004-S

RIS	
Member States involved: The Netherlands, Austria, Belgium, Germany, Luxembourg	
Applicant: Ministerie van Infrastructuur en Milieu	
Requested funding	
Total eligible costs	€2,814,000
TEN-T requested funding:	€1,407,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,814,000
TEN-T recommended funding:	€1,407,000
TEN-T funding:	50%

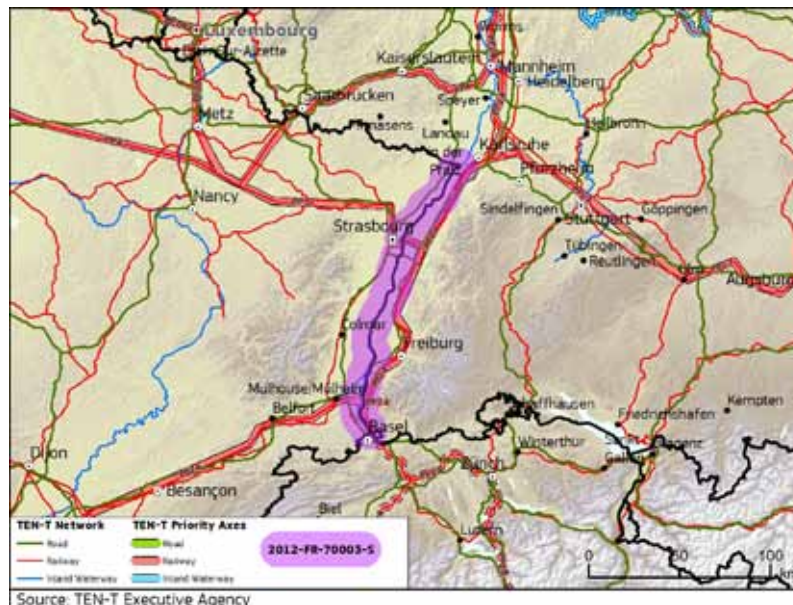


This study aims at developing the definition and implementation of a RIS corridor approach to strengthen inland navigation within the transport chain. The Action will facilitate the establishment of a structured dialogue between public and private stakeholders across national borders. In addition, it will investigate how to foster interoperability and compatibility between the several technologies deployed. The project's activities in the context of the Global Project will focus on the deployment of intelligent infrastructure to enable the efficient RIS implementation at corridor level.

Evaluation remarks

The proposed Action is extremely relevant to the call for proposals as it aims to facilitate the definition and implementation of a RIS corridor approach and strengthen the position of inland navigation in the multi-modal transport chain. It is mature. The overall impact is very positive and the proposed Action will serve as a useful decision-making and policy tool for corridor management at the European level. The quality is good.

RIS	
Member States involved:	France
Applicant:	Ministère de l'écologie, du Développement durable et de l'énergie
Requested funding	
Total eligible costs	€1,936,200
TEN-T requested funding:	€968,100
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,936,000
TEN-T recommended funding:	€968,000
TEN-T funding:	50%



The Action aims at developing a river information system adapted to the needs of the Upper Rhine in France. The main objective of this study is to build on the outputs delivered within the framework of previous projects and to plan an inland waterway traffic management system for the Upper Rhine. The Action will first identify user needs and then implement a data exchange system. The project aims to increase waterway transport competitiveness, reinforce safety, upgrade traffic management and reduce CO₂ emissions, as well as play an important role in fostering modal shift.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it aims to develop a river information system adapted to the needs of the area concerned. It is mature. It will contribute to increasing the quality and safety of navigation in the region. The quality is generally good.

Multi-Annual Call 2012
Projects recommended for funding

PPs

Priority Projects:
New Actions

St Pölten freight train bypass, connection to the west

2012-AT-17002-P • Part of Priority Project 17

PPs - New Action

Member States involved:

Austria

Applicant:

Bundesministerium für Verkehr,
Innovation und Technologie

Requested funding

Total eligible costs €66,391,360

TEN-T requested funding: €13,278,272

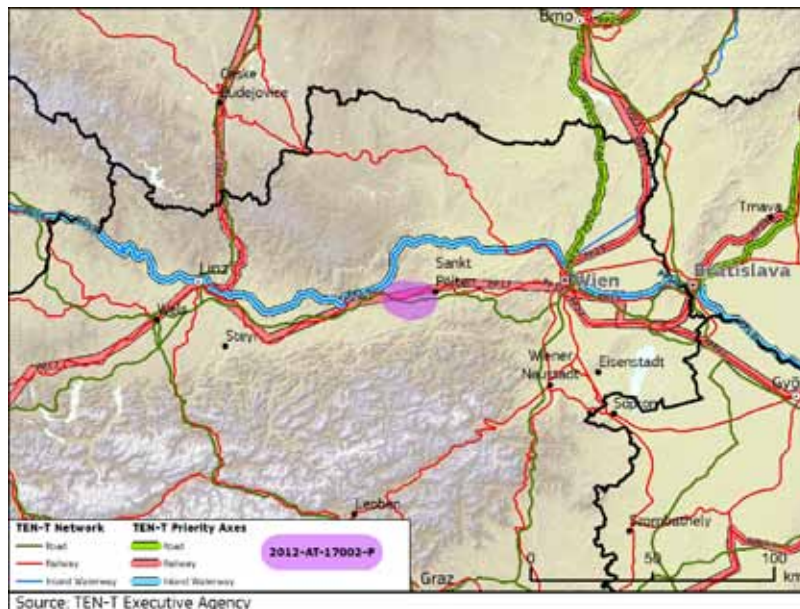
TEN-T funding: 20%

Recommended funding

Total eligible costs: €66,385,000

TEN-T recommended funding: €13,277,000

TEN-T funding: 20%



The proposed construction of the St Pölten freight train bypass complements previous measures to complete the Global Project (Priority Project 17) on the Munich-Bratislava sub-section. It aims to remove an identified bottleneck by increasing the capacity to four tracks, together with the high speed passenger line through St Pölten. To achieve the scheduled operation of the bypass by 2017, two works are still needed: Pummersdorfer tunnel and the western connection.

This Action involves the construction of the connection to the west of the new St Pölten freight train bypass and works to connect the Rohr and Wagram nodes.

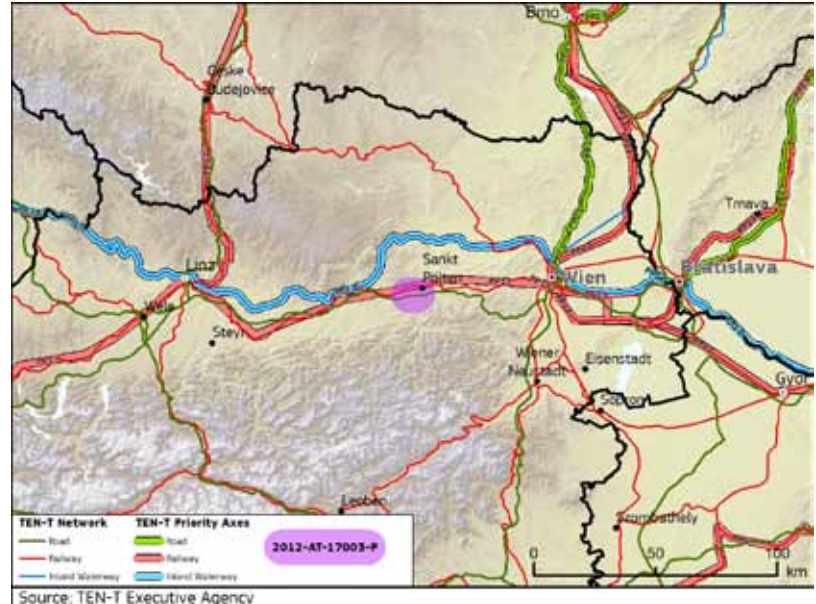
Evaluation remarks

The proposed Action is of high relevance since it addresses the objectives and priorities of the Call for Proposals namely it is part of Priority Project 17 and is expected to remove a capacity bottleneck. The Action has received all approvals necessary to commence the implementation; it is therefore very mature. Its socio-economic impact is high as it will establish a competitive trans-European network, providing high quality of freight and passenger service. The proposal is of very good quality.

Pummersdorfer Tunnel

2012-AT-17003-P • Part of Priority Project 17

PPs - New Action	
Member States involved:	Austria
Applicant:	Bundesministerium für Verkehr, Innovation und Technologie
Requested funding	
Total eligible costs	€66,982,000
TEN-T requested funding:	€13,396,400
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€66,975,000
TEN-T recommended funding:	€13,395,000
TEN-T funding:	20%



The newly to be constructed St. Pölten freight train bypass continues previous measures to complete the Global Project (Priority Project 17) on the Munich-Bratislava sub-section. It aims to remove an identified bottleneck by increasing the capacity to four tracks, together with the high speed passenger line through St. Pölten. To achieve the scheduled operation of the bypass by 2017, two works are still needed: Pymersdorfer tunnel and the Western connection.

This Action involves the construction of Pymersdorfer tunnel, including the shell construction tunnel, tunnel equipment and non-ballasted track.

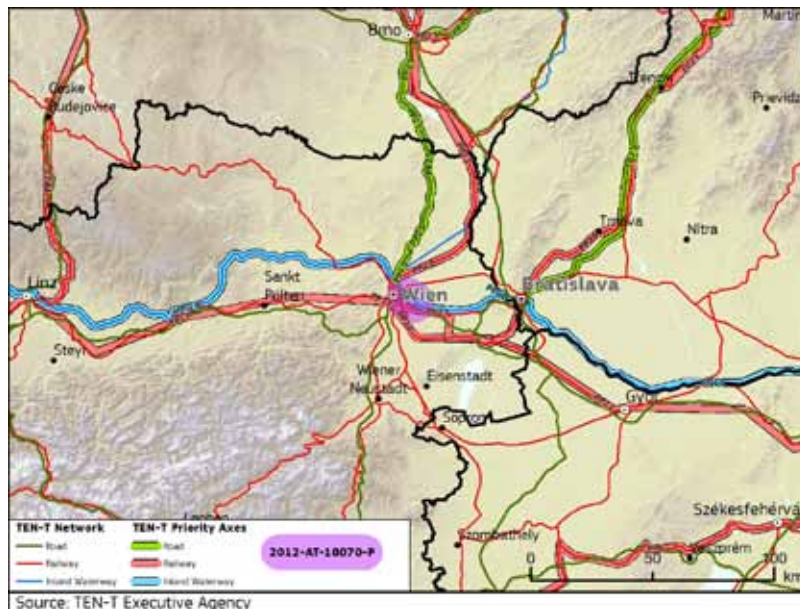
Evaluation remarks

The proposed Action is of high relevance to the call for proposals since it addresses the removal of a bottleneck on Priority Project 17. The Action is very mature as it has received all approvals necessary to commence the implementation. An ex-ante evaluation has demonstrated that the proposed Action will have positive direct and indirect socio-economic effects. The quality of the proposal is very good including well thought implementation plans.

Expansion of the tri-modal inland port by land recovery

2012-AT-18070-P • Part of Priority Project 18

PPs - New Action	
Member States involved: Austria	
Applicant: Wiener Hafen, GmbH & Co KG	
Requested funding	
Total eligible costs	€12,797,477
TEN-T requested funding:	€2,559,495.40
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€12,790,000
TEN-T recommended funding:	€2,558,000
TEN-T funding:	20%



The proposed Action consists of works aiming to expand the trimodal port of Freudenu/Vienna, in order to increase the capacity for handling additional freight – especially in the light of recent increases of throughput. The port is an intersection for international flows and transshipment between inland waterway, rail and road transport. These works specifically concern the extension of the port's container handling capacities through land recovery and the construction of a new quay wall in order to optimise the areas of operation.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it addresses a major bottleneck on Priority Project 18. The Action is very mature as implementation has already started. It will generate considerable socio-economic benefits in terms of improved modal split and growth of container transshipment. The quality of the proposal is very good.

PPs - New Action

Member States involved:

Belgium

Applicant:

Infrabel sa

Requested funding

Total eligible costs €194,471,239.18

TEN-T requested funding: €38,894,247.84

TEN-T funding: 20%

Recommended funding

Total eligible costs: €169,720,000

TEN-T recommended funding: €33,944,000

TEN-T funding: 20%



The Action covers the works at Watermael-Schuman-Josaphat for the period 2012-2015 to eliminate the bottlenecks of Brussels-Schuman-Schaerbeek and the Etterbeek triangle on Priority Project 28 (Eurocaprail on the Brussels-Luxembourg-Strasbourg railway axis). It will also allow the connection between Priority Project 28 and the new railway infrastructure for Brussels Airport linking Priority Project 28 to Priority Project 2, High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London. The works comprise:

- Civil engineering works of the Schuman-Josaphat tunnel and its connection to the existing Cinquantenaire tunnel
- Adaptation of the railway base and safety measures for the Schuman-Josaphat link, including building additional emergency exits
- Extension works, finishing and safety measures for the Schuman multimodal hub
- Construction work at the L.161 cross with L.161A-track B (flyover) and railway equipment of the L.161 between the Watermael and Etterbeek stations
- Installation of environmental measures (acoustic screens, anti-vibration measures)

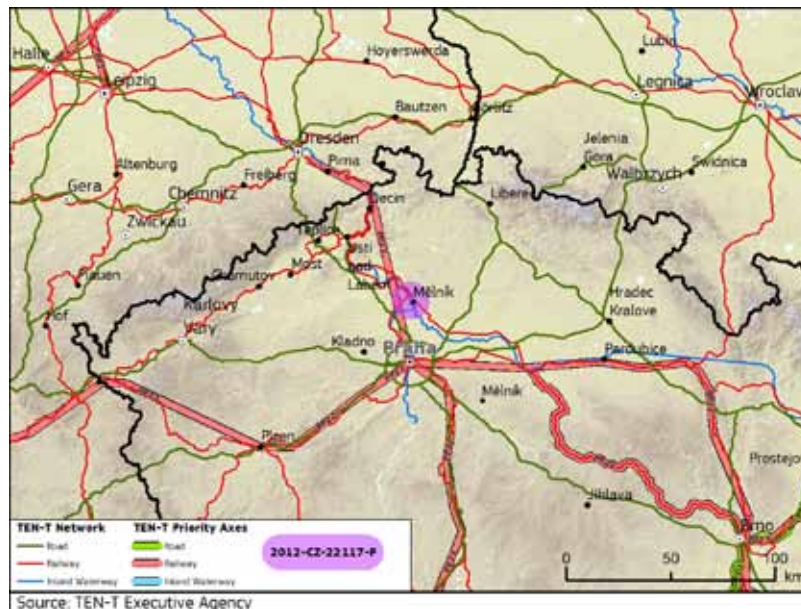
Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it addresses bottlenecks on Priority Project 28 with a view to improving the connection to the airport. The Action is very mature and ready to start as preparatory steps have been completed. Its impact is well demonstrated. The quality of the proposal is high as complete and accurate information is provided.

Intermodal terminal Mělník

2012-CZ-22117-P • Part of Priority Project 22

PPs - New Action	
Member States involved:	Czech Republic
Applicant:	České přístavy, a.s.
Requested funding	
Total eligible costs	€4,134,648
TEN-T requested funding:	€826,929.60
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€4,130,000
TEN-T recommended funding:	€826,000
TEN-T funding:	20%



The Mělník inland port serves daily container trains from/to Western European ports such as Rotterdam, Bremerhaven and Hamburg; as well as Bratislava, Budapest and Koper. There are bottlenecks in the transfer capacity in Central Bohemia and Mělník is the only Czech port with the potential for expansion. The Action, which is on Priority Project 22 (Railway axis Athens-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden) next to the Elbe river aims to eliminate bottlenecks and complete the main routes in order to achieve interoperability of the rail network.

It also aims to optimise the capacity and efficiency of the infrastructure, since the the present facilities are outdated and cannot match the cargo volume development. Specifically, the Action will increase rail capacity, storage, transfer capacity to 200,000 TEU, and expand entrance and positioning area for trucks.

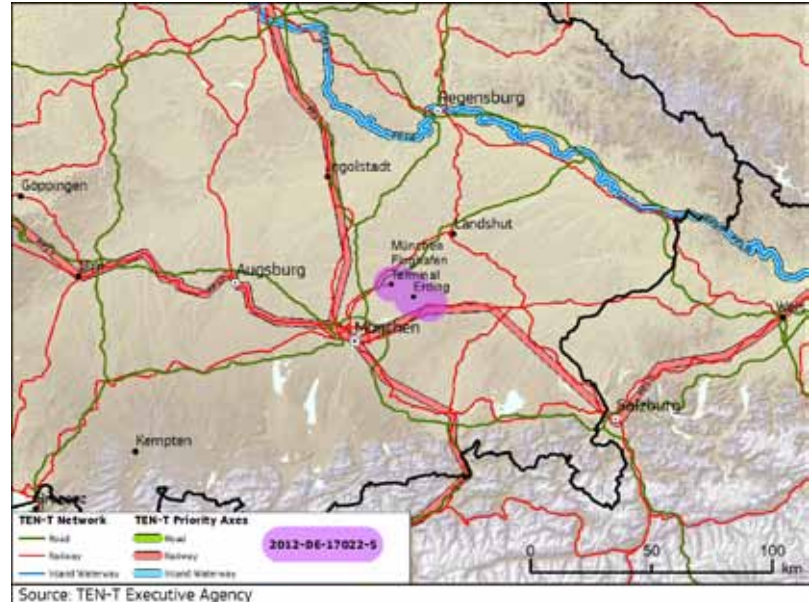
Evaluation remarks

The proposed Action is very relevant to the call for proposals as it contributes to improving the multimodal capacity. The Action is very mature and ready to start from the technical point of view. The impacts of the Action are very positive. The quality of the proposal is good and the proposed activities are coherent with the objective of the Action.

Planning the construction of a new railway connection between Munich Airport and PP17 between Munich and Salzburg

2012-DE-17022-S • Part of Priority Project 17

PPs - New Action	
Member States involved:	Germany
Applicant:	Bayerisches Staatsministerium für Wirtschaft, Infrastruktur, Verkehr und Technologie
Requested funding	
Total eligible costs	€25,000,000
TEN-T requested funding:	€12,500,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€25,000,000
TEN-T recommended funding:	€12,500,000
TEN-T funding:	50%



The proposed Action includes studies and planning to obtain the building permit for the construction of a new railway connection from the Munich Airport towards the east (direction of Erding), and farther to Priority Project 17 (Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava).

The objective is to carry out planning phases 1-4 to get the building permits according to the HOAI (German Scale of Fees for Architects and Engineers) for the following sections:

- Munich Airport-Erding
- Erding-Walpertskirchen (*Walpertskirchner Spange*) - component services (planning, project steering and accompaniment by DB Netz AG, DB Station & Service, DB Energie, DB Projektbau)

Evaluation remarks

The proposed Action is highly relevant to the TEN-T priorities and call for proposals as it will improve modal integration, will foster sustainable mobility and will facilitate intermodality between Priority Project 17 and the Munich airport. The maturity of the proposed Action is very good and there are no pending issues before the Action starts. The Action will produce socio-economic benefits, will improve intermodality along Priority Project 17 and contribute to modal shift from road to rail thus reducing CO₂ emissions. The quality of the proposal is good.

Fehmarn Belt-Hinterland Connection: planned activity for unbundling rail traffic at the Hamburg junction (TEN-T Priority Project 20)

2012-DE-20012-S • Part of Priority Project 20

PPs - New Action	
Member States involved:	Germany
Applicant:	Freie und Hansestadt Hamburg, Behörde für Wirtschaft, Verkehr und Innovation
Requested funding	
Total eligible costs	€29,200,000
TEN-T requested funding:	€14,600,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€29,200,000
TEN-T recommended funding:	€14,600,000
TEN-T funding:	50%



The proposed Action is a study for the preliminary and final design phases for the construction of a new track between Hamburg and Bad Oldesloe parallel to the existing track, including the preparation of the necessary construction permission applications.

The proposed Action covers the southern part of the German access to the Fehmarn Belt Fixed Link and forms part of Priority Project 20.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals and TEN-T priorities as it aims at improving operations on Priority Project 20, establishing key links and interconnections as well as eliminating bottlenecks. Its maturity is very good as key preparatory steps have been fulfilled. The impact of the proposed Action is very good. The quality of the proposal is very good including clear descriptions of the expected results.

New railway line Copenhagen-Ringsted (detailed planning phase): access lines to the future Fehmarn Belt fixed link

2012-DK-20010-S • Part of Priority Project 20

PPs - New Action	
Member States involved:	Denmark
Applicant:	Banedanmark (Rail Net Denmark)
Requested funding	
Total eligible costs	€61,168,000
TEN-T requested funding:	€30,584,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€61,168,000
TEN-T recommended funding:	€30,584,000
TEN-T funding:	50%



The Action consists of detailed planning phase studies of a new high speed railway between Copenhagen and Ringsted, a vital part of Priority Project 20 (Railway axis Fehmarn Belt) in Denmark. The existing main line that runs from Copenhagen to Ringsted via Roskilde is one of Denmark's most heavily used and strategically important routes. It is used by commuters between Copenhagen and the rest of Zealand, as well as for national and international passenger and freight traffic. The existing line via Roskilde has become a bottleneck. It was decided in 2012 that the best technical solution was a new dual track line from Copenhagen to Ringsted via Køge, including a new station in the northern part of Køge (Køge Nord) and a maximum speed for passenger trains of 250 km/h.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it addresses a bottleneck on Priority Project 20. Its maturity is demonstrated by the necessary political and financial commitments. The Action is expected to produce a significant impact on local planning and on the Global Project that will boost the economy of the Baltic sea region. The quality of the proposal is very good.

Upgrade of the Ringsted-Rødby section (second phase of detailed planning studies): upgrading the railway access lines to the future Fehmarn Belt fixed link

2012-DK-20013-S • Part of Priority Project 20

PPs - New Action

Member States involved:

Denmark

Applicant:

Banedanmark (Rail Net Denmark)

Requested funding

Total eligible costs €39,441,586

TEN-T requested funding: €19,720,793

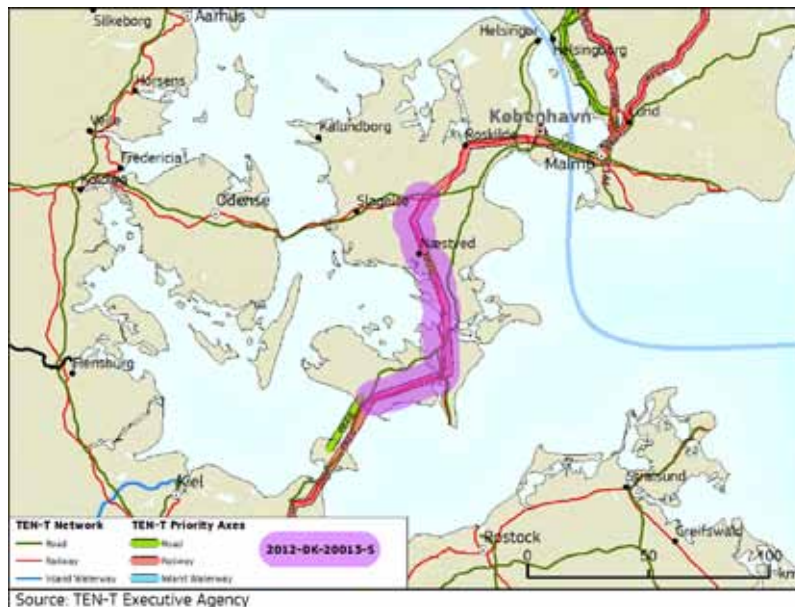
TEN-T funding: 50%

Recommended funding

Total eligible costs: €39,440,000

TEN-T recommended funding: €19,720,000

TEN-T funding: 50%



The Action consists of studies for the detailed design phase for the construction the Fehmarn Belt railway hinterland connections in Denmark to increase the capacity of the railway section between Ringsted and Rødby. The Action includes project management, detailed design for the construction works, as well as its tendering and awarding.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it contributes to removing a bottleneck on Priority Project 20. Its maturity is excellent and the Action is ready to start as all necessary preparatory steps have been fulfilled. Its impact is very good as the Action is expected to further develop best practices on integrating environmental concerns and climate adaptation measures. The proposal is of very high quality, realistic and consistent.

Spatial planning and technical studies for Rail Baltica (Estonian section)

2012-EE-27001-S • Part of Priority Project 27

PPs - New Action	
Member States involved:	Estonia
Applicant:	Estonian Technical Surveillance Authority
Requested funding	
Total eligible costs	€10,257,400
TEN-T requested funding:	€5,128,700
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€10,256,000
TEN-T recommended funding:	€5,128,000
TEN-T funding:	50%



The proposed action is part of the Global Project developing the European gauge railway line in Estonia as part of Priority Project 27 ("Rail Baltica"- Warsaw-Kaunas-Riga-Tallinn-Helsinki). The Action includes preparatory studies covering the spatial planning, preliminary design and updated financial studies to achieve sufficient maturity to begin the detailed technical design and works procurement.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals and the TEN-T priorities as it addresses a bottleneck and contributes to the development of interoperability along Priority Project 27. The Action is very mature as it is technically ready to start. The proposed Action will produce a positive impact on the development of Priority Project 27. The proposal is of good quality.

Remaining studies for the underground construction and rail level realignment of the railway corridor from the Piraeus RS exit (Km 1+488) to the Athens RS entrance (Km 9+700)

2012-EL-22023-S • Part of Priority Project 22

PPs - New Action

Member States involved:

Greece

Applicant:

ΥΠΟΥΡΓΕΙΟ ΑΝΑΠΤΥΞΗΣ, ΑΝΤΑΓΩΝΙΣΤΙΚΟΤΗΤΑΣ,
ΥΠΟΔΟΜΩΝ, ΜΕΤΑΦΟΡΩΝ & ΔΙΚΤΥΩΝ

Requested funding

Total eligible costs €1,500,000

TEN-T requested funding: €750,000

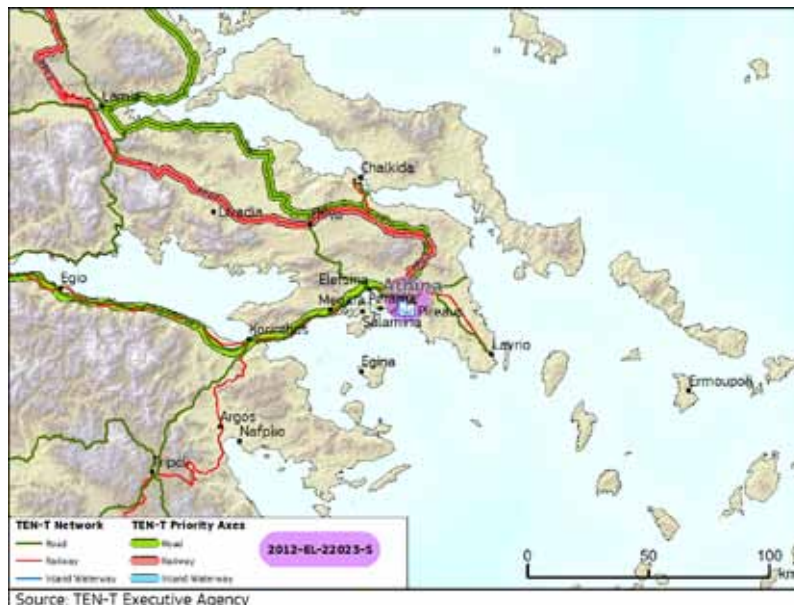
TEN-T funding: 50%

Recommended funding

Total eligible costs: €1,500,000

TEN-T recommended funding: €750,000

TEN-T funding: 50%



The Action concerns the elaboration of the remaining studies for upgrading the Piraeus-Athens section. Specifically, the Action includes the following studies: surveying, preliminary and final studies, detailed (E/M, architectural landscape), geotechnical, superstructure, Environmental Impact Study modification (if required), planting works and the elaboration of tender documents.

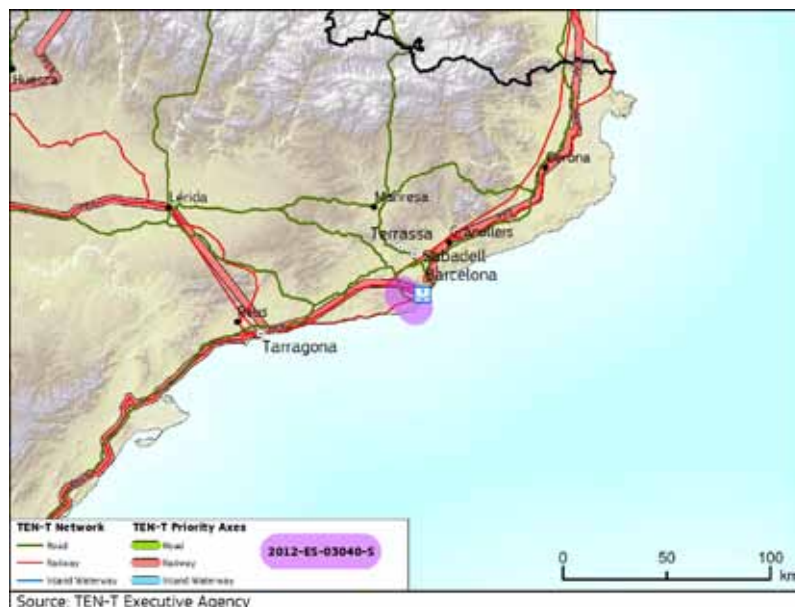
Evaluation remarks

The proposed Action is relevant to the call for proposals and the TEN-T priorities as it concerns the development of interconnections, improvement of safety and mobility. Its maturity is good as all necessary preparatory steps have been or are about to be fulfilled. The Action is expected to produce a very good impact on improving safety and reducing the road traffic load. The quality of the proposal is good, including realistic implementation plans.

New southern road and rail access to the Port of Barcelona. Phase 1. Studies.

2012-ES-03040-S • Part of Priority Project 3

PPs - New Action	
Member States involved: Spain	
Applicant: Ministerio de Fomento. Dirección General de Ferrocarriles	
Requested funding	
Total eligible costs	€1,580,400
TEN-T requested funding:	€790,200
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,580,000
TEN-T recommended funding:	€790,000
TEN-T funding:	50%



The Global Project consists of the connection of the international track width from the Port of Barcelona to the French border as part of the high speed Madrid-Barcelona-French border rail line, within Priority Project 3 (High speed railway axis of southwest Europe). The proposed Action covers a study on the new southern road and railway access to the Port of Barcelona and in particular its new Prat dock, including the Tercat-Hutchison container terminal.

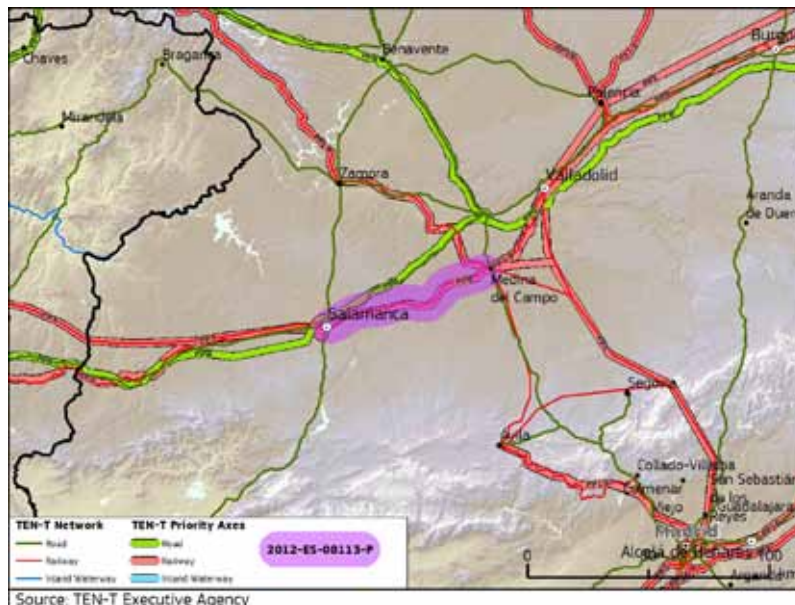
Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it aims at improving interoperability and accessibility as well as removing bottlenecks on Priority Project 3. Its maturity is demonstrated as the Action has already started. Its impact is important in terms of further decision making concerning the global project. The quality of the proposal is good.

Electrical facilities for Medina del Campo-Salamanca section. Railway line Medina del Campo-Salamanca-Fuentes de Oñoro

2012-ES-08113-P • Part of Priority Project 8

PPs - New Action	
Member States involved:	Spain
Applicant:	Administrador de Infraestructuras Ferroviarias
Requested funding	
Total eligible costs	€28,370,000
TEN-T requested funding:	€5,674,000
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€28,370,000
TEN-T recommended funding:	€5,674,000
TEN-T funding:	20%



The proposal consists of works for the implementation of 25 kV electrification, energy facilities and services to follow up the works on the 71 km long Medina del Campo-Salamanca section, belonging to the Salamanca-Portuguese border-Lisbon conventional railway line, part of Priority Project 8 (Multimodal axis Portugal/Spain-rest of Europe).

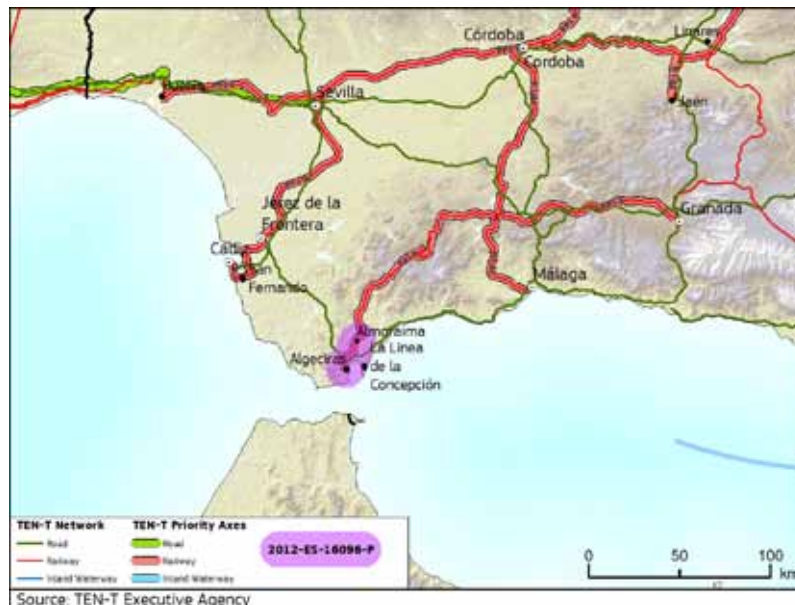
Evaluation remarks

The proposed Action is very relevant to the call for proposals as it concerns the removal of a bottleneck along Priority Project 8. Its maturity is very good as all prerequisites have been fulfilled and the Action is ready to start. As part of the Global Project, the Action is expected to have a positive impact on absorbing traffic growth, increasing national competition and safety. The quality of the proposal is good, realistic and consistent from the technical and financial point of view.

Track bed works, signalling and telecommunication facilities: Section Pk 3,1 a Pk 6,8. San Roque Mercancías. Railway line Bobadilla-Algeciras

2012-ES-16096-P • Part of Priority Project 16

PPs - New Action	
Member States involved:	Spain
Applicant:	Administrador de Infraestructuras Ferroviarias
Requested funding	
Total eligible costs	€14,000,000
TEN-T requested funding:	€2,800,000
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€14,000,000
TEN-T recommended funding:	€2,800,000
TEN-T funding:	20%



The proposal consists of track bed works, signalling and telecommunications facilities in the section Pk 3,1 to Pk 6,8 San Roque Mercancías belonging to the conventional Bobadilla-Algeciras line, part of Priority Project 16 (Freight railway axis Sines/Algeciras-Madrid-Paris). The works include *inter alia* the complete renovation of the existing Iberian gauge single track by laying down polyvalent sleepers; installation of a Centralised Traffic Control (CTC) system, construction of small variants and rail side track, curve corrections and embankment stabilisation, reduction of the number of level crossings and the power supply to equipment and facilities.

Evaluation remarks

The proposed Action is relevant to the call for proposals and the TEN-T priorities as it aims at improving existing capacity and promoting inter-modality. It is mature and ready to start from the technical point of view. Positive impact is expected on absorption of traffic growth, multi-modal split, service quality, safety and security. The overall proposal is of good quality, realistic and consistent from a technical point of view.

Implementation of the UIC gauge in the Mediterranean Corridor. Phase 1. Studies.

2012-ES-19031-S • Part of Priority Project 19

PPs - New Action

Member States involved:

Spain

Applicant:

Ministerio de Fomento. Dirección General de Ferrocarriles

Requested funding

Total eligible costs €9,754,900

TEN-T requested funding: €4,877,450

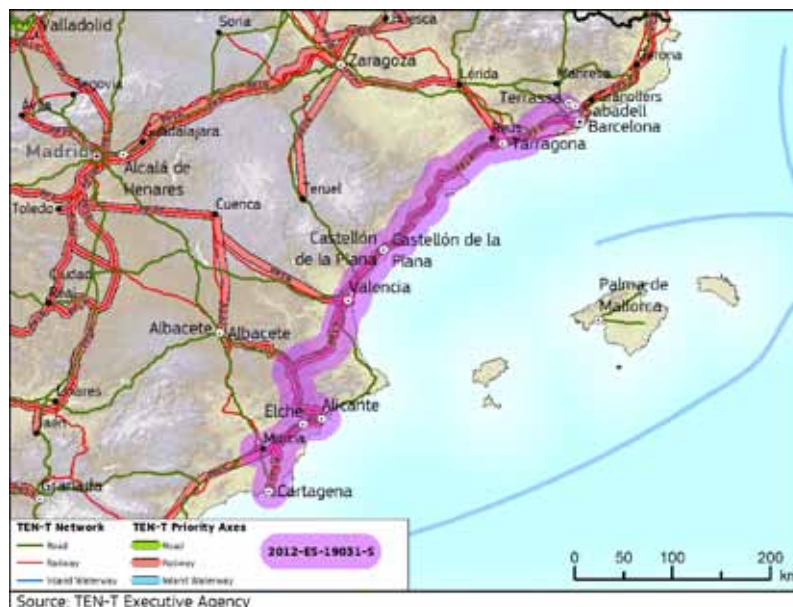
TEN-T funding: 50%

Recommended funding

Total eligible costs: €9,754,000

TEN-T recommended funding: €4,877,000

TEN-T funding: 50%



The proposal concerns the planning and the final design studies for the implementation of UIC gauge in the 570 km long rail section between the Castellbisbal Hub and Murcia, along the Mediterranean corridor, part of Priority Project 19 (High speed rail interoperability in the Iberian Peninsula). The section is planned with 340 km of double track and 230 km of single track.

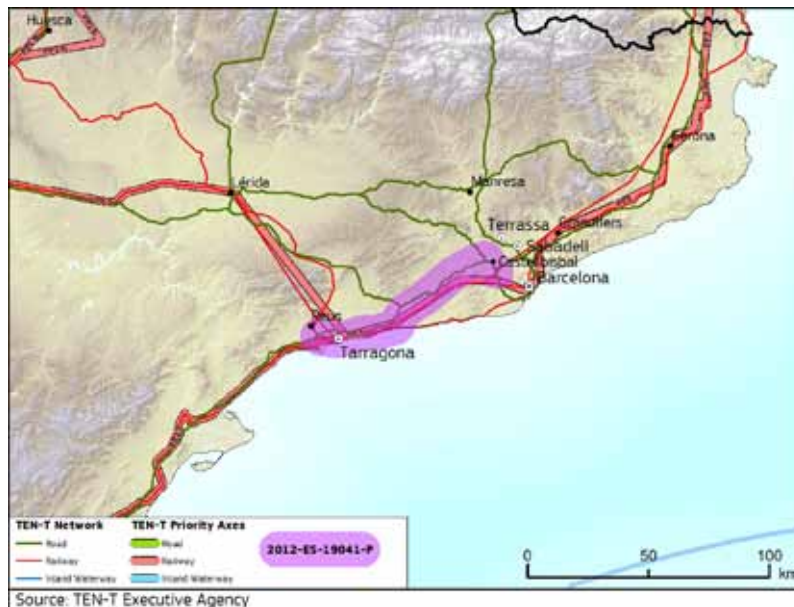
Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it concerns design studies leading to the implementation of works on Priority Project 19. Its maturity is very good as necessary support has been provided and all preparatory steps have been fulfilled. The impact is high as the outcome of the study will be the basis for physical implementation to start. The proposal is of good quality.

Implementation of the UIC gauge in the Mediterranean Corridor. Section Castellbisbal-Nudo de Vilaseca. Phase 1.

2012-ES-19041-P • Part of Priority Project 19

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€340,859,700
TEN-T requested funding:	€68,171,940
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€340,855,000
TEN-T recommended funding:	€68,171,000
TEN-T funding:	20%



The proposal concerns works for the implementation of UIC gauge in the rail section between Castellbisbal and Nudo de Vilaseca, along the Mediterranean corridor, part of Priority Project 19 (High speed rail interoperability in the Iberian Peninsula). In particular, it includes the necessary adaptations on the installations and line elements for the operation of 750 m long trains in mixed gauge. The works will be carried out along 90 km of double track and 7 km of single track, allowing the access to the Port of Tarragona in UIC gauge.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it concerns design studies leading to the implementation of works on Priority Project 19. Its maturity is very good as necessary support has been provided and all preparatory steps have been fulfilled. Its impact is high as the outcome of the study will be the basis for physical implementation to start. The proposal is of good quality.

PP1 Global Project Munich–Kufstein, Kufstein–Innsbruck, Brenner Base Tunnel (cross-border) and Fortezza–Verona: Pre-study for the Northern access line to the Brenner Base Tunnel between Munich (Germany) and Radfeld (Austria)

2012-EU-01092-S • Part of Priority Project 1

PPs - New Action

Member States involved:

Germany, Austria

Applicant:

Bundesministerium für Verkehr, Innovation und Technologie

Requested funding

Total eligible costs €6,715,000

TEN-T requested funding: €3,357,000

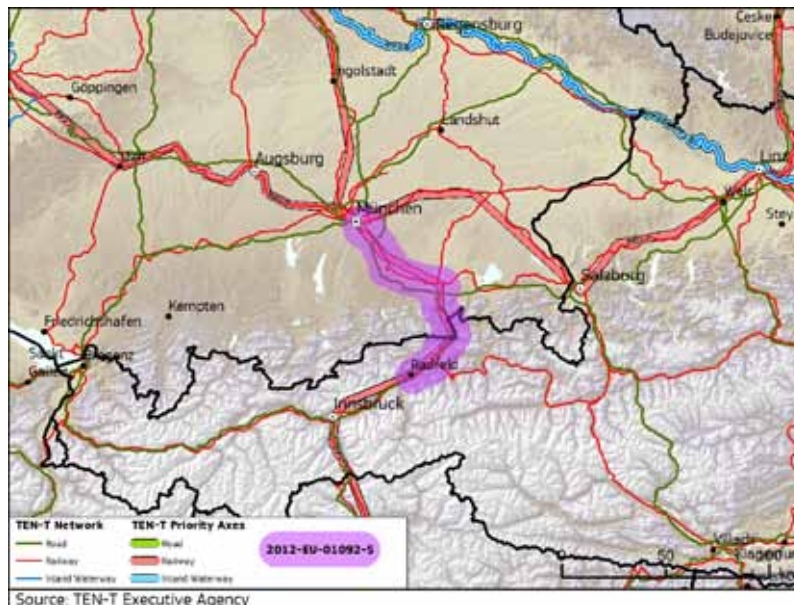
TEN-T funding: 50%

Recommended funding

Total eligible costs: €6,714,000

TEN-T recommended funding: €3,357,000

TEN-T funding: 50%



This project, part of Priority Project 1 (Railway axis Berlin-Verona/Milan-Bologna-Naples-Messina-Palermo), involves a pre-study for the line routing of the northern access line to the Brenner Base Tunnel between Munich (Germany) and Radfeld (Austria) — a section identified as a Priority Project 1 bottleneck that needs to be urgently removed.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals and TEN-T priorities as it is a key step to the implementation of an important cross border section on Priority Project 1. The Action is very mature since technically the project is ready to start. The impact of the Action is expected to be very good. The quality of the proposal is good including sound organisational structure and project management plan.

Priority Project 1: Brenner Base Tunnel – studies

2012-EU-01098-S • Part of Priority Project 1

PPs - New Action

Member States involved:

Italy, Austria

Applicant:

Ministero delle Infrastrutture e dei Trasporti

Requested funding

Total eligible costs €171,300,000

TEN-T requested funding: €85,650,000

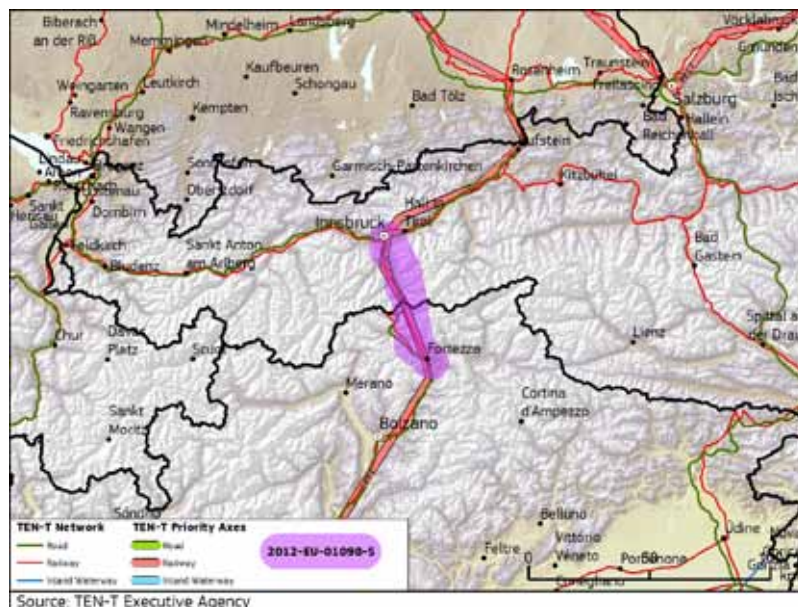
TEN-T funding: 50%

Recommended funding

Total eligible costs: €171,300,000

TEN-T recommended funding: €85,650,000

TEN-T funding: 50%



The Action is part of the Global Project for the construction of the Brenner Base Tunnel, the centrepiece of Priority Project 1 (Railway axis Berlin-Verona/Milan-Bologna-Naples-Messina-Palermo). It involves the planning and excavation of an exploratory tunnel between the future main tubes, which already receives TEN-T funding. Additional funds are requested to continue the activities throughout 2014 and 2015, which are comprised of:

- Planning, preparation of tenders, diagnostic and exploration probes, monitoring and compensatory measures
- Tunnel stability/safety monitoring and managing system and control centre
- Accesses, exploratory tunnels and accompanying structures and facilities
- Technical support measures and facilities in order to prepare the construction of the tunnels and multipurpose areas
- Disposal sites and accompanying structures and facilities

Evaluation remarks

The proposed Action is highly relevant to the call of proposals and TEN-T priorities as it addresses a key cross-border bottleneck on Priority Project 1 and will lead to the construction of the Brenner Base Tunnel. Its maturity is excellent because the activities are already ongoing. The impact is also excellent as the output of the Action will determine critical decision making aspects for the implementation phase of the Global Project. The quality of the proposal is overall very good with well described and coherent activities.

Accelerating the introduction of electric vehicle rapid charging by studying adoption and use along PPs 13 and 26 in the UK and Ireland

2012-EU-13066-S • Part of Priority Project 13

PPs - New Action

Member States involved:

United Kingdom, Ireland

Applicant:

Nissan Motor (GB) Ltd

Requested funding

Total eligible costs €7,359,778

TEN-T requested funding: €3,679,888

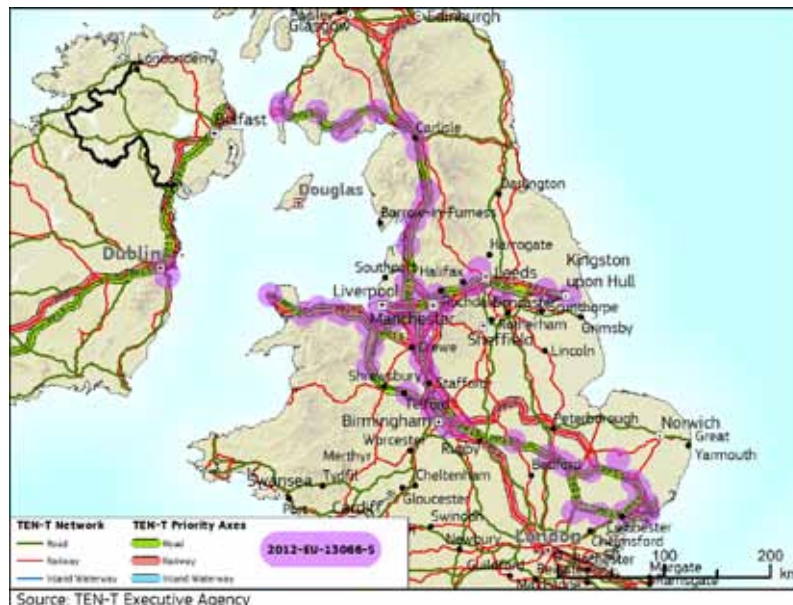
TEN-T funding: 50%

Recommended funding

Total eligible costs: €7,358,000

TEN-T recommended funding: €3,679,000

TEN-T funding: 50%



This Action will study the business feasibility and customer convenience of multi-standard electric vehicle rapid charging stations, with associated deployment along the full length of Priority Projects 13 (Road axis United Kingdom/Ireland/Benelux) and 26 (Railway/road axis Ireland/United Kingdom/continental Europe) through the UK and Ireland. This is a substantial real-world trial of 74 rapid charging stations covering over 1,100 km along major UK and Irish road network routes. The pilot also links with five major seaports and five international airports, thus promoting multimodal transport solutions by linking road users to sea and air transport modes.

Evaluation remarks

The proposed Action is relevant to the call for proposals. The Action has demonstrated its maturity as it is technically ready to start. It is expected to have positive impacts both in terms of policy-making and decision-making tools in connection with the introduction of new clean technologies along Priority Projects 13 and 26 and possibly in other EU member States. The quality of the proposal is good.

PPs - New Action

Member States involved:

Germany, Austria, Belgium, Bulgaria, Cyprus, Czech Republic, France, Italy, Luxembourg, The Netherlands, Romania, Slovakia

Applicant:

Pro Danube Management GmbH

Requested funding

Total eligible costs €121,316,983.44

TEN-T requested funding: €60,658,492.72

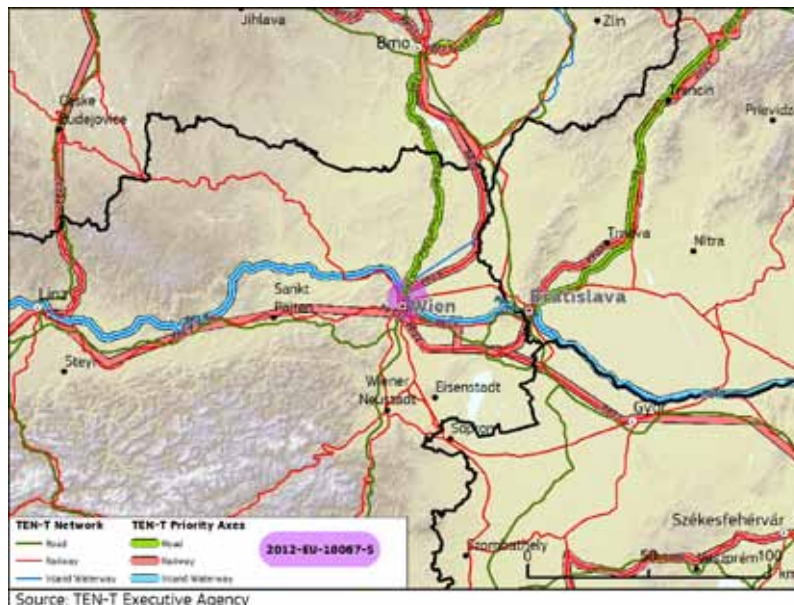
TEN-T funding: 50%

Recommended funding

Total eligible costs: €80,520,000

TEN-T recommended funding: €40,260,000

TEN-T funding: 50%



The action, which addresses Priority Project 18 (Waterway axis Rhine/Meuse-Main-Danube) will provide a European strategy and pilot deployments both for LNG as fuel for inland vessels and as cargo transported on waterways and distributed via inland ports. The Action consists of a set of feasibility studies, technical concepts, technical trials and pilot deployments of vessels and terminals. It is a multi-partner application of 33 companies and organisations from 12 EU Member States. It aims to provide a platform for key public and private stakeholders, facilitating parallel development of the necessary regulatory framework for LNG as vessel fuel and cargo. It will also deliver initial deployment in terminal and vessel infrastructure.

Evaluation remarks

The proposed Action is very relevant to the call for proposals as it aims at developing LNG as alternative fuel for inland waterway transport. The maturity of the Action is good. It is expected to have a significant impact on the LNG introduction on the axis Rhine-Main-Danube. The quality of the proposal is good.

PPs - New Action

Member States involved:

Romania, Austria

Applicant:

ILR Logistica Romania S.R.L.

Requested funding

Total eligible costs €16,872,500

TEN-T requested funding: €8,436,250

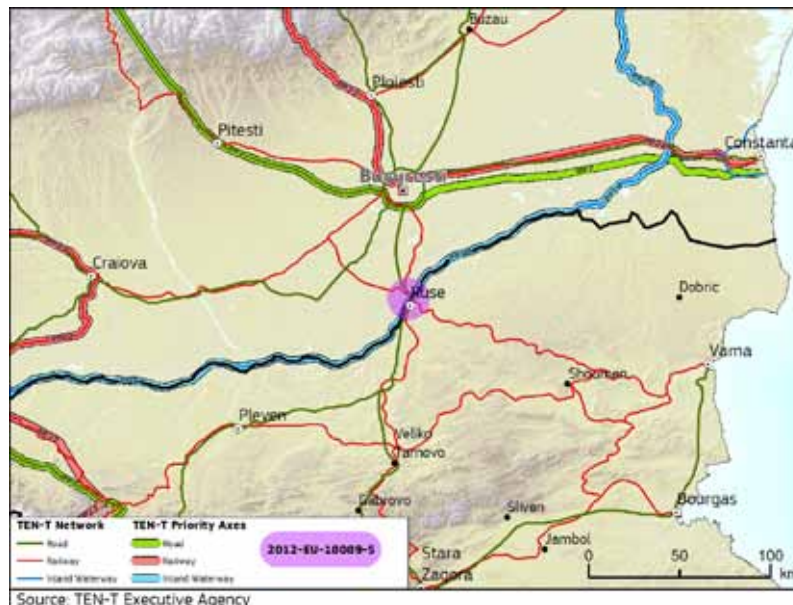
TEN-T funding: 50%

Recommended funding

Total eligible costs: €800,000

TEN-T recommended funding: €400,000

TEN-T funding: 50%



The Action concerns the elaboration of a concept to modernise the port of Giurgiu, located on Priority Project 18 (Waterway axis Rhine/Meuse-Main-Danube), to connect it to the Romanian railway network and improve its environmental performance in general. It aims at upgrading the existing port terminal on the basis of the current infrastructure to improve its transshipment services and environmental performance.

Evaluation remarks

The most significant part of the proposed Action is not relevant to the call for proposals. However the remaining study part is relevant. Activities of the Action relevant to the call are technically ready to start. The study will be used as a good decision-making tool and technical basis for carrying out targeted port developments; therefore the expected impact is good. The quality of the proposal is good.

Grand Projet du Sud Ouest - Bordeaux Espagne

2012-FR-03054-S • Part of Priority Project 3

PPs - New Action

Member States involved:

France

Applicant:

Ministère de l'écologie, du développement durable, et de l'énergie

Requested funding

Total eligible costs €11,300,000

TEN-T requested funding: €5,650,000

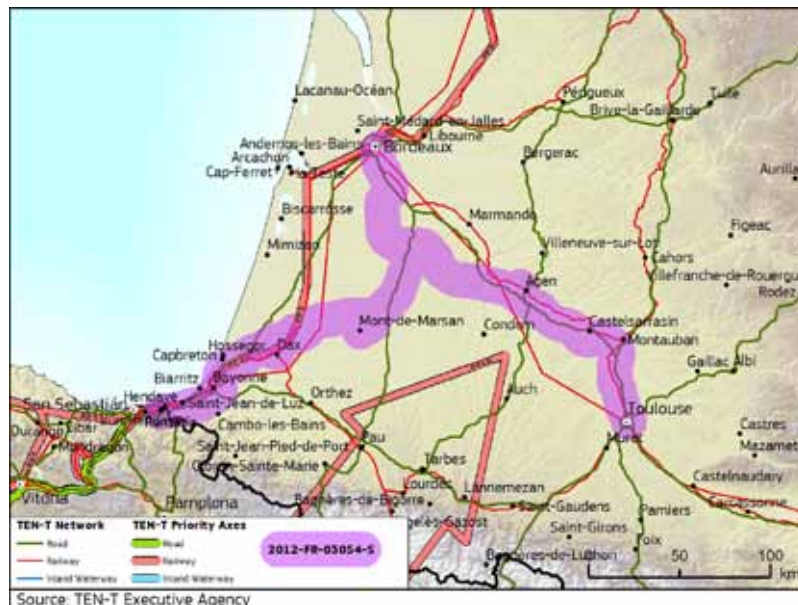
TEN-T funding: 50%

Recommended funding

Total eligible costs: €11,300,000

TEN-T recommended funding: €5,650,000

TEN-T funding: 50%



Located on Priority Project 3 (High-speed railway axis of southwest Europe), the proposal refers to studies on two sections: Bordeaux-Spanish border (part of Priority Project 3) and Bordeaux-Toulouse (not on the Priority Project). The foreseen activities include technical design studies, complementary environmental studies, preparation and management of the public interest enquiry phase.

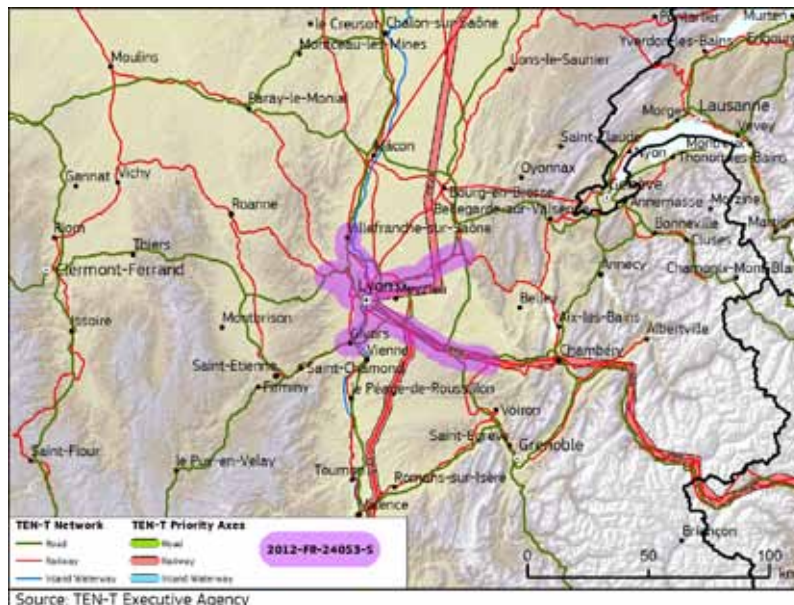
Evaluation remarks

The proposed Action has a good relevance to the call for proposals, as the concerned studies will lead to works contributing to the removal of a bottleneck along Priority Project 3. Its maturity is good as preparatory steps have been successfully undertaken. The impact of the Action is also good, as the outcomes of the studies will be used as a decision making tool, as well as best practices. The quality is demonstrated by the fact that the proposed activities are coherent from the technical point of view, and the costs are realistic.

First stage in relieving congestion at the Lyon railway junction

2012-FR-24053-S • Part of Priority Project 24

PPs - New Action	
Member States involved:	France
Applicant:	Ministère de l'écologie, du développement durable, et de l'énergie
Requested funding	
Total eligible costs	€19,300,000
TEN-T requested funding:	€9,650,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€19,300,000
TEN-T recommended funding:	€9,650,000
TEN-T funding:	50%



Located on Priority Project 3 (High-speed railway axis of southwest Europe) and on the two European freight corridors LC/2 and D/6, the proposal concerns studies on the Lyon railway junction (NFL). The foreseen activities include strategic planning (timetable planning and master plan for the fixed electric traction facilities), operating (technical) studies, short and medium term investment studies on NFL infrastructures, long term investment studies and technical consultancy services for the project owner.

Evaluation remarks

The relevance of the proposed Action to the call for proposals is good as it concerns studies for the decongestion of a complex link, including sections on three Priority Projects (3, 6 and 24). The maturity is demonstrated by the fact that the Action has already started. A very good impact is expected in terms of decision and policy-making, as well as good practices. The studies will define the actions to be taken in the next stages and improve the cooperation between the involved stakeholders. The quality of the proposed Action is good in terms of logic and clarity.

City centre re-signalling project - Connolly Station to Sandymount Station - design stage

2012-IE-26043-S • Part of Priority Project 26

PPs - New Action

Member States involved:

Ireland

Applicant:

Department of Transport, Tourism and Sport

Requested funding

Total eligible costs €1,449,000

TEN-T requested funding: €724,500

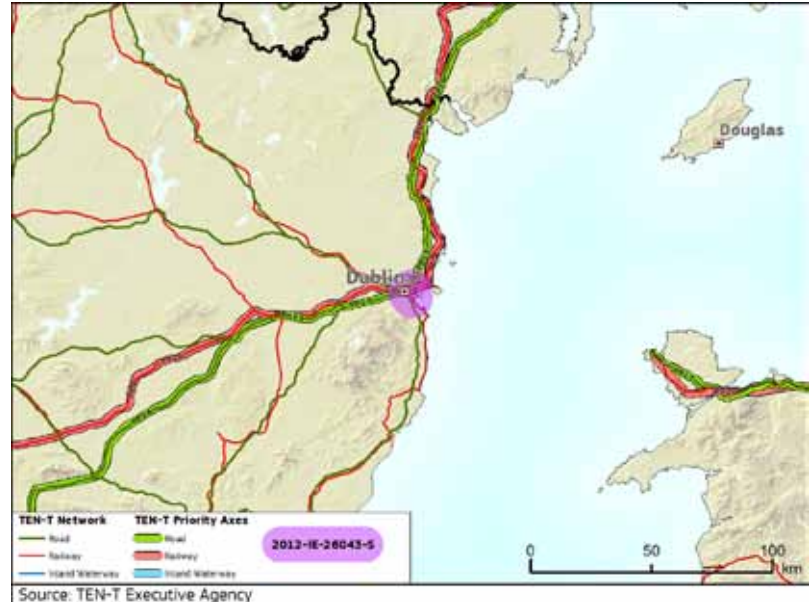
TEN-T funding: 50%

Recommended funding

Total eligible costs: €1,448,000

TEN-T recommended funding: €724,000

TEN-T funding: 50%



The Global project (the Dart Underground Programme) is to deliver a new underground railway link through Dublin City, along Priority Projects 9 and 26. The proposed action concerns the design study and planning permission approval for the renewal of the rail signalling system within the Greater Dublin Area.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it addresses a missing link along Priority Projects 9 and 26. It is very mature as it has received necessary support and all preparatory steps have been achieved. In terms of impact, the proposed Action will represent an important decision making tool. The quality is good.

High Speed/High Capacity Treviglio-Brescia section: completion of first construction lot and adaptation of Brescia station

2012-IT-06072-P • Part of Priority Project 6

PPs - New Action

Member States involved:

Italy

Applicant:

Ministero delle Infrastrutture e dei Trasporti

Requested funding

Total eligible costs €729,051,789

TEN-T requested funding: €145,810,360

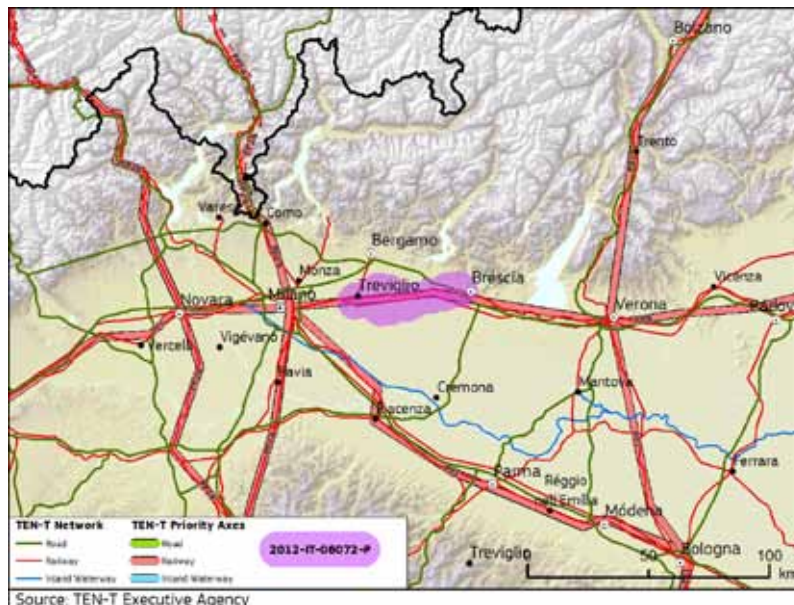
TEN-T funding: 20%

Recommended funding

Total eligible costs: €657,650,000

TEN-T recommended funding: €131,530,000

TEN-T funding: 20%



Located on Priority Project 6 (Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border), the proposal concerns works on the high speed Treviglio-Brescia railway line section and West Brescia interconnection. The foreseen activities include preparatory works, works at the Serio and Oglio viaducts, cuttings and embankments of the West Brescia interconnector, works between the concerned section and the nearby Milan-Bergamo-Brescia motorway link under construction, works on the urban entry of the West Brescia interconnection and works on Brescia Central Station (civil works, equipment, systems for electric traction and signaling/computerised interlocking).

Evaluation remarks

The proposed Action is highly relevant as it aims at eliminating a bottleneck along Priority Project 6. The maturity is excellent as the works have started and the budget is secured. It has a very high impact as it will produce very positive socio-economic effects in terms of contribution to regional and national competitiveness, and reduction of travel times. The quality is good, logical and clear.

PPs - New Action

Member States involved:

Italy

Applicant:

Railink S.r.l.

Requested funding

Total eligible costs €115,000,000

TEN-T requested funding: €23,000,000

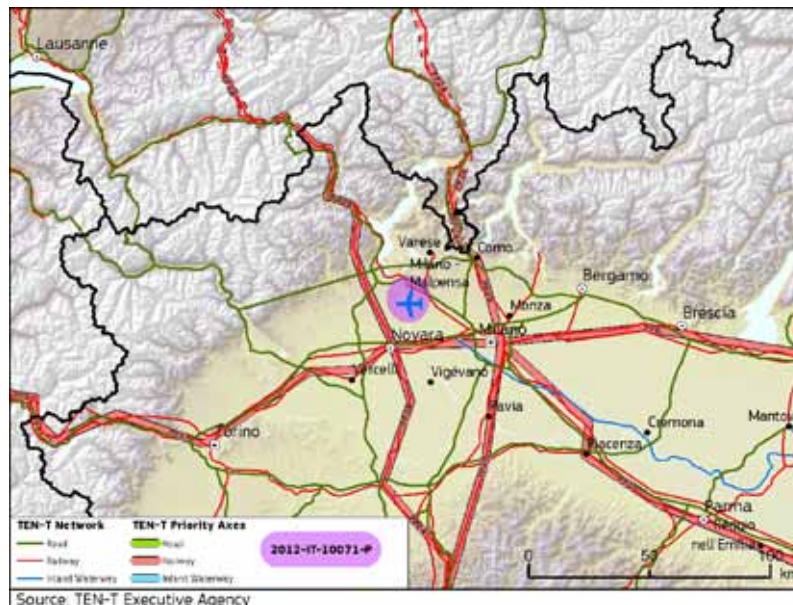
TEN-T funding: 20%

Recommended funding

Total eligible costs: €115,000,000

TEN-T recommended funding: €23,000,000

TEN-T funding: 20%



The Global Project (MXP North Rail Access) aims to connect Malpensa Airport with the Simplon and Gotthard international railway lines. The proposed Action concerns the extension, from Terminal 1 to Terminal 2, of the existing passenger railway link to Malpensa Airport.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it addresses Priority Project 10. Its maturity is good. The impact is expected to be very good as it will support multimodal split and interoperability. The quality of the proposal is good. Moreover, the leverage effect of the EU funding in private funding is very high.

CIM west terminal expansion

2012-IT-24116-P • Part of Priority Project 6

PPs - New Action

Member States involved:

Italy

Applicant:

C.I.M. S.p.A.

Requested funding

Total eligible costs €10,000,000

TEN-T requested funding: €2,000,000

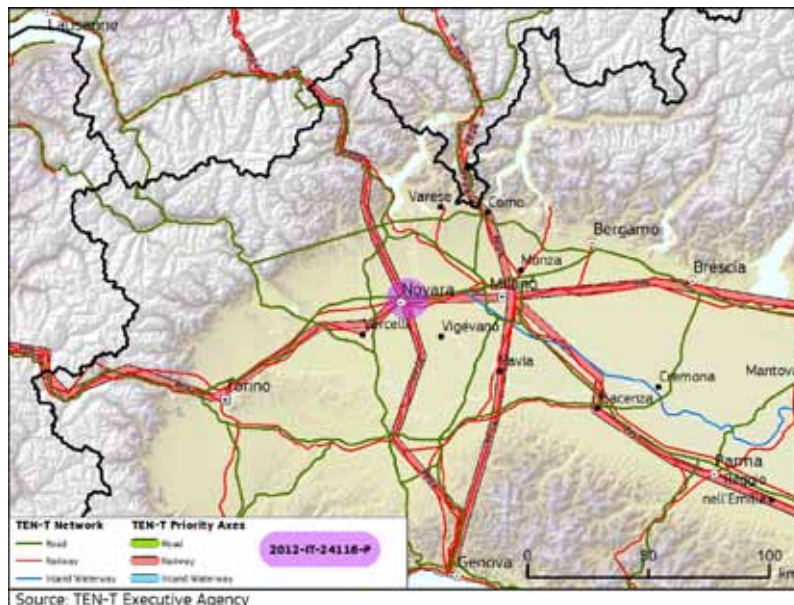
TEN-T funding: 20%

Recommended funding

Total eligible costs: €10,000,000

TEN-T recommended funding: €2,000,000

TEN-T funding: 20%



The proposed Action concerns the first phase of a Global Project related to the upgrade of Novara Intermodal Terminal in northern Italy. CIM SpA - Interporto di Novara, which has built and manages the Freight Village (Interporto) of Novara, in the areas siding the rail marshalling yard of Novara, has a strategic plan for industrial development 2011-2019. This plan consists of three phases, through which CIM Terminal and the connections with Novara Boschetto yard will be improved.

The present Action is included in the vast project aimed at realising a Single Intermodal Terminal (TIU) in Novara, consisting of three interconnected terminals and a system of logistics and service platforms, within and outside the Freight Village. The expansion and enhancement project of the west yard is composed of the following activities:

- Installation of a 600 m long track
- Revamping and increasing the intermodal yard
- Installation of fixed equipment for ITU transshipment

Evaluation remarks

The proposed Action is relevant to the call for proposals and addresses the TEN-T priorities, as it concerns Priority Projects 6 and 24. It is mature and ready to start from a technical point of view. The proposed Action is expected to generate positive socio-economic impacts. The overall quality is good. It is well structured and consistent from a technical point of view.

EuroCap-Rail: studies for the construction of a new section providing the direct link Luxembourg Station-Bettembourg and the upgrading of Bettembourg Station

2012-LU-28025-S • Part of Priority Project 28

PPs - New Action

Member States involved:

Luxembourg

Applicant:

Ministère du Développement durable et des Infrastructures

Requested funding

Total eligible costs €9,625,825

TEN-T requested funding: €4,812,911

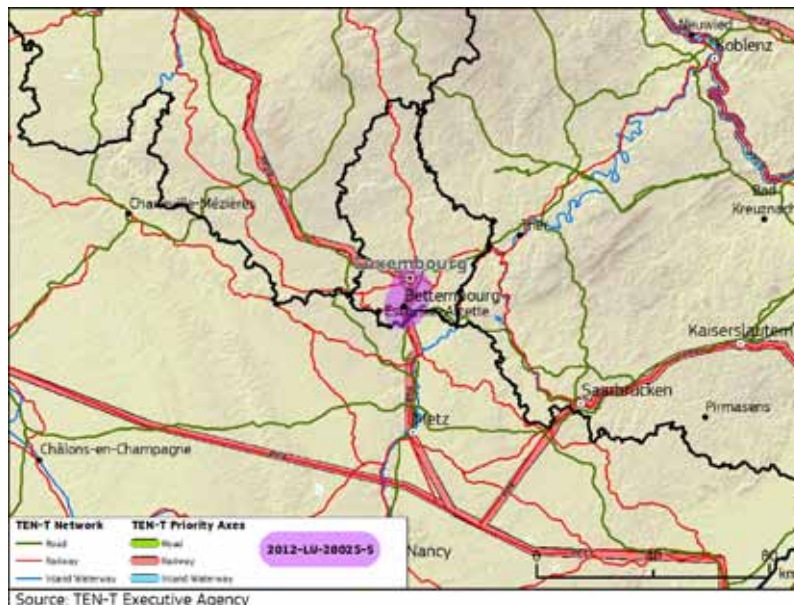
TEN-T funding: 50%

Recommended funding

Total eligible costs: €9,624,000

TEN-T recommended funding: €4,812,000

TEN-T funding: 50%



The proposed Action concerns the studies for the construction of a new railway line from Luxembourg to Bettembourg, near the Luxembourg-France border and located on Priority Project 28 ("Eurocaprail" on the Brussels-Luxembourg-Strasbourg railway axis).

They comprise the detailed pre-design and implementation plan for the new rail link between Luxembourg station and Bettembourg, as well as the upgrade of Bettembourg station.

Evaluation remarks

This proposed Action's relevance to the call for proposals is very good, since it will lead to the physical implementation of the works to remove a bottleneck on Priority Project 28. Its maturity is excellent because preparatory actions have been successfully completed. The impact of the proposed Action is also good because the line is currently saturated. Its quality is good and consistent from a technical point of view.

Preliminary design and operations studies for Rail Baltica railway line - Latvian section

2012-LV-27120-S • Part of Priority Project 27

PPs - New Action

Member States involved:

Latvia

Applicant:

Ministry of Transport

Requested funding

Total eligible costs €9,840,000

TEN-T requested funding: €4,920,000

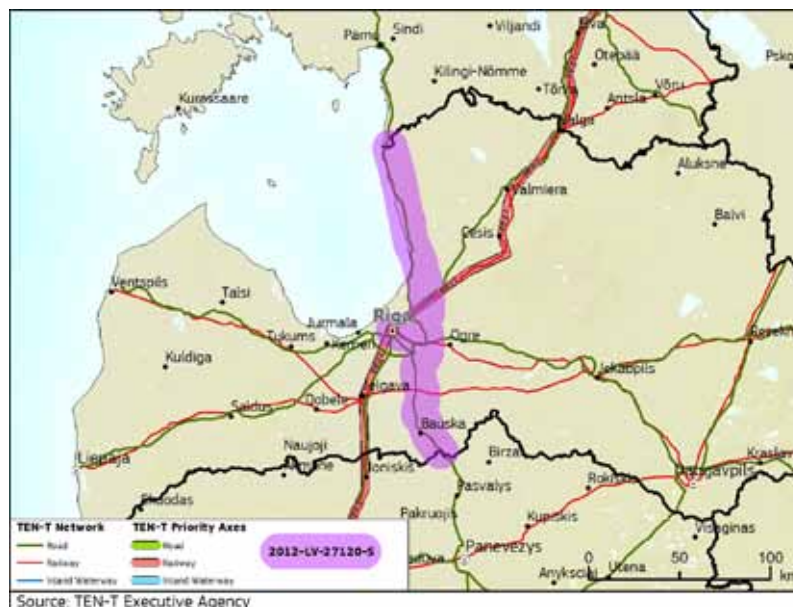
TEN-T funding: 50%

Recommended funding

Total eligible costs: €9,840,000

TEN-T recommended funding: €4,920,000

TEN-T funding: 50%



The proposed Action is part of the Global Project which is development of European gauge railway line in the Latvian part of Priority Project 27 ("Rail Baltica" axis: Warszawa-Kaunas-Riga-Tallinn-Helsinki). It includes preparatory studies covering preliminary design and additional technical studies to begin the detailed technical design and construction works in the next programming period.

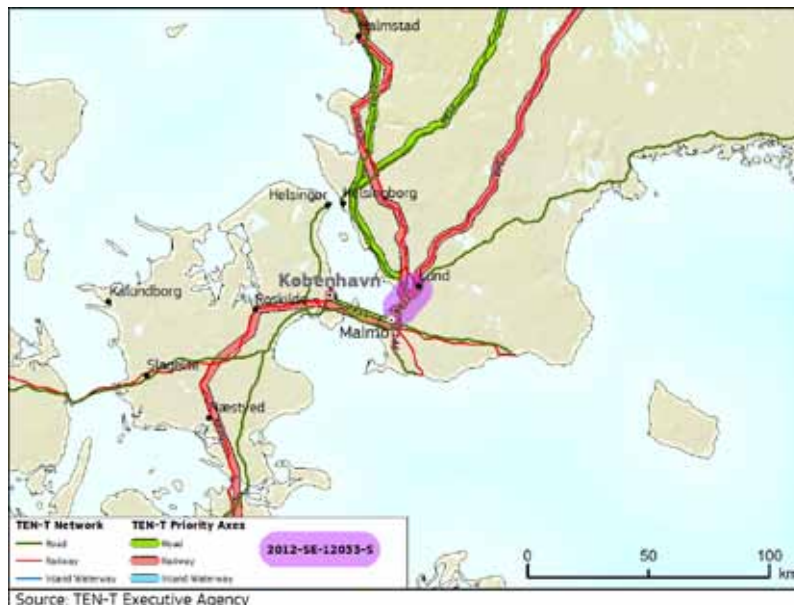
Evaluation remarks

The proposed Action is highly relevant, since it eliminates the bottlenecks in railway transport on Priority Project 27. It is mature as preparatory steps are about to be finalised. The proposed Action, in conjunction with the complementary activities and studies under way, has a leverage impact on development of Priority Project 27.

Design studies for expansion to four tracks of Nordic Triangle at Flackarp-Arlöv in Sweden

2012-SE-12033-S • Part of Priority Project 12

PPs - New Action	
Member States involved:	Sweden
Applicant:	Swedish Transport Administration
Requested funding	
Total eligible costs	€19,086,678
TEN-T requested funding:	€9,543,339
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€19,086,000
TEN-T recommended funding:	€9,543,000
TEN-T funding:	50%



The proposal concerns rail studies for expanding 8 km of line of Priority Project 12 (Nordic Triangle railway/road axis) between Flackarp and Arlov from two tracks to four, as well as adjusting three intermediate railway stations to the new geometry of the tracks. The expected result of the study is an Environmental Impact Assessment, a railway plan and construction documents prior to the design and construction phase. The aim of the project is to continue the four tracks already in place between Malmo and Arlov, thus eliminating a capacity shortage on this highly congested rail section of Priority Project 12.

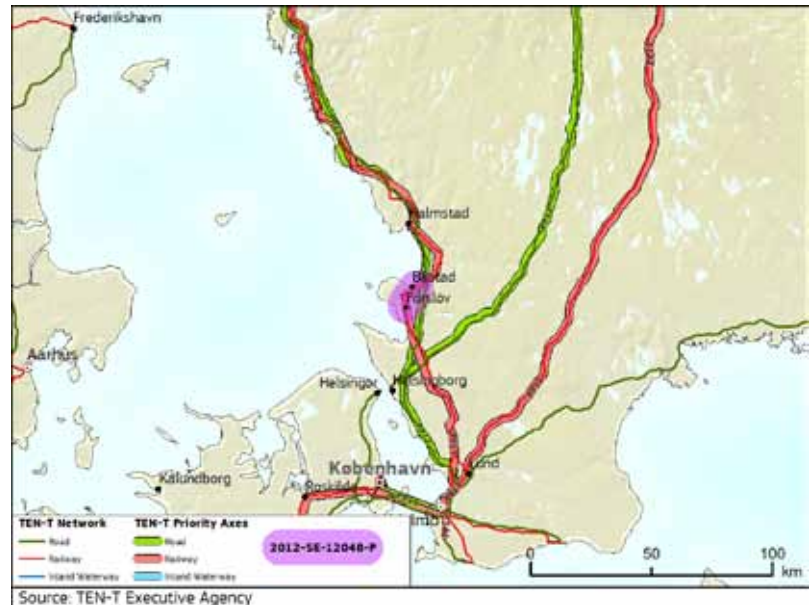
Evaluation remarks

The proposed Action is very relevant as the study is aiming to remove a critical railway bottleneck on Priority Project 12. An excellent maturity is demonstrated: based on the outcome of previous study phases the proposed Action has already started. It has a very good impact as the section concerned is a busy railway with potential for very good added value from its improvement. The quality is very good as the organisational structure, the risk management and quality management parts are well in place.

Completion of the railway tunnel through Hallandsås – a priority project in the Nordic Triangle

2012-SE-12048-P • Part of Priority Project 12

PPs - New Action	
Member States involved: Sweden	
Applicant: Swedish Transport Administration	
Requested funding	
Total eligible costs	€396,808,204
TEN-T requested funding:	€79,361,640
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€396,808,000
TEN-T recommended funding:	€79,361,000
TEN-T funding:	20%



The Global Project addresses the West Coast Line located in southern Sweden, and one of the three branches of Priority Project 12 (Nordic Triangle railway/road axis). The proposed Action concerns the construction of two 8.7 kilometre long parallel railway tunnels through the Hallandsås Ridge.

Evaluation remarks

The proposed Action is very relevant as it addresses an important bottleneck along Priority Project 12. Also its maturity is excellent. It has already started and there are no pending technical issues. It will have a very positive impact on labour market, accessibility, mobility, traffic management and noise. Finally, the overall proposal is of very good quality in terms of its logic, completeness and clarity.

The Gothenburg Port Line - railway bridge at Marieholm

2012-SE-12069-P • Part of Priority Project 12

PPs - New Action

Member States involved:

Sweden

Applicant:

Swedish Transport Administration

Requested funding

Total eligible costs €120,447,648

TEN-T requested funding: €24,089,530

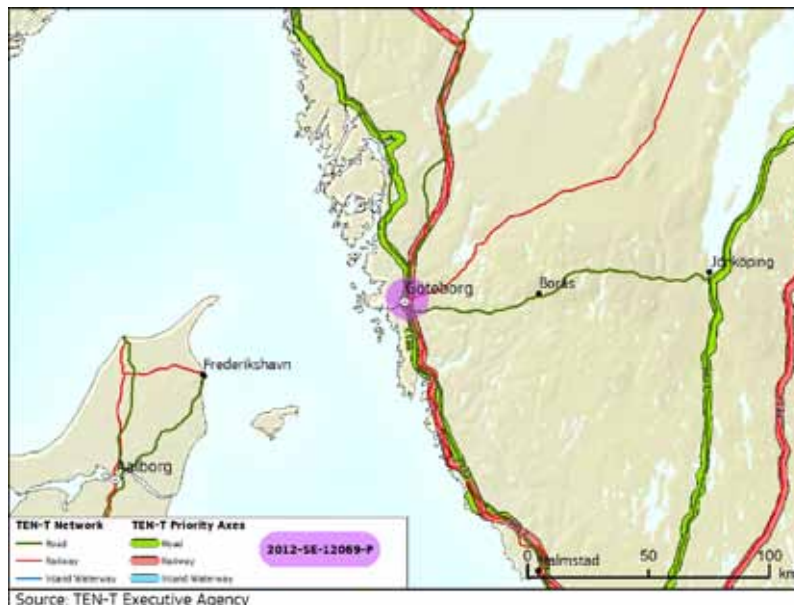
TEN-T funding: 20%

Recommended funding

Total eligible costs: €120,445,000

TEN-T recommended funding: €24,089,000

TEN-T funding: 20%



The proposal concerns the construction of a 1.5 km rail bridge and track in Gothenburg, doubling the capacity of the existing single track. The proposal is part of the Global Project “West Swedish Agreement”, a package of infrastructure projects targeting public transport, railways and roads in Gothenburg area.

The aim of the Action is to eliminate a bottleneck and to facilitate the connection between Priority Project 12 and the Port of Gothenburg.

Evaluation remarks

The proposed Action has an excellent relevance by addressing an important bottleneck. It is highly mature as the preparatory works have already started. Its impact is well demonstrated through a detailed cost-benefit analysis; it will contribute to shift of freight and passenger transport from road to rail. The quality of the proposal is excellent in giving specific information on the proposed Action, in particular on its organisation structure and risk management.

Elaboration of the project for building permit and executive design for the arrangement of a hub by upgrading the Pragersko railway station

2012-SI-06083-S • Part of Priority Project 6

PPs - New Action

Member States involved:

Slovenia

Applicant:

Ministrstvo za infrastrukturo in prostor
Republike Slovenije

Requested funding

Total eligible costs €4,280,000

TEN-T requested funding: €2,140,000

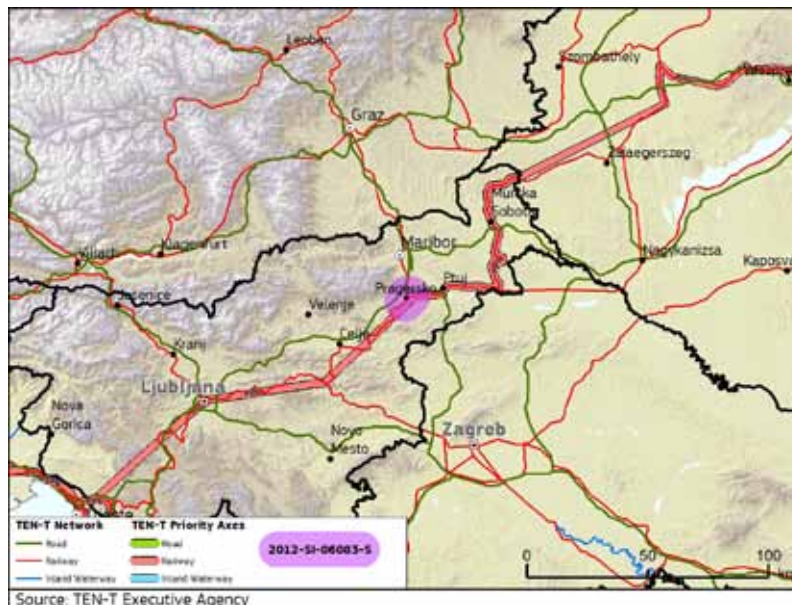
TEN-T funding: 50%

Recommended funding

Total eligible costs: €4,280,000

TEN-T recommended funding: €2,140,000

TEN-T funding: 50%



The Action covers the building permit and executive design for the upgrade the Pragersko railway station, an important railway traffic hub situated at the double-track Zidani Most–Pragersko–Maribor–state border line and part of Priority Project 6 (Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border). It includes track devices (main tracks as well as tracks for dispatching and assembling trains, collecting cargo, storing wagons, etc.). In accordance with the applicable construction legislation, both documents are the basis for the acquisition of the building permit and physical implementation of the project.

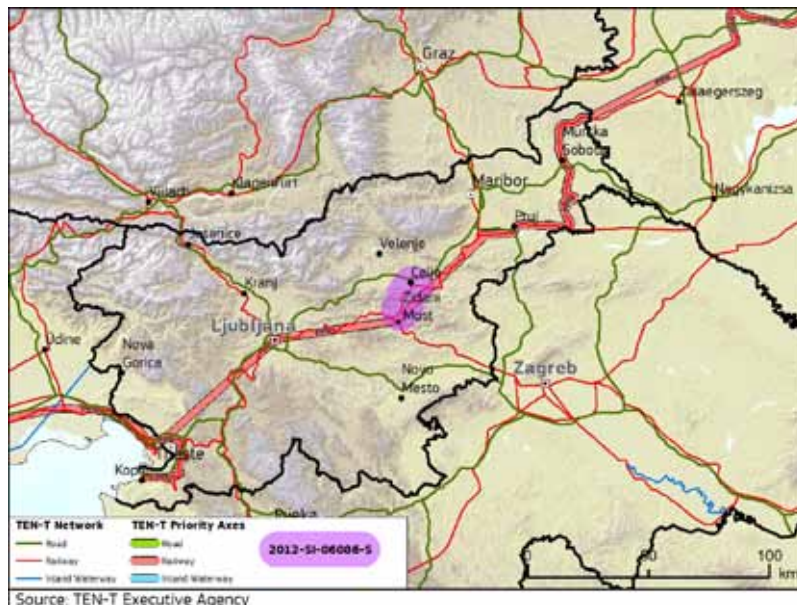
Evaluation remarks

The proposed Action is in line with the TEN-T priorities as it addresses a bottleneck on Priority Project 6. Its maturity is good as it is ready to start from the technical point of view. The impact of the Action will be significant as a critical step leading to physical implementation. The proposal is of very good quality.

Execution design for upgrading the existing main double-track electrified Zidani Most-Celje railway line

2012-SI-06086-S • Part of Priority Project 6

PPs - New Action	
Member States involved:	Slovenia
Applicant:	Ministrstvo za infrastrukturo in prostor Republike Slovenije
Requested funding	
Total eligible costs	€3,500,000
TEN-T requested funding:	€1,750,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€3,500,000
TEN-T recommended funding:	€1,750,000
TEN-T funding:	50%



The Action aims at drafting the execution design for a D4 category upgrade of the existing 25 km long main double-track electrified Zidani Most-Celje railway section, part of Priority Project 6 (Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border). The execution design is, according to the national law applicable, a precondition to start the upgrading of the line.

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it intends to eliminate a bottleneck on Priority Project 6. It is very mature as all approvals have been received. Its impact is good as it will be used as input to further decision-making. The proposal is of good quality.

A8 Belfast to Larne Dualling (Coleman's Corner to Ballyrickard Road)

2012-UK-13018-P • Part of Priority Project 13

PPs - New Action

Member States involved:

United Kingdom

Applicant:

Department for Transport

Requested funding

Total eligible costs €112,520,388.76

TEN-T requested funding: €22,504,078.56

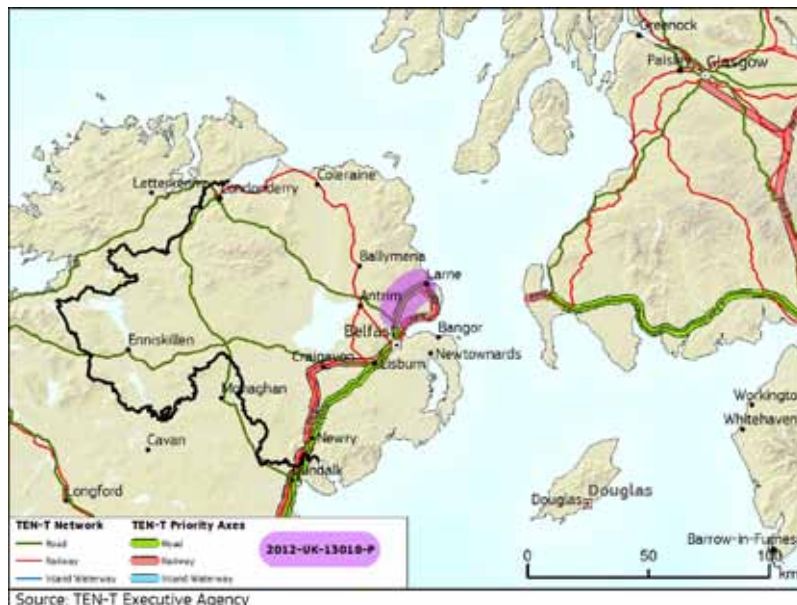
TEN-T funding: 20%

Recommended funding

Total eligible costs: €91,860,000

TEN-T recommended funding: €18,372,000

TEN-T funding: 20%



The proposal consists of works to upgrade the last, remaining single carriageway section of the A8 road, a strategically important road within Northern Ireland and part of Priority Project 13 (Road axis United Kingdom/Ireland/Benelux), between Coleman's Corner and Ballyrickard Road. This 14 km long section will be upgraded to a dual carriageway standard.

Evaluation remarks

The proposed Action is very relevant, contributing to remove a significant bottleneck on Priority Project 13. Its maturity is very high since the works are very advanced. Its impact is also very good in terms of traffic flow improvement, positive impact on the road service level, road safety, as well as on regional and national competition. Furthermore, the quality of the proposed Action is very good.

Felixstowe rail terminal (phase 2) - Further improving intermodal transfer and removing bottlenecks on PP26

2012-UK-26030-P • Part of Priority Project 26

PPs - New Action	
Member States involved:	United Kingdom
Applicant:	Department for Transport
Requested funding	
Total eligible costs	€13,227,000
TEN-T requested funding:	€2,645,400
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€8,620,000
TEN-T recommended funding:	€1,724,000
TEN-T funding:	20%



The Action comprises the procurement, installation and commissioning of three rail mounted gantry cranes with 41 tonne lift capacity, 31 m rail gauge on the newly constructed Felixstowe rail terminal. The terminal is due to be operational mid-2013 with three rail mounted gantry cranes. The Action is located on the Felixstowe-Nuneaton railway line (located on Priority Project 26 - Railway/road axis Ireland/United Kingdom/continental Europe) and the A14 trunk road. In addition a significant scheme is being undertaken on Priority Project 26 by Network Rail Infrastructure Ltd known as the Ipswich Chord works. The operation of these works in 2014 will provide significant opportunity along with synergistic projects to significantly improve capacity and regulation of intermodal services along the Priority Project 26 and Priority Project 14 (West coast main line) road and rail routes. The addition of three rail mounted gantry cranes that will be operational by 2014 and 2015 on the Felixstowe rail terminal will enable a further step in the modal switch from road to rail.

Evaluation remarks

The proposed Action is very relevant to the call for proposals by improving multimodal capacity mainly along Priority Projects 13 and 26. It contributes to the development of rail operations. The proposed Action is very mature. It has excellent positive direct and indirect socio-economic benefits. The quality of the proposal is excellent, well structured, and comprehensive.

Completing PP26 south (Felixstowe-Nuneaton) and delivering the TEN-T Core rail network in the UK: Ipswich Chord

2012-UK-26058-P • Part of Priority Project 26

PPs - New Action

Member States involved:

United Kingdom

Applicant:

Department for Transport

Requested funding

Total eligible costs €62,078,583.41

TEN-T requested funding: €12,415,717.68

TEN-T funding: 20%

Recommended funding

Total eligible costs: €62,075,000

TEN-T recommended funding: €12,415,000

TEN-T funding: 20%



The Action, Ipswich Chord, will deliver a new railway infrastructure linking up two branches of Priority Project 26 (Railway/road axis Ireland/United Kingdom/continental Europe) to allow rail freight services to travel directly between the TEN-T Port of Felixstowe and key hub cities such as Birmingham and Manchester.

Currently, trains have to enter the goods yard at Ipswich, and reconfigure by moving the locomotive to the other end of the train before being able to proceed out of the yard on to the western section of the axis. This Action will remove this significant performance and capacity bottleneck and allow faster, safer, longer and more direct traffic flows between the key TEN-T ports in the UK and along the Priority Project.

Evaluation remarks

The proposed Action is highly relevant as it addresses excellently the TEN-T priorities and the objectives of the call for proposals. It concerns optimisation of capacity along Priority Project 26. Its impact is excellent. The proposed Action will lead to road decongestion, increase in safety and environmental benefits. The maturity and quality are very good, with a strong commitment by the concerned authorities.

Completing PP26 north and delivering the TEN-T Core rail network in the UK: Transpennine rail electrification

2012-UK-26060-P • Part of Priority Project 26

PPs - New Action

Member States involved:
United Kingdom

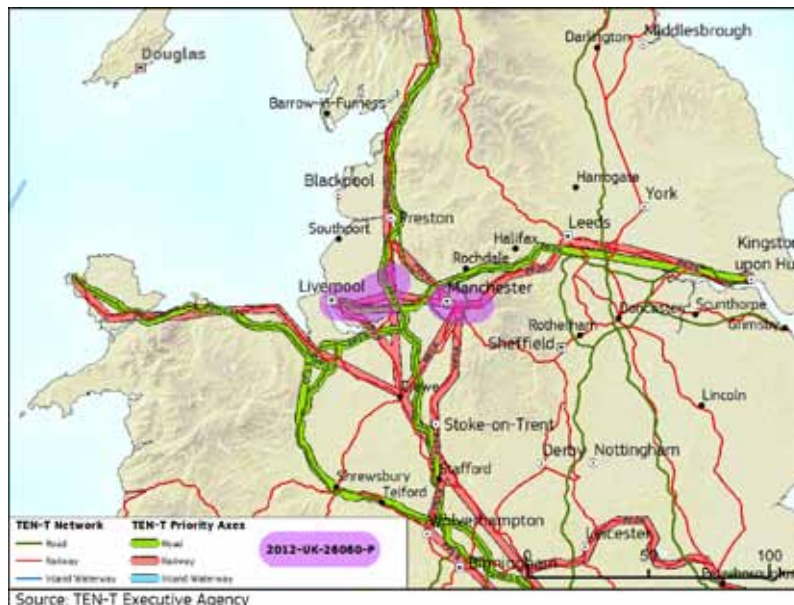
Applicant:
Department for Transport

Requested funding

Total eligible costs €155,159,807.71
TEN-T requested funding: €31,031,961.34
TEN-T funding: 20%

Recommended funding

Total eligible costs: €155,155,000
TEN-T recommended funding: €31,031,000
TEN-T funding: 20%



The proposal, part of Global Project that covers completion of Priority Project 26 (Railway/road axis Ireland/United Kingdom/continental Europe) in the UK, concerns the electrification of the railway section from Manchester to Liverpool, as well as the Trans Pennine Electrification West from Manchester to Stalybridge.

Evaluation remarks

The proposed Action is highly relevant by addressing the removal of a bottleneck on a significant railway section on Priority Project 26. It demonstrates its high maturity with formal approval already obtained and certain tasks already launched. It has a considerable positive impact both on modal shift and environmental performance of the transport sector in the area. The overall quality of the proposal is very good by providing a sufficient level of details, clarity and consistency in all crucial parts of the proposal.

Study to test the potential of Bio-LNG to contribute to European renewable energy targets based on a pilot refuelling and storage network trialled with HGV fleet operators in the UK

2012-UK-26061-S • Part of Priority Project 26

PPs - New Action

Member States involved:

United Kingdom

Applicant:

Gasrec Ltd

Requested funding

Total eligible costs €16,411,000

TEN-T requested funding: €5,774,000

TEN-T funding: 35.18%

Recommended funding

Total eligible costs: €16,408,572

TEN-T recommended funding: €5,743,000

TEN-T funding: 35%



The Action aims at addressing the three main barriers to the development of alternative fuels: the lack of infrastructure, the lack of vehicles at competitive prices, and the low consumer demand. Studies will be undertaken including a pilot component to test the use of Bio-LNG in a live trial with HGV operators using a pilot network of open access storage and refuelling terminals serving priority axes in the UK. The main outcome of the study will be a business model and a roadmap for deployment of bio-LNG across the TEN-T network throughout Europe. The project activities include a pilot of five refuelling stations and mobile infrastructure.

Evaluation remarks

The proposed Action is very relevant and has a satisfactory level of maturity, expected impacts and quality. Concerning impact, it is expected to contribute to the development of Bio-Liquid Natural Gas for Heavy-Goods-Vehicles in the UK along the priority projects. Its maturity is demonstrated as implementation is already ongoing and preliminary results are expected by end of 2014. This could serve as a good decision-making and policy making tool.

Multi-Annual Call 2012
Projects recommended for funding

PPs

Priority Projects:
Ongoing Actions

PPs - Ongoing Action

Member States involved:

Germany

Applicant:

Bundesministerium für Verkehr, Bau und Stadtentwicklung

Requested funding

Total eligible costs €74,200,114

TEN-T requested funding: €9,913,135

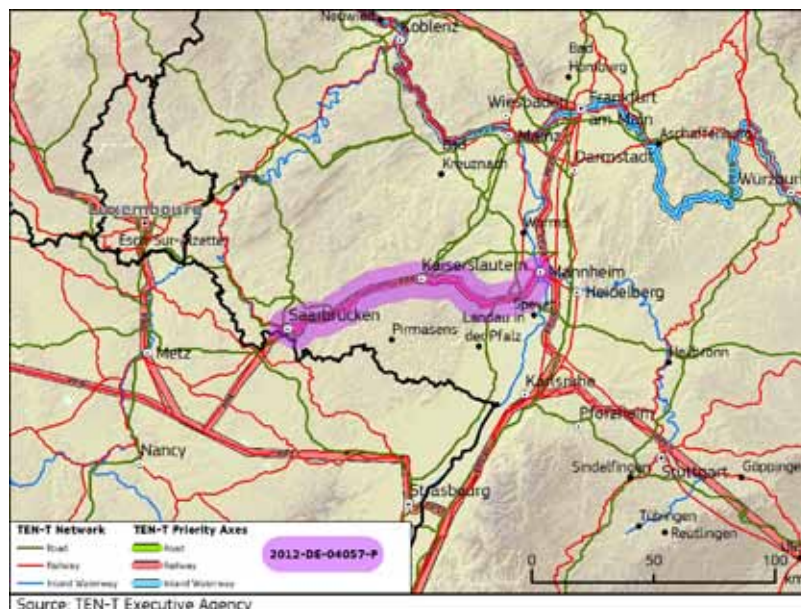
TEN-T funding: 13.36%

Recommended funding

Total eligible costs: €73,750,414.70

TEN-T recommended funding: €9,882,556

TEN-T funding: 13.4%



The proposed Action requests an increased co-funding rate from 6.64% to 20% for the Action 2007-DE-04020-P (Works for the construction of the high speed rail line section between Saarbrücken and Ludwigshafen) This project targets at reducing an important rail bottleneck between Saarbrücken and Ludwigshafen, Germany on Priority Project 4, the high speed railway axis east. Works will upgrade this section in order to reach travelling speeds up to 200 km/h, primarily involving track engineering tasks such as refined line alignment, strengthening the ground structure, improving the clearance of level crossings and widening bridges. The track's wiring and control and communications technologies will also be renewed — including equipping the track with ERTMS technology.

Linked to Action 2007-DE-04020-P

Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will facilitate the finalisation of the upgrade measures that are part of this Action. The maturity of the Action is very good. The quality of the proposal is very good including sound revised implementation plans.

Works for the construction of a high speed line: Wendlingen-Ulm section

2012-DE-17046-P • Part of Priority Project 17

PPs - Ongoing Action	
Member States involved: Germany	
Applicant: Bundesministerium für Verkehr, Bau und Stadtentwicklung	
Requested funding	
Total eligible costs	€625,741,449
TEN-T requested funding:	€35,354,392
TEN-T funding:	5.65%
Recommended funding	
Total eligible costs:	€537,895,748
TEN-T recommended funding:	€30,383,615
TEN-T funding:	5.65%



The proposed Action requests an increased co-funding rate from 14.35% to 20% for the Action 2007-DE-17010-P (Works for the construction of a high speed line between Wendlingen and Ulm).

The new build Wendlingen-Ulm line forms part of the Stuttgart-Ulm-Augsburg upgrade project and is an integral part of Priority Project 17 (Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava). It covers a track length of 59.575 km, of which 30.218 km (excluding the Wendlingen freight line) run in tunnel sections. The line is configured for mixed traffic (long-distance passenger traffic, in addition to fast and light freight trains).

Linked to Action 2007-DE-17010-P

Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will facilitate the implementation of this Action that addresses a bottleneck. The maturity of the Action is very good as its implementation is already ongoing. The quality of the proposal is very good including consistent revised implementation plans.

Stuttgart-Wendlingen high speed line (including Stuttgart 21): upgrade and works

2012-DE-17050-P • Part of Priority Project 17

PPs - Ongoing Action

Member States involved:

Germany

Applicant:

Bundesministerium für Verkehr, Bau und Stadtentwicklung

Requested funding

Total eligible costs €756,688,129

TEN-T requested funding: €63,507,480

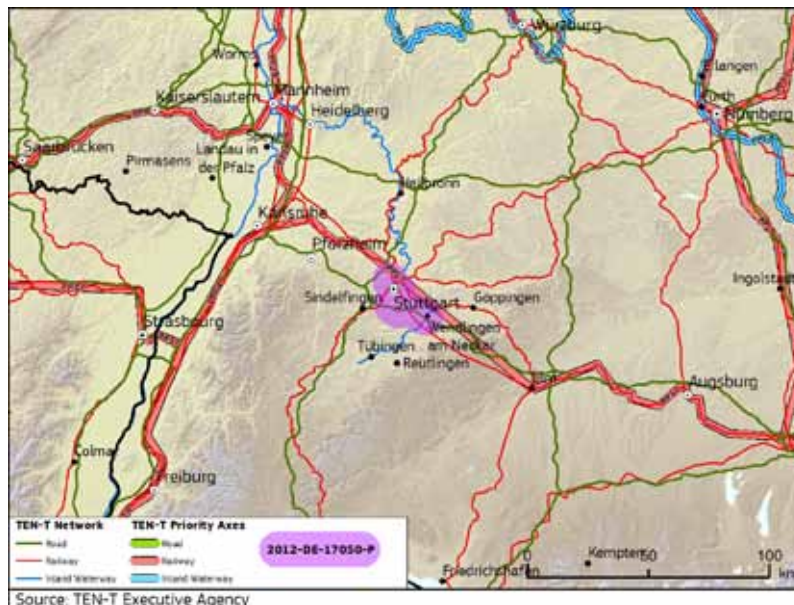
TEN-T funding: 8.39%

Recommended funding

Total eligible costs: €756,688,129

TEN-T recommended funding: €20,616,775

TEN-T funding: 2.73%



The proposed Action requests an increased co-funding rate from 11.61% to 20% for the Action 2007-DE-17200-P (Works for the construction of the high speed line between Stuttgart and Wendlingen).

It involves an upgrade and new build of the Stuttgart-Wendlingen line, including Stuttgart 21, which is an integral part of Priority Project 17 (Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava), as well as the Stuttgart-Ulm-Augsburg upgrade/new build line, included in the Federal Transport Infrastructure Plan as a priority project.

Linked to Action 2007-DE-17200-P

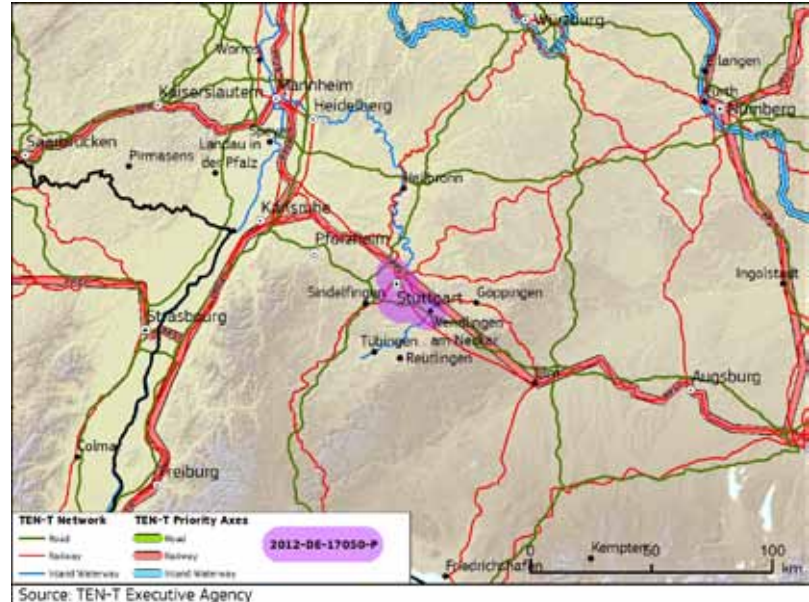
Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will facilitate the smooth implementation of the Action. The maturity of the Action is very good as its implementation is already ongoing. The quality of the proposal is very high including sound revised implementation plans. However, taking into account the need to manage the scarcity of the available TEN-T funding and the revised implementation plans for the project it was decided not to grant the maximum allowed rate.

Upgrade/new construction of the Karlsruhe-Basel line with partial upgrading of the existing line

2012-DE-24037-P • Part of Priority Project 24

PPs - Ongoing Action	
Member States involved:	
Germany	
Applicant:	
Bundesministerium für Verkehr, Bau und Stadtentwicklung	
Requested funding	
Total eligible costs	€338,913,000
TEN-T requested funding:	€34,874,148
TEN-T funding:	10.29%
Recommended funding	
Total eligible costs:	€327,714,565
TEN-T recommended funding:	€33,721,829
TEN-T funding:	10.29%



The proposed Action requests an increased co-funding rate from 9.71% to 20% for the Action 2007-DE-24060-P (Works for construction and re-construction of the partially existing railway section between Karlsruhe and Basel). It concerns the upgrade of the existing two-track line to four tracks and construction of the new high speed rail segments between Karlsruhe and Basel on Priority Project 24 (Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen).

Linked to Action 2007-DE-24060-P

Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will facilitate the implementation of the Action. The maturity of the Action is very high as its implementation is ongoing and timely. The quality of the proposal is very good including sound and consistent revised implementation plans.

Construction of the new rail network in the Basque Country. Gipuzkoa section.

2012-ES-03093-P • Part of Priority Project 3

PPs - Ongoing Action

Member States involved:

Spain

Applicant:

Gobierno Vasco. Departamento de Medio Ambiente y Política Territorial

Requested funding

Total eligible costs €1,087,899,223

TEN-T requested funding: €326,369,767

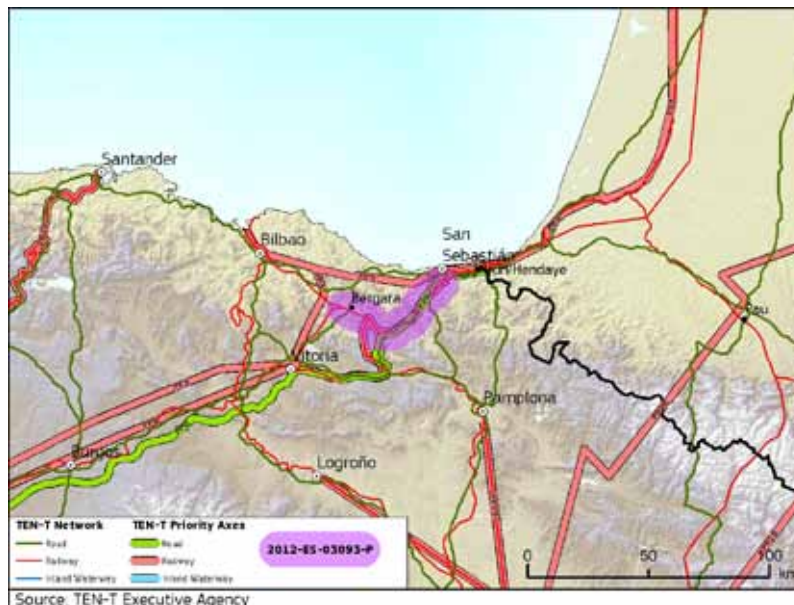
TEN-T funding: 30%

Recommended funding

Total eligible costs: €39,556,579

TEN-T recommended funding: €5,933,487

TEN-T funding: 15%



The proposal concerns the works on the 60 km Bergara-Hernani section, located on Priority Project 3 (High speed railway axis of southwest Europe) and includes:

- An increase in the TEN-T co-funding rate from 5% to 30% for the works control activities of the ongoing Action 2007-ES-03050-P (High speed railway line Paris-Madrid: new railway network Guipúzcoano).
- Works on the Bergara-Hernani section, as a new activity, for which a co-funding rate of 30% is requested.

Linked to Action 2007-ES-03050-P

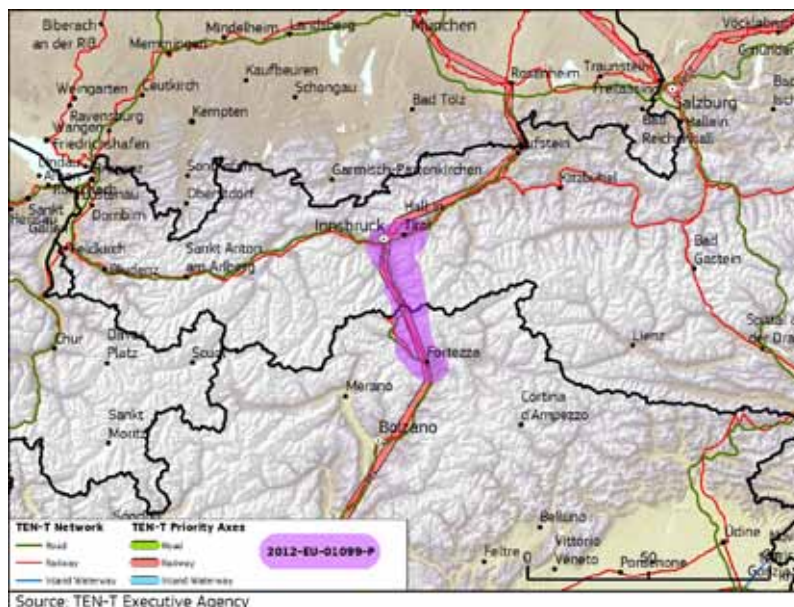
Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will give a significant impulse to the ongoing works. The maturity of the concerned works is very high and the finalisation of the implementation of the proposed works by the end of 2015 is realistic. The proposal is of very good quality.

Priority Project 1: Brenner Base Tunnel – works

2012-EU-01099-P • Part of Priority Project 1

PPs - Ongoing Action	
Member States involved:	Italy, Austria
Applicant:	Ministero delle Infrastrutture e dei Trasporti
Requested funding	
Total eligible costs	€558,900,000
TEN-T requested funding:	€167,670,000
TEN-T funding:	30%
Recommended funding	
Total eligible costs:	€558,900,000
TEN-T recommended funding:	€16,767,000
TEN-T funding:	3%



This proposal requests an increase of the TEN-T co-funding rate from the current 27% to 30% for the ongoing Action 2007-EU-01180-P (Priority Project TEN no. 1 Brenner Base Tunnel – Works), part of the Global Project to build the Brenner Base Tunnel, the centrepiece of Priority Project 1 (Railway axis Berlin-Verona/Milan-Bologna-Naples-Messina-Palermo).

The Action involves the so-called Phase III activities, aiming to fund the excavation of the Brenner Base Tunnel's main tubes between 2010-2015. The works are the continuation of Phase II, which is running in parallel.

Linked to Action 2007-EU-01180-P

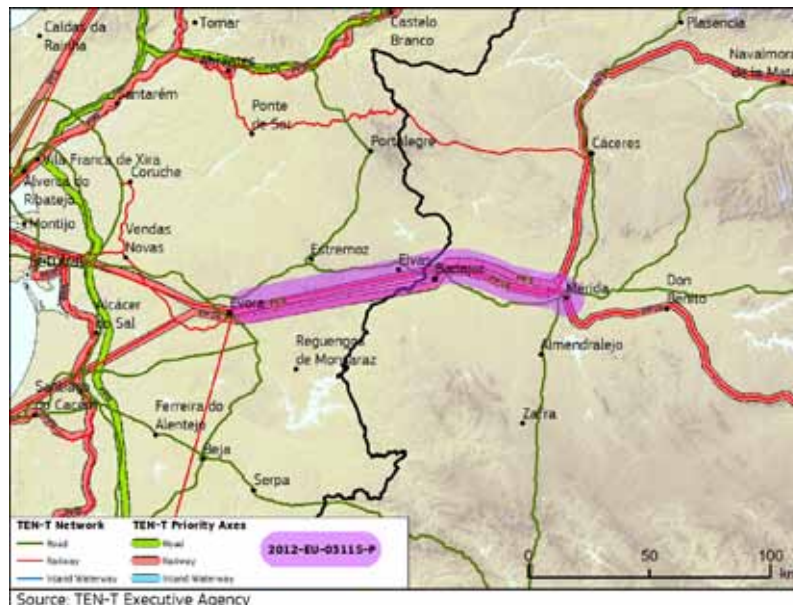
Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will have a significant stimulating effect on the budget allocation between the Member States involved thus facilitating the implementation of the Action. The maturity of the Action is undisputable as it is ongoing and in time. The proposal is of very good quality, clear and complete and includes sound revised implementation plans.

Works for the high speed railway axis of southwest Europe (PP3) - Lisbon-Madrid axis: Cross-border section Évora-Mérida

2012-EU-03115-P • Part of Priority Project 3

PPs - Ongoing Action	
Member States involved: Spain, Portugal	
Applicant: Dirección General de Ferrocarriles	
Requested funding	
Total eligible costs	€174,625,856
TEN-T requested funding:	€52,387,757
TEN-T funding:	30%
Recommended funding	
Total eligible costs:	€174,625,856
TEN-T recommended funding:	€8,731,293
TEN-T funding:	5%



This proposal requests an increase of the TEN-T co-funding rate from 25% to 30%, for works of the ongoing Action 2007-EU-03080-P (Studies and works for the High Speed Railway Axis of Southwest Europe (Priority Project 3) - Lisbon-Madrid axis: cross-border section Évora-Mérida.

Linked to Action 2007-EU-03080-P

Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will have a significant stimulating effect on the implementation of the Action and will facilitate the involved Member States to make further decisions on the Global Project. The maturity of the Action is very good as the revised implementation plans are sound from a technical and financial point of view. The proposal is of good quality.

Request for additional 2012-2015 funds for land acquisitions on the cross-border section of the Lyon-Turin

2012-EU-06049-P • Part of Priority Project 6

PPs - Ongoing Action

Member States involved:

France, Italy

Applicant:

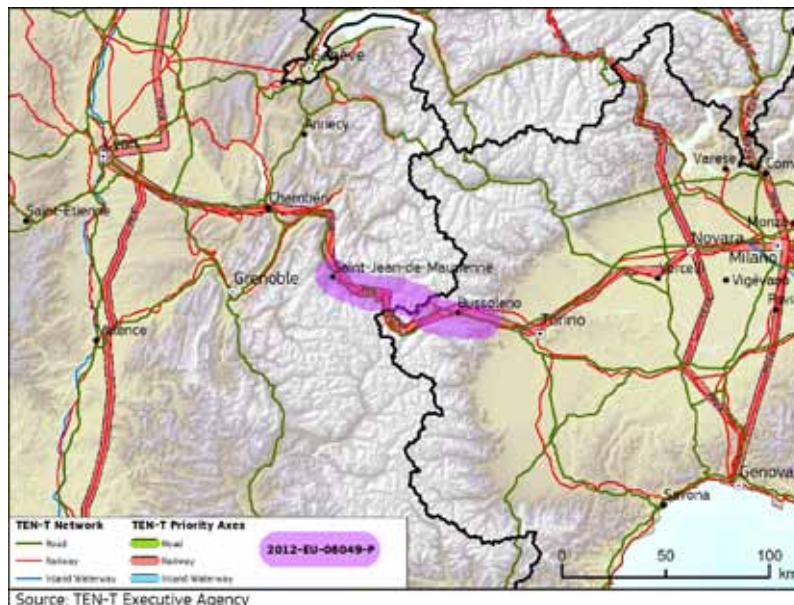
Ministère de l'Ecologie, du Développement Durable et de l'Energie

Requested funding

Total eligible costs	€684,316,192
TEN-T requested funding:	€300,032,600
TEN-T funding:	43.84%

Recommended funding

Total eligible costs:	€189,697,509
TEN-T recommended funding:	€5,690,925
TEN-T funding:	3%



Located on Priority Project 6 (Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border), the proposal refers to the cross-border section of the common Franco-Italian part of the Lyon-Turin international section, foreseen under the ongoing Action 2007-EU-06010-P.

It requests an increase of the TEN-T co-funding rate (from 27 to 30%) for the land acquisition component of the Action.

Linked to Action 2007-EU-06010-P

Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will have a significant stimulating effect on the implementation of the Action. The maturity of the Action is very good as the revised implementation plans are technically and financially sound. The quality of the proposal is good.

Fehmarn belt fixed rail/road link

2012-EU-20024-P • Part of Priority Project 20

PPs - Ongoing Action	
Member States involved: Denmark, Germany	
Applicant: Ministry of Transport (DK)	
Requested funding	
Total eligible costs	€289,253,100
TEN-T requested funding:	€106,534,500
TEN-T funding:	36.83%
Recommended funding	
Total eligible costs:	€190,460,000
TEN-T recommended funding:	€11,637,106
TEN-T funding:	6.11%



This proposal requests an increase of the TEN-T co-funding rate from 23.89 to 30%, for the works of the ongoing Action 2007-EU-20050-P (Studies and Works for the construction of Fehmarn Belt Fixed Rail-Road link).

Linked to Action 2007-EU-20050-P

Evaluation remarks

The proposal has demonstrated that an increase of the co-funding rate will have a significant stimulating effect on the implementation of the Action. The maturity of the Action is very good as it includes a sound and very well-structured revised implementation plan. The proposal is of very high quality, clear and complete.

Seine-Scheldt Inland Waterway Network – Crossborder section between Compiègne and Ghent

2012-EU-30081-P • Part of Priority Project 30

PPs - Ongoing Action

Member States involved:

France, Belgium

Applicant:

Ministère de l'écologie, du développement durable et de l'énergie

Requested funding

Total eligible costs €1,016,151,001

TEN-T requested funding: €354,735,000

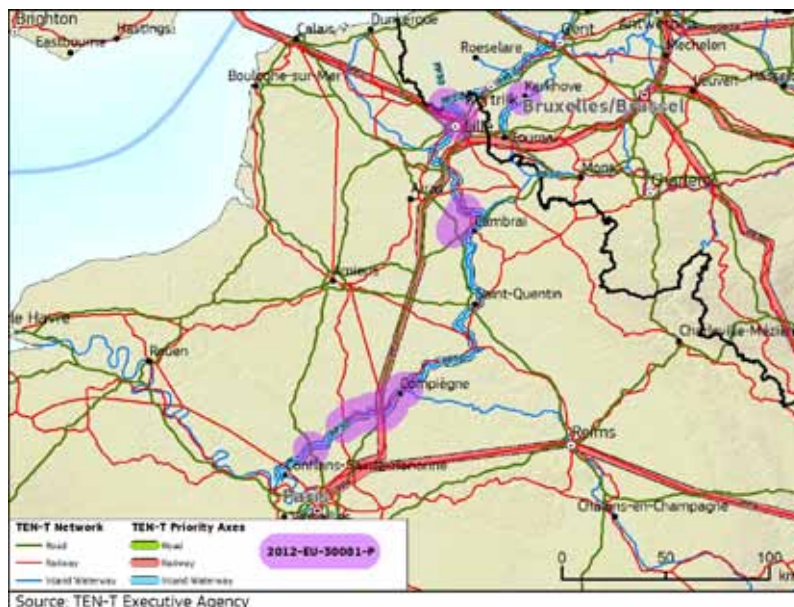
TEN-T funding: 34.91%

Recommended funding

Total eligible costs: €37,300,000

TEN-T recommended funding: €11,190,000

TEN-T funding: 30%



This Action is related to the cross-border section of Priority Project 30 linking the French and Belgian inland waterway network, in class Vb on the entire section. The objective is to create, on a major axis, a new European fret corridor linking the northern ports from Le Havre to Rotterdam to the inland ports in northern Europe (Paris, Lille, Bruxelles, Lliège, Duisburg,...).

This link will allow the economic stakeholders in various industrial and logistical sectors to concentrate their means on the inland waterway and railway networks, putting the transport nodes at the vicinity of production, transformation and consumption areas. Completing the missing link of the Seine North Europe canal (SNE) between Compiègne and Aubencheul-au-bac is a prerequisite.

The inland waterway transport network associated to SNE will provide for a reduction of the energy consumption linked to fret transport, for safer roads, congestion reduction and CO₂ reduction, whilst developing waterborne logistic services fitting supply needs in urban areas.

Linked to Action 2007-EU-30010-P

Evaluation remarks

The proposed increase of TEN-T support is highly relevant to the call for proposals as it is expected to facilitate the smooth implementation of the Action. The Action's maturity is at a very good level. The proposal is of good quality.

Airport railway line (RING-line)

2012-FI-12087-P • Part of Priority Project 12

PPs - Ongoing Action

Member States involved:

Finland

Applicant:

Ministry of Transport and Communications

Requested funding

Total eligible costs €290,426,101

TEN-T requested funding: €58,085,220

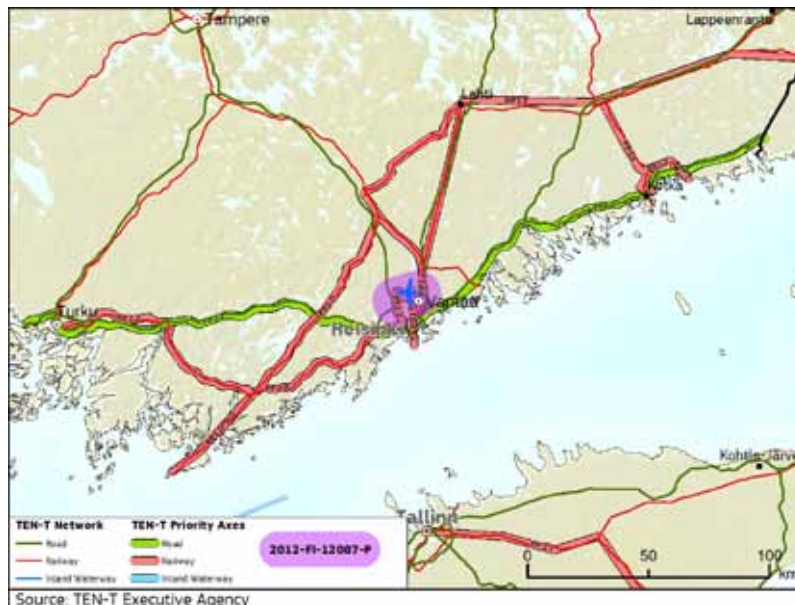
TEN-T funding: 20%

Recommended funding

Total eligible costs: €178,585,651

TEN-T recommended funding: €26,787,847

TEN-T funding: 15%



The proposal concerns the request for the increase of co-funding rate from 5% to 20% for the ongoing action “Works for the development of the railway line connection between Helsinki Airport and the PP12 lines” - 2007-FI-12050-P. This project consists of works for construction of a double track electrified line connecting Helsinki Airport to the city centre and to the national rail network.

Linked to Action 2007-FI-12050-P

Evaluation remarks

The proposed increase of TEN-T support is highly relevant to the call for proposals as it is expected to partially alleviate the financial burden caused by the increase of the cost of the project. Therefore the increased EU contribution is expected to facilitate the smooth implementation of the Action. The Action's maturity is at a very good level and it contains a sound and well-structured implementation plan. The proposal is of very high quality in terms of structure, completeness and clarity.

PPs - Ongoing Action

Member States involved:

France

Applicant:

Ministère de l'écologie, du développement durable, et de l'énergie

Requested funding

Total eligible costs €1,133,896,589

TEN-T requested funding: €226,779,317

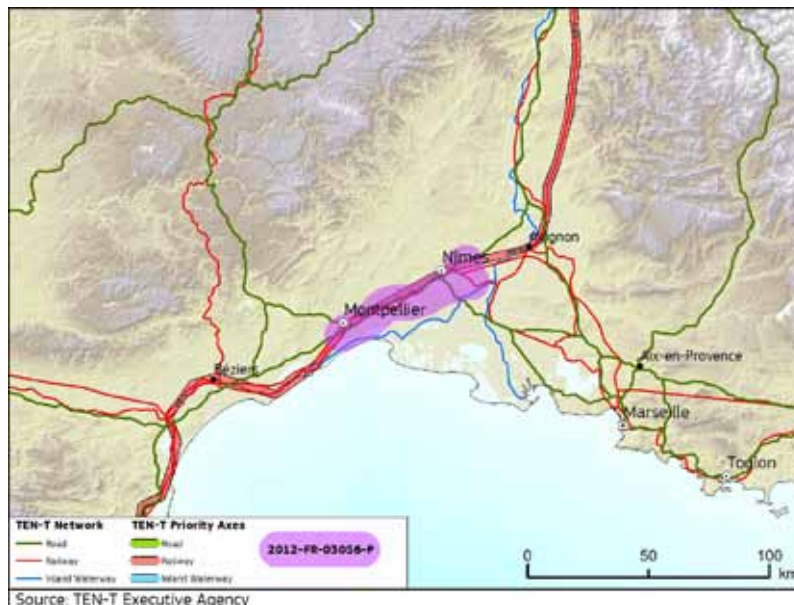
TEN-T funding: 20%

Recommended funding

Total eligible costs: €696,532,737

TEN-T recommended funding: €104,479,910

TEN-T funding: 15%



Located on Priority Project 3 (High-speed railway axis of southwest Europe), the proposal refers to the ongoing Action 2007-FR-03010-P (High speed railway line between Nîmes and Perpignan) related to the 70 km Nîmes and Montpellier bypass (CNM).

The proposal requests an increase in the co-funding rate (from 5 to 20%) for the following activities:

- Activity 4: - works on junctions under RFF authority
- Activities 6 and 7: CNM civil works and works on rail infrastructures (under PPP contractor authority)

Linked to Action 2007-FR-03010-P

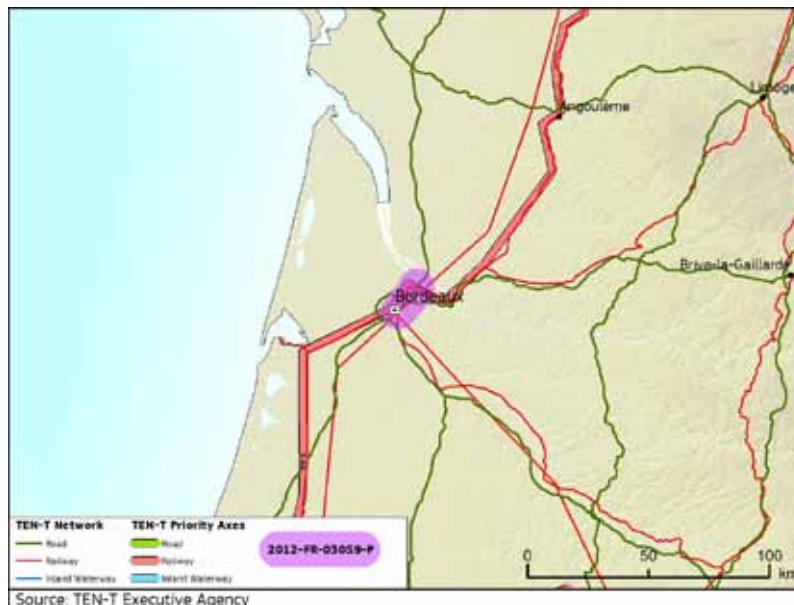
Evaluation remarks

The proposed increase of TEN-T support is highly relevant to the call for proposals as it is expected to partially alleviate the financial burden caused by the increase of the cost of the project. Therefore the increased EU contribution is expected to facilitate the smooth implementation of the Action. The Action's maturity is at a very good level and it contains a sound and well-structured implementation plan. The proposal is of very high quality in terms of structure, completeness and clarity.

Relieving congestion at the Bordeaux railway hub

2012-FR-03059-P • Part of Priority Project 3

PPs - Ongoing Action	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable, et de l'énergie	
Requested funding	
Total eligible costs	€147,324,509
TEN-T requested funding:	€29,464,902
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€147,324,509
TEN-T recommended funding:	€22,098,676
TEN-T funding:	15%



Located on Priority Project 3 (High-speed railway axis of southwest Europe), the proposal refers to the 2nd phase works on the Bordeaux railway junction, foreseen under the ongoing Action 2007-FR-03120-P (Elimination of rail bottlenecks around Bordeaux).

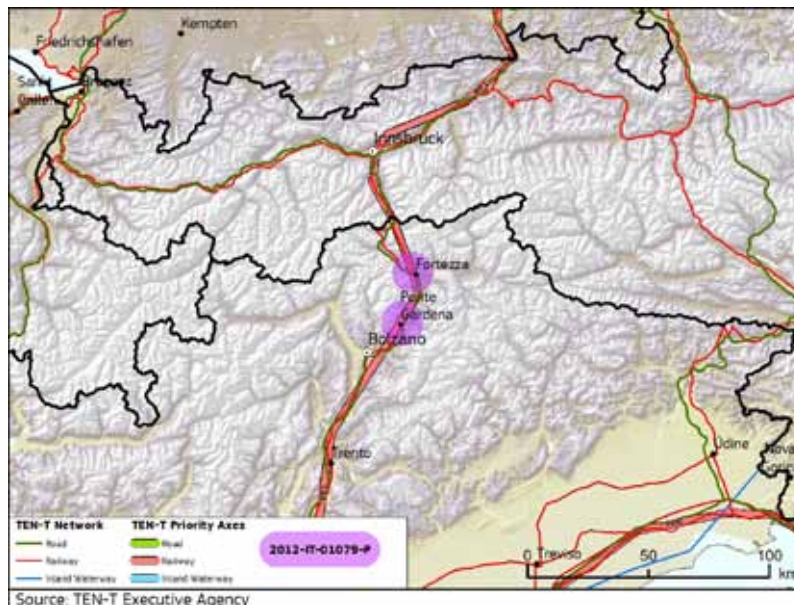
The proposal requests to increase the co-funding rate (from 5 to 20%) for the civil engineering and railway equipment works between the Cenon junction and La Benaue, listed under activity 2 of the current co-funding Decision (2011)5619.

Linked to Action 2007-FR-03120-P

Evaluation remarks

The proposal is relevant, as the increased EU funding will help to fill the gap in the national funding. The Action is mature, the concerned activities have started and are progressing as scheduled. The quality of the proposal is good, the activities being consistent with the Action's objectives and with the implementation plans.

PPs - Ongoing Action	
Member States involved:	Italy
Applicant:	Ministero delle Infrastrutture e dei Trasporti
Requested funding	
Total eligible costs	€36,890,340
TEN-T requested funding:	€7,378,068
TEN-T funding:	20%
Recommended funding	
Total eligible costs:	€36,890,340
TEN-T recommended funding:	€5,533,551
TEN-T funding:	15%



The proposed Action requests for an increased co-funding rate from 5% to 20% for Activity 3 of the ongoing Action Southern Access line to Brenner.

More concretely, Activity 3 consists of the construction of the first functional phase of sub-lot 1, between Fortezza and Ponte Gardena. The other two activities regard the update of the preliminary study and definitive project for lots 1 and 4, Fortezza-Ponte Gardena and access to Verona respectively, currently 50% co-funded.

Linked to Action 2007-IT-01030-M

Evaluation remarks

The proposed increase of TEN-T support is highly relevant to the call for proposals as it is expected to partially alleviate the financial burden caused by the increase of the cost of the project. Therefore the increased EU contribution is expected to facilitate the smooth implementation of the Action. The Action's maturity is at a very good level and it contains a sound and well-structured implementation plan. The proposal is of very high quality in terms of structure, completeness and clarity.

Multi-Annual Call 2012

**Projects NOT recommended
for funding**



NOT RECOMMENDED FOR FUNDING

Set-up of centralised services to contribute to SES performance achievement

2012-BE-40010-S

ATM	
Member States involved: Belgium	
Applicant: EUROCONTROL	
Requested funding	
Total eligible costs	€56,805,949
TEN-T requested funding:	€28,402,974.50
TEN-T funding:	50%
Recommended funding	€0

The Action aims to develop the following 9 inter-dependent Centralised Services (CSs):

- CS1 'FAS': Flight plan and airport slot consistency service
- CS2 '4DPP': 4D Trajectory calculation service for planning purposes
- CS3 'ETKR': European tracker service
- CS4 'AFUAS': Advanced flexible use of airspace support service
- CS5 'EAIMS': European ATM information management service
- CS6 'CNR': Management of common network resources service
- CS7 'NIPS': Network infrastructure performance monitoring and analysis service
- CS8 'PENS': Pan-European network services
- CS9 'DCS': Data communication service

The centralised provision of these ATM services will contribute to the overall service level improvement for the ultimate clients of the ATM network, the airspace users and, as a result, passengers and freight operators.

Evaluation remarks

The proposed Action meets only partly the objectives of the call for proposals as it ensures only broad relevance to the ATM Master Plan. It is not mature enough as commitment from key stakeholders is missing. This will jeopardise the implementation of several activities. In addition, the work on several of the proposed centralised services go well beyond 2015. The description of impact is good, albeit no case for whether or not it is advantageous to centralise certain services has been made. The overall quality of the proposal is good.

NOT RECOMMENDED FOR FUNDING

Implementation of harmonised functionality for COOPANS Build 2.5

2012-EU-40007-P

ATM	
Member States involved: Austria, Italy, Sweden	
Applicant: LFV	
Requested funding	
Total eligible costs	€7,072,778
TEN-T requested funding:	€1,414,556
TEN-T funding:	20%
Recommended funding	€0

The proposed Action aims to improve performance at a lower cost through harmonisation and common activities of the "COOPANS Build B2.5" system. Based on the COOPANS Build 2 system baseline, Build 2.5 is an evolution, specifically addressing the following areas of improvements at operational and technical level:

- Improved interface with terminal units
- Improved interface with airports
- Cross border services to enable flexible airspace management
- New surveillance technology with enhanced air/ground interoperability
- Safety improvements and extension of support for situational awareness in the terminal area
- Collaborative resource planning at airports
- Infrastructure architecture harmonisation for ARTAS
- Technical extension of system resource capabilities

Evaluation remarks

The proposed Action is of limited relevance to the call for proposals. Maturity is considered sufficient, although it is difficult to estimate the feasibility of the proposed timeframe for the implementation of the Action. It fails to demonstrate the anticipated socio-economic impact and environmental impact. The overall quality of the proposal is poor.

NOT RECOMMENDED FOR FUNDING

COOPANS operational harmonisation study

2012-EU-40008-S

ATM	
Member States involved: Austria, Italy, Sweden	
Applicant: LFV	
Requested funding	
Total eligible costs	€3,768,934
TEN-T requested funding:	€1,884,467
TEN-T funding:	50%
Recommended funding	€0

For this project, three out of five ANSPs of the COOPANS partnership (ACG, IAA and LFV) will perform a study for the next upgrade (Build 2.5) of the TopSky product. The study will include the definition, harmonisation and ordering the upgrade from the manufacturer.

Evaluation remarks

The overall maturity of the proposed Action is very good. However, it is of limited relevance to the call for proposals. The description of the potential impacts of the proposed Action is limited. The quality of the proposed Action is not sufficiently good as it lacks clarity and structure.

NOT RECOMMENDED FOR FUNDING

FAB Central Europe: pilot seamless operation

2012-EU-40013-S

ATM	
Member States involved: Austria, Czech Republic, Hungary, Slovenia, Slovakia	
Applicant: Austro Control Österreichische Gesellschaft für Zivilluftfahrt	
Requested funding	
Total eligible costs	€26,096,058
TEN-T requested funding:	€13,048,029
TEN-T funding:	50%
Recommended funding	€0

The proposed Action aims to contribute to the FAB CE's objectives of capacity and efficiency increase as well as an improvement of the cost effectiveness. Accordingly, the specific objectives for the project are:

- Establishment of an improved interface between en-route (free route) airspace and the major airports in the FAB CE airspace ("Seamless operation")
- Implementation of the enablers within the scope of the SESAR Interim Deployment Plan (IDP).

Evaluation remarks

The proposed Action fails to demonstrate its relevance to the call for proposals. Its maturity is weak as there are risks that its objectives will not be achieved due to late timing. It failed to substantiate the potential impact. The quality of the proposed Action is weak and the description of activities contains inconsistencies.

NOT RECOMMENDED FOR FUNDING

MATIAS Build 10, development of MATIAS air traffic control system

2012-HU-40011-P

ATM	
Member States involved: Hungary	
Applicant: HungaroControl Hungarian Air Navigation Services PLC	
Requested funding	
Total eligible costs	€13,169,350
TEN-T requested funding:	€2,633,870
TEN-T funding:	20%
Recommended funding	€0

In line with the requirements of EC Regulation 29/2009/EC and the FAB CE Free Move Scenario, the Action aims to develop the Hungarian air traffic control system MATIAS (Magyar Automated and Integrated Air Traffic System) in order to fulfil the requirements relating to the CPDLC (Controller-Pilot Data Link Communication — the standard communication between the air traffic controller and the pilot through data link). As a result, MATIAS will secure the necessary and system-wide requirements of the FAB-CE Free Move Scenario, as well as realise the innovations needed for required aviation safety.

Evaluation remarks

Overall, the proposed Action is not in line with the call for proposals. It is fairly mature, however, there is insufficient information available to judge the maturity from the planning point of view. The impacts are described in a brief and generic manner so that no substantiated socio-economic benefits can be assumed. In general, the proposal suffers from the provision of insufficient relevant information, which leads to a low overall quality.

NOT RECOMMENDED FOR FUNDING

rTWR - Development of remote (virtual) tower

2012-HU-40012-P

ATM	
Member States involved: Hungary	
Applicant: HungaroControl Hungarian Air Navigation Services PLC	
Requested funding	
Total eligible costs	€7,796,312
TEN-T requested funding:	€1,299,386
TEN-T funding:	16.67%
Recommended funding	€0

The aim of the Action is to equip the aerodrome control services of Budapest Liszt Ferenc International Airport with a backup location or system for emergency situations (natural disasters, terror attacks, technical failures) or during the renewal works period of the HungaroControl control tower, when the Airport would not be able to maintain the aerodrome control activities and the movement of traffic.

The contingency facility will be established on the 2nd floor of the newly built ANS III building, in the so-called Virtual Contingency Facility operations room (VCF). The implementation is based on the duplication of all the airport technical systems independent of the control tower building - making it possible for air traffic controllers to provide service at a capacity which is normally provided in low visibility conditions.

Evaluation remarks

The proposed Action does not comply with the requirements of the call for proposals as it is not a baseline deployment area identified in the Interim Deployment Programme. Its maturity is insufficient as key preparatory steps have not yet been fulfilled. The proposed Action fails to demonstrate to a satisfactory level the anticipated socio-economic effects. The description suffers from a lack of detail which lowers significantly the quality of the proposal.

NOT RECOMMENDED FOR FUNDING

ETCS onboard equipment of TX Logistik Austria AG locomotives to operate on ERTMS Corridor B (ETCS-TXLA)

2012-AT-60001-P

ERTMS	
Member States involved: Austria	
Applicant: TX Logistik Austria GmbH	
Requested funding	
Total eligible costs	€2,915,750
TEN-T requested funding:	€1,457,875
TEN-T funding:	50%
Recommended funding	€0

The proposal concerns the equipment of 10 locomotives (5 fitted and 5 retrofitted) with the ETCS Baseline 2 release 2.3.0d and future baseline 3.x standards.

Although the proposed Action is not part of a larger Global Project, it will contribute to better use of ERTMS equipped fleet on the ERTMS Corridor B in Austria.

Evaluation remarks

The proposed Action addresses the objectives of the TEN-T policy and the call for proposals. It is also mature as certain activities have already started. The impact of the proposal is very limited because of the small number of locomotives concerned by the Action. Moreover, the quality of the proposal is very poor as essential information about the implementation of the Action has not been provided, including detailed description of its activities.

NOT RECOMMENDED FOR FUNDING

ETCS installed on the pilot coaches type I11 and type M6

2012-BE-60024-P

ERTMS	
Member States involved: Belgium	
Applicant: NMBS/SNCB	
Requested funding	
Total eligible costs	€17,367,000
TEN-T requested funding:	€5,833,500
TEN-T funding:	33.59%
Recommended funding	€0

The Global Project concerns the deployment of ETCS on all SNCB trains. The proposed Action aims to upgrade 64 and retro-fit 21 coaches with ETCS to run on the Belgian and Luxembourg network.

Evaluation remarks

The maturity of the proposed Action is very good as it has already started and its impact is also good by enabling cross-border traffic. However, the relevance of the proposed Action to the call for proposals cannot be clearly established as key information in that respect has not been provided. Furthermore, the poor quality of the proposal does not allow its full assessment. Crucial information is not included such as implementation timing and strategy, expected deliverables, etc.

NOT RECOMMENDED FOR FUNDING

Equipment of 86 freight locomotives with ETCS on-board-units according to SRS 2.3.0d/ Baseline 3

2012-DE-60010-P

ERTMS	
Member States involved: Germany	
Applicant: Railpool GmbH	
Requested funding	
Total eligible costs	€12,650,000
TEN-T requested funding:	€6,325,000
TEN-T funding:	50%
Recommended funding	€0

The proposed Action concerns the retrofit of 81 existing locomotives and the fitting of five new locomotives with ETCS. Following the technical specifications, the locomotives will run on 7 different TEN-T Priority Projects (PP1, PP5, PP6, PP17, PP22, PP23, PP24).

Evaluation remarks

The proposed Action is highly relevant to the call for proposals as it addresses rail interoperability at EU level through ERTMS deployment. The Action is expected to have a good impact in terms of safety and interoperability. Although some preparatory steps have already been taken, the quality of the provided information does not allow to conclude on key features of the Action, such as definition of subsystems, interoperability tests and cross acceptance, thus undermining the readiness of the Action to start.

NOT RECOMMENDED FOR FUNDING

Implementation of ERTMS Baseline 3 on passenger rolling stock in Denmark - first of class

2012-DK-60003-P

ERTMS	
Member States involved: Denmark	
Applicant: Banedanmark (Rail Net Denmark)	
Requested funding	
Total eligible costs	€78,193,318
TEN-T requested funding:	€39,096,659
TEN-T funding:	50%
Recommended funding	€0

The purpose of the Action is to fit all Danish rolling stock for passenger services with ERTMS onboard equipment, together with STM-DK to operate both on the existing ATC and planned ERTMS infrastructure on the conventional lines throughout Denmark.

The Action, implemented by Rail Net Denmark with Alstom as supplier, uses Danish passenger railway undertakings (onboard customers) to fulfill passenger public service contracts. The aim is to prepare Danish rolling stock for the implementation of ERTMS Level 2 Baseline 3.0 infrastructure.

The retrofit of onboard equipment will be carried out by the following railway undertakings:

- 63 vehicles by DSB
- 7 vehicles by Regionstog A/S
- 1 vehicle by Nordjyske Jernbaner A/S

Evaluation remarks

The proposed Action failed to demonstrate sufficiently its relevance to the call for proposals as it may concern also development of a Specific Transmission Module (STM), which is outside the scope of the call. The Action is ready to start but some parts of it will be continuing beyond 2015. The impact is mainly at national level. Finally, insufficient information on the Action itself undermines the quality of the proposal.

NOT RECOMMENDED FOR FUNDING

Upgrade or equipment of trains with Baseline 3

2012-DK-60026-P

ERTMS	
Member States involved: Denmark	
Applicant: Contec Rail Aps	
Requested funding	
Total eligible costs	€1,114,472
TEN-T requested funding:	€557,236
TEN-T funding:	50%
Recommended funding	€0

The purpose of the Action is to fit the Contec Rail locomotives by designing, testing and roll-out of ETCS level 2 Baseline 2.30d onboard equipment on a limited number of trains (five) to test the integration between ETCS and the STM-DK module. Following the successful test of Baseline 2.3.0d and STM-DK will be the design, test and roll-out of ETCS level 2 Baseline 3.0 and STM-DK onboard system as first of class and serial installation.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it addresses deployment of ERTMS and is expected to produce a positive impact on interoperability and safety aspects. However, the maturity of the Action is not demonstrated as there is no evidence of the availability of co-funding parts or of the technical readiness that would allow the Action to start. Moreover, the quality of the proposal is low because information provided mostly relates to the Global Project rather than to the concerned Action.

NOT RECOMMENDED FOR FUNDING

Prototyping, testing, certifying and retrofitting of TRAXX locomotives to ETCS 2.3.0d / Baseline 3

2012-EU-60004-P

ERTMS	
Member States involved: Luxembourg, United Kingdom	
Applicant: Macquarie European Rail Limited (Luxembourg Branch)	
Requested funding	
Total eligible costs	€37,465,056
TEN-T requested funding:	€6,450,000
TEN-T funding:	17.22%
Recommended funding	€0

The proposed Action focuses on the retrofitting (ETCS Baseline 2 release 2.3.0d) of existing TRAXX locomotives (Bombar디어 Transportation). The 4 applicants (Macquarie European Rail Ltd, Beacon Rail Leasing Ltd, Alpha Trains Luxembourg sarl and RBS Asset Finance Europe Ltd) propose the following maximum numbers of vehicles for the application: 23 TRAXX AC1, 53 TRAXX AC2 and 10 TRAXX MS locomotives. They will be used on the following rail freight corridors or parts thereof:

- Corridor 1: Rhine-Alp corridor (TEN-T Priority Project 24)
- Corridor 3: Central North-South corridor
- Corridor 8: Central East-West corridor

Evaluation remarks

The quality of the proposal is good and it is relevant to the call for proposals. It is expected that it will produce high impact on interoperability, competitiveness and modal shift. However, its maturity is undermined by lack of financial commitment and unachieved preparatory steps. Moreover, there are some uncertainties whether the results will be delivered within the timeframe proposed.

NOT RECOMMENDED FOR FUNDING

Facilitating and speeding up ERTMS interoperability

2012-EU-60032-S

ERTMS	
Member States involved: Belgium, Germany, France, Italy, United Kingdom	
Applicant: Multitel	
Requested funding	
Total eligible costs	€10,668,816
TEN-T requested funding:	€5,334,408
TEN-T funding:	50%
Recommended funding	€0

The proposal concerns testing (in accredited laboratories followed by on-site validation) of ERTMS on-board units and line equipment on level 1 and level 2 lines. It is a part of a Global Project that covers successful implementation of the provisions of the third Memorandum of Understanding (MoU of 16 April 2012) signed between the European Commission and the European rail associations in the field of ERTMS. The Action aims at reducing testing costs using a remote laboratory.

Evaluation remarks

The proposed Action is relevant to the overall objectives of TEN-T Guidelines and the call for proposals. In addition deliverables of the proposed Action have the potential to be used as a decision tool for future ERTMS deployment. Nevertheless, the proposed Action fails to demonstrate sufficient technical maturity so that it could start. The quality of the proposed Action is low and it lacks sufficient description of activities; no clear project management plan is provided.

NOT RECOMMENDED FOR FUNDING

Formalisation of the ERTMS standards for the HSL equipped with TVM

2012-FR-60017-S

ERTMS	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable, et de l'énergie	
Requested funding	
Total eligible costs	€4,013,756.33
TEN-T requested funding:	€2,006,878.16
TEN-T funding:	50%
Recommended funding	€0

The Global Project addresses the ERTMS migration of the French high speed lines. The proposed Action concerns studies to define new formal specifications for the trackside subsystem and the Radio Block Centre (RBC) modelling. The objective of the Action is to prepare the tender documents for the trackside ERTMS deployment on the French high speed lines.

Evaluation remarks

Although the proposed Action is mature and ready to start from a technical point of view, it is not relevant to the call for proposals as it is not related to the 2012 ERTMS Memorandum of Understanding. Moreover, the impact in terms of decision and policy making is not substantiated. Finally, the quality is poor as the information provided is not complete or fully missing in some parts.

NOT RECOMMENDED FOR FUNDING

ERTMS data log analyser

2012-IT-60021-P

ERTMS	
Member States involved:	
Italy	
Applicant:	
Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€6,000,000
TEN-T requested funding:	€3,000,000
TEN-T funding:	50%
Recommended funding	€0

The proposal concerns development of tools aiming at improving quality of tests of ERTMS equipment.

It is a part of global project that covers successful implementation of the provisions of the second Memorandum of Understanding (MoU of 4 July 2008) signed between the European Commission and the European Railway sector Associations in the field of ERTMS.

The Action aims at facilitating and consolidating the ERTMS deployment.

Evaluation remarks

The proposed Action fails to address sufficiently the call for proposals as its objectives are referring to one laboratory only. It demonstrates appropriate maturity as the initial specification documents were already produced and the project is ready to start from the technical point of view. Nevertheless its impact is considered limited to one Member State. The proposal's overall quality, especially in terms of completeness and clarity, is poor.

NOT RECOMMENDED FOR FUNDING

Outfitting of rail lines, RFT and TFT rolling stock with ERTMS/ETCS L2 and GSM-R (SST and SSB)

2012-IT-60029-P

ERTMS	
Member States involved:	
Italy	
Applicant:	
Rete Ferroviaria Toscana S.p.A.	
Requested funding	
Total eligible costs	€21,255,550.99
TEN-T requested funding:	€10,627,775.99
TEN-T funding:	50%
Recommended funding	€0

The proposed — standalone — Action concerns the equipment with GSM-R and ETCS Level 2 baseline 2 of a regional, single track 84 km long line, followed by the upgrade to baseline 3 with level crossing functionality.

Evaluation remarks

The proposed Action's relevance to the call for proposals is poor as compatibility tests are not included. It is not mature as some necessary approvals have not yet been attributed and the works are expected to start late for the timeline of this call for proposals. Moreover, the proposed Action — which involves a regional standalone line — will have a very limited impact on interoperability. The quality is poor.

NOT RECOMMENDED FOR FUNDING

Retrofitting & upgrading diesel vehicles; developing on board unit software and specific vehicle implementation designs, prototyping, testing, certifying and installation works

2012-NL-60007-P

ERTMS	
Member States involved: The Netherlands	
Applicant: DB Schenker Rail Nederland NV	
Requested funding	
Total eligible costs	€16,614,000
TEN-T requested funding:	€7,087,000
TEN-T funding:	42.66%
Recommended funding	€0

The proposed Action involves the implementation/upgrade of ETCS for up to 50 DE6400 locomotives to enable operation on rail tracks equipped with ETCS and legacy ATP systems in Belgium, The Netherlands and Germany.

Evaluation remarks

The relevance of the proposed Action is adequately demonstrated meeting both the TEN-T priorities (Priority Project 24) and the call for proposal's objectives. Its positive impact is high taking into account the number of locomotives foreseen for retrofit/upgrade and the early implementation of the Baseline 3. The quality of the proposal is good. However, the proposed Action fails to demonstrate sufficient maturity since there is no indication on the timing of contractual procedures necessary for the Action to start.

NOT RECOMMENDED FOR FUNDING

Deployment of ERTMS/ETCS level 1 in railway lines 570 and 64 on the Psary-Kozłów section

2012-PL-60031-P

ERTMS	
Member States involved: Poland	
Applicant: PKP Polskie Linie Kolejowe S.A.	
Requested funding	
Total eligible costs	€2,312,370
TEN-T requested funding:	€1,156,185
TEN-T funding:	50%
Recommended funding	€0

The Global Project consists of the modernisation of the 106 railway line on the Psary-Starzyny-Kozłów-Kraków section. The proposed Action aims at deploying ERTMS L1 on two railway lines (Psary-Starzyny and Starzyny-Kozłów), totalling about 36 km.

Evaluation remarks

The proposed Action addresses Priority 2 of the call for proposals and is therefore considered relevant. Its maturity is questionable as the works will only start very late for the timing of this call for proposals. The proposed Action's impact is not adequately documented and overall limited due to the relative small size of the proposed Action. The overall proposal is of good quality.

NOT RECOMMENDED FOR FUNDING

ERTMS deployment on Slovak part of Corridor E: state border CZ/SK–Kúty–junction Bratislava–Rusovce–state border SK/HU

2012-SK-60030-S

ERTMS	
Member States involved: Slovakia	
Applicant: Ministry of Transport, Construction and Regional Development	
Requested funding	
Total eligible costs	€3,492,200
TEN-T requested funding:	€1,746,100
TEN-T funding:	50%
Recommended funding	€0

The Global Project addresses the ERTM trackside and on-board deployment along Corridor E (Dresden-Prague-Vienna/Bratislava-Budapest-Bucharest-Constanta). The proposed Action aims at conducting a preparatory study on the implementation of ERTMS on several Slovakian sections of Corridor E.

Evaluation remarks

The proposed Action is very mature and its impact and quality are satisfactory. However, being a preparatory study, which does not directly lead to the implementation of works undermines its relevance to Priority Area 2 of the ERTMS call for proposals.

NOT RECOMMENDED FOR FUNDING

STM - Smart Traffic Management

2012-ES-50011-S

ITS-EETS	
Member States involved: Spain	
Applicant: Asociación Española de la Carretera (AEC)	
Requested funding	
Total eligible costs	€1,883,200
TEN-T requested funding:	€941,600
TEN-T funding:	50%
Recommended funding	€0

The Smart Traffic Management (STM) project in Spain aims to:

- Develop ITS solutions, coordinated at a European level, for common problems on the TEN-T road network, particularly in fields lacking of a homogeneous approach.
- Support the implementation of ITS solutions under adverse weather solutions, looking to improve road safety by means of control of weather variables and their incidence in friction coefficients.
- Generalise a system for road traffic emission control and traffic management to reduce the environmental impact of road traffic.
- Stimulate the provision of added value and high quality information to road users with special sensitiveness, such as large traffic flows on the Spanish road network coming from northern European countries (i.e. France, Belgium) to northern Africa during summertime.

Evaluation remarks

The proposed Action is of low relevance to the call for proposals. Whilst it takes a staged approach from review of state of the art across Europe, optimisation of information, pilot testing at selected sites, and pan-European dissemination of results, it remains limited to in the domains it covers: using ITS for provision of information on safety under adverse weather conditions; environmental emissions control and traffic control during peak seasonal events. The proposal fails to detail how the outputs will be implemented on a wider scale, thus undermining the impact of the Action. The maturity is not demonstrated and the quality of the proposal is low.

NOT RECOMMENDED FOR FUNDING

NEXT-ITS – ITS on the Extended Nordic Triangle

2012-EU-50001-P

ITS-EETS	
Member States involved: Sweden, Germany, Denmark, Finland	
Applicant: Swedish Ministry of Enterprise, Energy and Communications / Swedish Transport Administration	
Requested funding	
Total eligible costs	€134,427,000
TEN-T requested funding:	€26,885,400
TEN-T funding:	20%
Recommended funding	€0

This Action, which includes TEN-T road operator in Nordic countries and northern Germany, intends to deliver travel information and traffic management services on the Nordic Triangle and the surrounding road network. The objective is to pioneer the establishment of a cross-border information network and establish interoperable core European ITS services. In support of the service provision, the project will carry out ITS deployment and related ICT infrastructure.

Evaluation remarks

The proposed Action is relevant to the call for proposals. However, it fails to demonstrate co-ordination between the applicants and lacks a concerted corridor approach. Additionally, the cross-border element is not sufficiently substantiated. Although it has already started, there are concerns about its maturity due to the gaps in the timeline, the consistency of the specific tasks to be executed and the fact that the project has not yet been endorsed by a key participant's Member State. Positive socio-economic effects could be anticipated but these are not sufficiently substantiated. The quality of the proposal is low with important elements missing.

NOT RECOMMENDED FOR FUNDING

GeoToll Pay

2012-EU-50002-S

ITS-EETS	
Member States involved: Portugal, Spain	
Applicant: DGAE - Direção-Geral das Atividades Económicas (Ministério da Economia e do Emprego)	
Requested funding	
Total eligible costs	€325,344
TEN-T requested funding:	€162,672
TEN-T funding:	50%
Recommended funding	€0

The Global Project, of which this Action is part, concentrates on the implementation of a system of electronic toll collection via mobile devices in Portugal. The two-phase Global Project includes a feasibility system implementation analysis (study) and system implementation (works).

The proposed Action, the Global Project's first phase, is a study which should allow the feasibility assessment of the implementation. It will look at the following elements which will be part of the system: route identification and calculation method, billing/payment method, technological infrastructure performance/behaviour and ease/convenience of mobile devices for toll payment.

Evaluation remarks

The proposed Action's relevance to the call for proposals is modest as it does not take into account fully the European policy context and barriers to pan-European deployment. Whilst it is technically mature and has formal political approval, its likely impact is very localised. Its quality is low in terms of achieving the proposed Action's objectives and not sufficiently specified to guarantee effective technical delivery of its project outputs.



NOT RECOMMENDED FOR FUNDING

CITIES+

2012-EU-50003-P

ITS-EETS	
Member States involved: Spain, Belgium, Germany, France, Italy, The Netherlands	
Applicant: Dirección General de Tráfico	
Requested funding	
Total eligible costs	€58,250,500
TEN-T requested funding:	€11,650,100
TEN-T funding:	20%
Recommended funding	€0

The CITIES+ partners aim at deploying strategic ITS services to enhance interfaces between urban/interurban networks and TEN-T roads. Truly devoted to reduce bottlenecks, these implementations have been selected during the elaboration phase with regard to their compliance with the TEN-T call, their impact on traffic fluidity and the potential for replication. When appropriate, the CITIES+ partners will take existing ITS standards such as DATEX2, Mare Nostrum and the EasyWay 2012 Deployment Guidelines into account in order to foster interoperability and service harmonisation on crucial stretches. Interactions and collaborations should be considered in addition to the scope of road network since public transport and other alleviating measures such as buses and High Occupancy Vehicles (HOV) lanes, traffic management for large events or integrated and/or connected traveller information services.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it addresses one of the important domains of ITS, namely the urban/inter-urban interface. The maturity of the proposed Action is good as it is ready to start and has already partially started some deployment activities; national political commitment is evidenced and financial resources are committed. However, the concrete impacts are poor as the involvement of the relevant stakeholders is not demonstrated. The quality is low.

NOT RECOMMENDED FOR FUNDING

Arc Atlantique Traffic Management Corridor

2012-EU-50004-P

ITS-EETS	
Member States involved: Spain, France, Ireland, Portugal, United Kingdom	
Applicant: UK Department for Transport	
Requested funding	
Total eligible costs	€190,229,433.77
TEN-T requested funding:	€38,045,886.75
TEN-T funding:	20%
Recommended funding	€0

The Action concerns studies and works in the fields of traffic management (TM) and supporting systems. Bringing together five Member States and 10 national/regional road authorities, the Action aims to develop harmonised national and cross-border TM plans and implement interoperable ITS deployments in four application areas: improved traffic control systems, extended TM measures, HGV service management, TM information.

Evaluation remarks

The proposed Action addresses the call priority for deployment in a regional corridor of traffic management services. However, coordinated and focused roll-out of the core services is not sufficiently demonstrated. The proposed Action is mature and has good impact. However, the quality of the proposed Action is low and it does not provide a convincing case to ensure a harmonised approach.



NOT RECOMMENDED FOR FUNDING

CROCODILE

2012-EU-50006-P

ITS-EETS	
Member States involved: Austria, Czech Republic, Germany, Hungary, Italy, Romania, Slovenia, Slovakia	
Applicant: Bundesministerium für Verkehr, Innovation und Technologie (AT)	
Requested funding	
Total eligible costs	€148,772,500
TEN-T requested funding:	€29,754,500
TEN-T funding:	20%
Recommended funding	€0

The Action aims to improve cross-border traffic and transport through harmonised and synchronised deployment of ITS applications on the high level road network of eight Member States. The applications relate to traffic management and traveller information services including safety critical road services, traffic status information and truck parking availability. The Action also aims to foster the development of cross-border traffic management plans. The proposal covers four works activities on harmonisation, data collection and processing, data exchange, and service delivery — with the primary focus being data collection.

Evaluation remarks

The proposed Action is relevant to the call or proposals and the objectives of the ITS Directive. However, it is not sufficiently mature due to risks of an institutional nature. The potential impact is weak. In terms of quality, the proposed Action is poorly described and the description of activities is insufficiently detailed.

NOT RECOMMENDED FOR FUNDING

MAGNA GRAECIA

2012-EU-50007-P

ITS-EETS	
Member States involved: Greece, Italy, Cyprus	
Applicant: Greek Ministry of Development, Competitiveness, Infrastructure, Transport and Networks (General Secretary of Public Works)	
Requested funding	
Total eligible costs	€7,930,000
TEN-T requested funding:	€1,586,000
TEN-T funding:	20%
Recommended funding	€0

The proposal objective is to provide traffic and travel information and traffic management services to end users at the same level and quality in Italy, Greece and Cyprus by means of website, VMS, FM radio, navigation services or possible mobile applications. All systems will be harmonising the information based on DGs and will make it available to end users by a common information platform and signals.

Evaluation remarks

The proposed Action's relevance is good even though it fails to address the specific objectives of the call for proposals. The proposed Action is immature, no formal endorsement is provided by two involved Member States, nor support by key stakeholders. The socio-economic impact is very generic and not sufficiently detailed. The quality of the proposed Action is weakened by lack of detailed description and consistency between the activities and objectives.

NOT RECOMMENDED FOR FUNDING

MedTIS

2012-EU-50008-P

ITS-EETS	
Member States involved: France, Spain, Italy, Portugal	
Applicant: Association des sociétés françaises d'autoroutes (ASFA)	
Requested funding	
Total eligible costs	€164,150,500
TEN-T requested funding:	€32,830,100
TEN-T funding:	20%
Recommended funding	€0

The Action proposes to deliver a coordinated deployment of 18 traveller information services (including one at a cross-border section) and nine travel time services (two at cross-border sections) on a 13,000 km route on the Mediterranean Corridor connecting the road networks of France, Spain, Italy and Portugal.

Evaluation remarks

The proposed Action is relevant to the call for proposals and is technically and financially mature as it has all the necessary support. The potential impacts are undermined by failing to demonstrate any overarching logic to the integration of the specific planned deployments. In terms of quality, the activities are not clearly defined and it fails to demonstrate the European added value through its execution. The proposed corridors are not sufficiently defined and whilst it includes three cross-border sections, a more inclusive and targeted selection of cross border sections along the proposed corridor is missing.

NOT RECOMMENDED FOR FUNDING

Chameleon

2012-EU-50010-P

ITS-EETS	
Member States involved: Germany, Austria, France, Italy, The Netherlands	
Applicant: Bundesministerium für Verkehr, Bau und Stadtentwicklung (DE)	
Requested funding	
Total eligible costs	€183,098,508
TEN-T requested funding:	€36,619,702
TEN-T funding:	20%
Recommended funding	€0

The proposal, including five Member States (Austria, Switzerland, Germany, France, Italy, The Netherlands) and Switzerland, aims to fill the identified gaps in traffic management measures on a corridor area ranging from The Netherlands (region of Rotterdam) to Italy, develop international traffic management plans and provide an open traveller information platform.

Evaluation remarks

The proposed Action is highly relevant and in line with the call for proposals. Whilst it has already started, it is missing a realistic timeline with a strategic roll-out plan. The proposed Action has the potential to make a valuable contribution to the roll-out of European core services and the Deployment Guidelines and Specifications. However, this is not sufficiently demonstrated. Additionally, the unbalanced participation of key stakeholders and the lack of substantiation of the continuity of services raise concerns about its impact. Overall the quality is poor.

NOT RECOMMENDED FOR FUNDING

Corridor du Soleil

2012-EU-50012-P

ITS-EETS	
Member States involved: France, Belgium, The Netherlands	
Applicant: Ministère de l'écologie, du développement durable et de l'énergie (FR)	
Requested funding	
Total eligible costs	€97,854,000
TEN-T requested funding:	€19,570,800
TEN-T funding:	20%
Recommended funding	€0

Corridor du Soleil is a deployment project aiming to implement traffic management services on a north-south TEN-T road axis from Amsterdam to Nice, passing through The Netherlands, Belgium and France. It aims at:

- Optimising the existing infrastructure capacity and efficiency on sensitive road segments, namely on road networks up to semi-urban areas and congested hotspots.
- Improving the safety and reliability with deployment of safety measures and supporting systems at critical hotspots and at bottlenecks.

Evaluation remarks

The proposed Action is only broadly relevant to the call for proposals is mature although important commitment from the cities involved is not provided. The involvement and role of the private sector to roll out coordinated ITS services is not substantiated. The potential impact is low and not sufficiently justified in terms of traffic, environment, regional development and land use. The quality is poor as it falls short of demonstrating how a seamless and continuous service will be delivered.

NOT RECOMMENDED FOR FUNDING

Forcing a breakthrough for use of LNG in maritime shipping

2012-EU-21004-P • Part of Priority Project 21

MoS	
Member States involved: The Netherlands, United Kingdom	
Applicant: Anthony Veder Rederijzaken B.V.	
Requested funding	
Total eligible costs	€12,389,958
TEN-T requested funding:	€3,746,947
TEN-T funding:	30.24%
Recommended funding	€0

The Action aims to break the deadlock of using LNG as a marine fuel, by co-developing demand and supply, to initiate its use. Anthony Veder (NL) is building two new sea-going Liquefied Ethylene Gas carriers powered by LNG for SABIC (Sittard NL/Teesport UK). These carriers will transport ethylene from SABIC's plant in Teesport (UK) to clients in the SECA area, and thus creating a demand in all of these ports.

Chive Fuels (UK) will co-develop a LNG bunker facility at Teesport, in order to overcome the problem linked to the availability of LNG as a bunker fuel.

Evaluation remarks

The proposed Action is mature and of good quality. Although the Action represents a good initiative, it has got limited relevance to the call for proposals, as it is considered a commercial case only for one port and one private maritime operator, without wider relevance to MoS, thus undermining its relevance. The potential impacts of the Action are not demonstrated or substantiated.

NOT RECOMMENDED FOR FUNDING

Towards Round-the-Year Winter Navigation without Icebreaking Assistance (TRYNICE)

2012-EU-21005-S • Part of Priority Project 21

MoS	
Member States involved: Finland, Estonia	
Applicant: VTT Technical Research Centre of Finland	
Requested funding	
Total eligible costs	€1,163,090
TEN-T requested funding:	€581,545
TEN-T funding:	50%
Recommended funding	€0

The Action refers to research studies which will focus on the technical solutions and environmental and cost saving issues for the development of a waterborne transport system that connects short sea shipping with Inland Waterway Shipping and has an independent ice navigation capability without icebreaker assistance.

The intermodal system is expected to be suitable for short sea shipping in the Baltic Sea Motorway on frozen sea routes, as well as for frozen northern European inland waterways.

Evaluation remarks

The proposed Action has a low relevance to the call for proposals as it focuses on research related activities that fall outside the scope of MoS. The maturity of the Action is sufficient. However, the proposal fails to demonstrate its impacts as a future decision-making tool and as a policy making tool. The proposal is of poor quality as it lacks a coherent approach in its structure and objectives and fails to provide detailed description of its activities.

NOT RECOMMENDED FOR FUNDING

LNG in Baltic and Black Sea Ports

2012-EU-21012-S • Part of Priority Project 21

MoS	
Member States involved: Sweden, Bulgaria, Poland	
Applicant: Trelleborgs Hamn AB	
Requested funding	
Total eligible costs	€1,156,539.58
TEN-T requested funding:	€485,941
TEN-T funding:	42.02%
Recommended funding	€0

The key idea behind this project proposal is to provide the effective and successful implementation of the Motorways of the Sea in the Baltic and Black Sea regions. The Action is composed of six activities with the main goal to initiate the planning and safety procedures, related to the development of LNG infrastructure in the Baltic Sea ports (Trelleborg, Sundsvall, Gdańsk/Gdynia), so that the number of Baltic ports planning the LNG infrastructure will be enlarged, thus creating a network of LNG ports in the region. The planning procedures will also be initiated in another two ports (Burgas, Varna) in the southeastern part of the EU.

The major expected result is the development of a platform, knowledge transfer and close cooperation between the in terms of LNG more experienced Baltic Sea and less advanced Black Sea regions.

Evaluation remarks

The proposed Action is relevant to the call for proposals and though technically it is ready to start this is subject to other external parameters that may have an impact on the implementation timeline. The proposed Action fails to demonstrate its impact as a decision or policy making tool. There are significant weaknesses concerning the quality of the proposed Action related to the lack of detailed information and clarity.



NOT RECOMMENDED FOR FUNDING

ATLANTICA OPTIMoSTerminals

2012-EU-21014-P • Part of Priority Project 21

MoS	
Member States involved: Spain, France	
Applicant: Organismo Público Puertos del Estado	
Requested funding	
Total eligible costs	€18,408,028
TEN-T requested funding:	€3,681,606
TEN-T funding:	20%
Recommended funding	€0

The ATLANTICA OPTIMoSTerminals implementation project which aims to optimise port operations by developing infrastructure and facilities "ad hoc" to provide efficiency in a "door to door" approach of the MoS service for maximum efficiency and competitiveness. In 2009, the Spanish-French Intergovernmental Commission selected two projects: Gijón-St Nazaire and Vigo-Nantes (extended to Le Havre and Algeciras).

ATLANTICA MoS was established in 2009, without having entered into service, both countries governments and the ports involved bet to launch its beginning, which is forecasted before the end of 2013 and thus to provide a high quality service, alternative to the road in freight transport. OPTIMoSTerminals is a set of two implementation projects to optimise MoS port terminals. Both works are completely independent of the other but the two together will improve efficiency and quality of MoS services in ports.

Evaluation remarks

The proposed Action is not relevant to the call for proposals as there is no maritime service between the two ports involved. Nor is there any evidence that a maritime link will be established. Some of the proposed activities are mature but others are not. The potential impact is not demonstrated. There is no market analysis or other evidence substantiating the expected traffic growth and no involvement of a maritime operator. The quality of the proposal is weak.

NOT RECOMMENDED FOR FUNDING

Magellano 2020 – green incentives for MoS based corridors

2012-EU-21015-S • Part of Priority Project 21

MoS	
Member States involved: Italy, Spain, Finland	
Applicant: Rete Autostrade Mediterranee S.p.A.	
Requested funding	
Total eligible costs	€3,547,012
TEN-T requested funding:	€1,773,506
TEN-T funding:	50%
Recommended funding	€0

The strategic goal of the Action is to develop a new approach towards a full implementation of a pan-European green cost-efficient incentive scheme for MoS-based cargo corridors for a clean and environmental friendly logistics industry. Different schemes will be included in the same methodological framework, attracting stakeholders and creating expectations and consensus — with a considerable focus and effort in terms of communication and capitalisation. The Action aims to:

- Define a common trans-European conceptual approach to green incentives to be applied in the different contexts.
- Implement, demonstrate and evaluate three pilots on MoS-based inter-modal corridors in the EU: Mediterranean, Atlantic and Baltic
- Start up a participatory and consensus building approach with high level expert stakeholders and shareholders
- Create expectations and consensus, and disseminate/exploit the main messages coming from the Action.

Evaluation remarks

The proposed Action only broadly addresses the requirements of the call for proposals in terms of relevance. It is mature, however the lack of the appropriate beneficiaries in all proposed pilot actions is an issue. The impacts have not been properly presented and quantified. In terms of quality, it is ambiguous in its structure and lacks a methodological approach for its implementation. The interrelation between the pilot actions, the activities and the objectives of the Action is not demonstrated.



NOT RECOMMENDED FOR FUNDING

Improvement of multi-modal transport and sea-based link Swinoujscie-Trelleborg

2012-EU-21016-P • Part of Priority Project 21

MoS	
Member States involved: Sweden, Poland	
Applicant: Trelleborgs Hamn AB	
Requested funding	
Total eligible costs	€22,996,742
TEN-T requested funding:	€4,543,670
TEN-T funding:	19.76%
Recommended funding	€0

The proposed Action will improve capacity, productivity and environmental performance of the Trelleborg-Swinoujscie maritime link. It will contribute to sustaining the competitiveness and attractiveness of related multi-modal and international transport chains linking the Nordic and continental European countries.

In regards to Eastern European related traffic development, i.e. those connected to the pre-defined TEN-T corridor 1 between Southern Sweden and Poland have experienced a strong growth over the last few years (+14% per year since 2007). The proposed Action will ensure adequate maritime capacity and efficiency to sustain this freight transport demand. In particular, unitised cargo traffic on routes between Scandinavia and Eastern/Central/ Southeast Europe have large growth potential — also as intermodal transport. Activities involve maritime access, on-shore power supply, intermodal capacity, IT tools and a market study.

Evaluation remarks

Part of the activities of the proposed Action are already co-financed by the EU. The remaining activities are of low relevance to the call for proposals. It is very mature as activities have already started or are ready to start. The impact is limited and does not appear to be significant. The quality is weak in particular regarding project management aspects.

NOT RECOMMENDED FOR FUNDING

TrainMoS 2

2012-EU-21018-S • Part of Priority Project 21

MoS	
Member States involved: United Kingdom, Greece, Spain, Italy, Poland, Portugal	
Applicant: University of Strathclyde	
Requested funding	
Total eligible costs	€2,548,696
TEN-T requested funding:	€1,274,348
TEN-T funding:	50%
Recommended funding	€0

TrainMoS 2 is a wider benefit Action introducing the human element in Motorways of the Sea by establishing a knowledge platform and a set of university and vocational courses focusing on LNG bunkering. The specific tools that will be developed are:

- A set of LNG post graduate university courses
- A set of professional trainings in five EU cities
- Cross fertilisation activities (onsite dedicated visits related to LNG best practice)
- A set of LNG vocational educational activities (in ports/on board)
- An enlarged LMS platform including mobile phone/tablet applications
- An enlarged LNG content of a web portal

Evaluation remarks

The proposed Action is mature and relevant to the call for proposals as a wider benefit action focusing on educational aspects of LNG bunkering. However it lacks convincing argumentation regarding its impact in terms of decision and policy making tools. The quality has serious deficiencies as the proposed Action does not follow the International Maritime Organisation guidelines for maritime course development.



NOT RECOMMENDED FOR FUNDING

BothniaLNG

2012-EU-21022-P • Part of Priority Project 21

MoS	
Member States involved: Finland, Sweden	
Applicant: The Baltic Institute of Finland	
Requested funding	
Total eligible costs	€51,124,600
TEN-T requested funding:	€15,103,050
TEN-T funding:	29.54%
Recommended funding	€0

The proposed Action aims at enabling the supply of LNG from the Tornio import terminal, located between Finland and Sweden, to multimodal satellite terminals at the Bay of Bothnia and facilitate the uptake of LNG in maritime transport. The Action aims at supporting the development of cleaner and economically viable transport of North Scandinavian raw materials and industrial products to European and international markets. The main components are the ongoing pre-investment studies for the construction of the LNG import terminal in the port of Tornio, conceptual and basic design of a new 1A super ice-strengthened LNG import tanker, establishment of bunkering and multimodal reloading facilities at the Tornio-Haparanda multimodal LNG terminal, as well as the multimodal satellite terminal in Raahe, at the Bay of Bothnia. The Bothnian LNG transport infrastructure will be piloted through bunkering exercises in a small number of ports.

Evaluation remarks

The impact of the proposed Action is good. Whilst it is relevant from a policy perspective, it is not sufficiently relevant to the specifics of the call for proposals. Moreover, the interdependency between works and studies within the same Action undermine significantly its maturity. Significant steps need to be completed before it can be considered sufficiently mature. The quality is not satisfactory as the description lacks technical details.

NOT RECOMMENDED FOR FUNDING

SEAPLANES-SEE: Seaplanes dossier and tender for South-east Europe operations

2012-EU-21024-S • Part of Priority Project 21

MoS	
Member States involved: Greece, Italy	
Applicant: Epsilon International SA.	
Requested funding	
Total eligible costs	€1,660,000
TEN-T requested funding:	€830,000
TEN-T funding:	50%
Recommended funding	€0

SEAPLANE-SEE foresees to deliver a "complete tender dossier" (study) addressed to (and of practical use by) "investors" and the European Investment Bank (EIB), towards initiating a profitable business in 2015 on SEE seaplane operations (Adriatic & East Mediterranean Continuum). The Action addresses issues of wider benefit for MoS linked to seaplane operations in SEE, presents a mature MoS seaplane programme ready for funding by investors, and releases an international tender for investors (consortia, PPP).

Evaluation remarks

The proposed Action is not relevant to the call for proposals as it will not lead to concentration of traffic flows on maritime based logistical routes. There is no evidence of quantifiable socio-economic impact at macro level. It is not mature, there is no evidence of commitments for the introduction of seaplanes in the region. The Action is a commercial venture. Overall the quality is very weak. The proposal is not coherent, its activities are not sufficiently described.



NOT RECOMMENDED FOR FUNDING

PP17: Austrian part in sub-section Munich–Salzburg, Salzburg–Vienna, Vienna–Bratislava - gap closure between Hubertendorf and Blindenmarkt (via Burgstallertunnel) to enable the required four-track operation for Ybbs–Amstetten

2012-AT-17034-P • Part of Priority Project 17

PPs - New Action	
Member States involved: Austria	
Applicant: Bundesministerium für Verkehr, Innovation und Technologie	
Requested funding	
Total eligible costs	€67,848,931.34
TEN-T requested funding:	€13,569,786.27
TEN-T funding:	20%
Recommended funding	
€0	

The proposed Action continues previous measures to complete the Global Project (Priority Project 17) on the Munich-Bratislava sub-section.

It will tackle the connection Hubertendorf–Blindenmarkt (via Burgstallertunnel), which is one of the remaining works to complete the Ybbs-Amstetten stretch. It aims to remove an identified bottleneck to enable a consistent, four-track operation required on one of the most important subsections along Priority Project 17, Wels-Vienna.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

PP17: Austrian part in sub-section Munich–Salzburg, Salzburg–Vienna, Vienna–Bratislava - design study leading to and Environmental Impact Assessment necessary for the implementation of the Salzburg–Steindorf/Straßwalchen gap closure

2012-AT-17100-S • Part of Priority Project 17

PPs - New Action	
Member States involved: Austria	
Applicant: Bundesministerium für Verkehr, Innovation und Technologie	
Requested funding	
Total eligible costs	€8,581,400
TEN-T requested funding:	€4,290,700
TEN-T funding:	50%
Recommended funding	
€0	

The proposed Action is part of the Global Project which is the development of the Austrian part of Priority Project 17, Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava. It includes design studies leading to the implementation of the missing link Salzburg-Steindorf/Straßwalchen.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it addresses a missing link on the Priority Project 17. Its main strength is its maturity as the implementation has already started. In terms of impact, the elimination of the bottleneck on the respective section will enable obtaining full socio-economic benefits from the improved traffic capacity of the whole axis. The overall quality of the proposal is good. However, taking into account the scarcity of funds and in line with the call priorities, support to this Action would not optimise the effectiveness of the TEN-T funding.



NOT RECOMMENDED FOR FUNDING

PP17: Austrian part in sub-section Munich–Salzburg, Salzburg–Vienna, Vienna–Bratislava – integration of the three tracks from Freilassing–Salzburg into Salzburg Main Station

2012-AT-17106-P • Part of Priority Project 17

PPs – New Action	
Member States involved: Austria	
Applicant: Bundesministerium für Verkehr, Innovation und Technologie	
Requested funding	
Total eligible costs	€108,915,300
TEN-T requested funding:	€21,783,060
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns the integration of three railway lines of the Freilassing-Salzburg cross-border section into Salzburg's main train station. The Action aims to eliminate a bottleneck, thus providing adequate infrastructure for the increased capacity requirements along Priority Project 17, Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava. The works consist of track and platform construction with the necessary signalling adjustments in the Salzburg station area.

Evaluation remarks

The proposed Action is relevant as it aims at removing an existing bottleneck thus improving the capacity of Priority Project 17. The Action is very mature since the works have already started. There are socio-economic impacts through travel time savings. The quality of the proposal is good. However, taking into account the scarcity of funds and in line with the call's priorities, support to this Action would not optimise the effectiveness of the TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Upgrading Wien-Stadlau – Wien-Aspern

2012-AT-17108-P • Part of Priority Project 17

PPs – New Action	
Member States involved: Austria	
Applicant: Bundesministerium für Verkehr, Innovation und Technologie	
Requested funding	
Total eligible costs	€25,252,000
TEN-T requested funding:	€5,050,400
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns the upgrading of a +/- 4.5 km railway section between Vienna Stadlau and Vienna Aspern. It is part of the Global Project for the upgrade to a double track electrified line on the northern section of Priority Project 17 (Vienna–Slovak border). The proposed works, which aim to increase the capacity, safety and service quality along the line, are preliminary construction measures and construction of retaining walls for the new railway embankment.

Evaluation remarks

The proposed Action is very relevant to the call for proposals since it aims to improve the capacity on a section of Priority Project 17. However, the Action is not mature enough as it is not ready to start from technical point of view. The impact of the Action has not been demonstrated. Moreover, the quality of the proposal is only fair as essential information was not provided.

NOT RECOMMENDED FOR FUNDING

Works for Rail Freight Corridor 8 in Belgium: electrification works Herentals-Mol, transformation track configuration Neerpelt, re-opening the train stop at Hamont, upgrading existing signalling technology

2012-BE-24103-P • Part of Priority Project 24

PPs - New Action	
Member States involved:	Belgium
Applicant:	Infrabel SA
Requested funding	
Total eligible costs	€40,220,027.26
TEN-T requested funding:	€8,044,005.46
TEN-T funding:	20%
Recommended funding	€0

The Action concerns works to modernise and increase the capacity of railway lines 15 and 19 of the Belgian part of the Iron Rhine, from the Dutch-Belgian border (Hamont) to Lier. The following works are foreseen:

- Conversion of the railway configuration and installation of passing track/loop line for freight trains in Neerpelt
- Elimination of level crossings 61bis in Neerpelt and 62 in Overpelt
- Electrification works on line 15 Herentals-Mol
- Works to enable the commissioning of the Hamont stop-point
- Renewal of outdated signalling installations

Evaluation remarks

The proposed Action is relevant to the call for proposals, has started and is of good quality. However, its comparative EU added value is low because of the local dimension of works. Moreover, it is close to the borders but no significant impact is expected until it becomes also a priority for the neighbouring Member States.

NOT RECOMMENDED FOR FUNDING

Increasing the number of tracks to 4 on the 161 line between Watermael and the Louvain-la-Neuve junction

2012-BE-28102-P • Part of Priority Project 28

PPs - New Action	
Member States involved:	Belgium
Applicant:	Infrabel SA
Requested funding	
Total eligible costs	€259,581,686.58
TEN-T requested funding:	€51,916,339.32
TEN-T funding:	20%
Recommended funding	€0

This Action concerns the first phase of the works to eliminate a bottleneck on the section between Watermael station and the Louvain-la-Neuve junction, part of Priority Project 28, "Eurocaprail" on the Brussels-Luxembourg-Strasbourg railway axis.

The works include:

- Widening the rail platform, adapting and/or renewing the engineering structures from Watermael-Boitsfort to Ottignies
- Redeveloping the stations and stops at Watermael, Boitsfort, Groenendael, Hoeilaart, La Hulpe, Genval, Rixensart, Profondsart and Ottignies
- Finishing works
- Installing environmental equipment along the lines L161, L161A

Evaluation remarks

The proposed Action is mature and of good quality. However, it is not relevant to the call for proposals as its predominant part concerns train stations therefore the remainder of the Action is of limited EU added value.



NOT RECOMMENDED FOR FUNDING

New railway line Copenhagen-Ringsted (works) - upgrading the railway access lines to the future Fehmarn Belt fixed link

2012-DK-20011-P • Part of Priority Project 20

PPs - New Action	
Member States involved: Denmark	
Applicant: Banedanmark (Rail Net Denmark)	
Requested funding	
Total eligible costs	€667,347,121
TEN-T requested funding:	€133,469,425
TEN-T funding:	20%
Recommended funding	€0

This Action consists of works related to the new dual track line from Copenhagen to Ringsted via Køge, including a new station in the northern part of Køge. It foresees major works which include, inter alia, the extension of the existing Avedøre Havnevej bridge, the construction of two railway tunnels, six bridges, structures for fauna passages, a road passing over the Holbæk Motorway, railway tunnel under the motorway; as well as environmental work and utility relocations, project management and land acquisition.

Evaluation remarks

The proposed Action is relevant to the call for proposals, of good quality and significant expected impact. However, interdependency of works and studies imply a high risk for the timely implementation of this Action, reinforced even further by the planned bulk of expenditure in the end of the period stipulated in the call for proposals.

NOT RECOMMENDED FOR FUNDING

Upgrading the Ringsted-Rødby section (works) - upgrading the railway access lines to the future Fehmarn Belt fixed link

2012-DK-20014-P • Part of Priority Project 20

PPs - New Action	
Member States involved: Denmark	
Applicant: Banedanmark (Rail Net Denmark)	
Requested funding	
Total eligible costs	€57,254,437
TEN-T requested funding:	€11,450,887
TEN-T funding:	20%
Recommended funding	€0

The Action consists of the construction of part of the Fehmarn railway hinterland connections in Denmark (Priority Project 20). The current road bridges on Lolland and Falster will be raised or replaced, a fairway in Storstrømmen south of Masnedø will be established and a new platform at Vordingborg Station will be constructed. Demolition of buildings and noise protection of existing buildings will be initiated. Furthermore, the acquisition of land not included in the Action will take place.

Evaluation remarks

The proposed Action is relevant to the call for proposals, of good quality and significant expected impact. However, interdependency of works and studies imply a high risk for the timely implementation of this Action, reinforced even further by the planned bulk of expenditure in the end of the period stipulated in the call for proposals.

NOT RECOMMENDED FOR FUNDING

New Storstrøm Bridge (studies) – upgrading the railway access line to the future Fehmarn Belt fixed link

2012-DK-20027-S • Part of Priority Project 20

PPs - New Action	
Member States involved: Denmark	
Applicant: Banedanmark (Rail Net Denmark)	
Requested funding	
Total eligible costs	€30,041,000
TEN-T requested funding:	€15,020,500
TEN-T funding:	20%
Recommended funding	€0

The Action concerns studies for the construction of a new Storstrøm Bridge of about 3.9 km, part of the Fehmarn Belt railway axis (Priority Project 20). They include the environmental impact assessment, conceptual design and preparation of the construction act for a new bridge.

Evaluation remarks

The Action is relevant to the call for proposals and the TEN-T priorities as it addresses a bottleneck on Priority Project 20. Its maturity and quality are very good. However, the output of this Action will not lead immediately to physical implementation thus undermining its expected impact. Therefore, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

New south railway access to the Port of Barcelona. Phase 1.

2012-ES-03101-P • Part of Priority Project 3

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€59,000,000
TEN-T requested funding:	€11,800,000
TEN-T funding:	20%
Recommended funding	€0

The Global Project consists of an international gauge connection from the Port of Barcelona to the French border along the Madrid-Barcelona-French border high speed rail line, all within the framework of Priority Project 3 (High speed railway axis of southwest Europe). The proposed Action involves the construction of a new railway access to the recently built Prat pier with its new Tercat-Hutchison container terminal in the Port of Barcelona.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it is linked with Priority Project 3. However, the proposal suffers from a low maturity as it failed to demonstrate that it has received necessary support and some preparatory steps have not yet been taken which undermines its readiness to start. Similarly, the impact of the Action proposed is only described in a generic way and based on outdated data. The quality of the proposal is low as key information is not provided.

NOT RECOMMENDED FOR FUNDING

Platform works on the Vigo-Santiago de Compostela section

2012-ES-08094-P • Part of Priority Project 8

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€226,945,517
TEN-T requested funding:	€45,389,104
TEN-T funding:	20%
Recommended funding	€0

The Action consists of the construction of a high speed railway platform on the Vigo-Santiago de Compostela section along Priority Project 8 (Multimodal axis Portugal/Spain-rest of Europe). Its follow up services are also included. The section will be equipped with two, electrified UIC tracks, set for a maximum design speed of 250 km/h. The Action also includes the construction of 21 viaducts and 18 tunnels.

Evaluation remarks

The proposed Action is very relevant to the call for proposals as it addresses the bottleneck on Priority Project 8. As part of the Global Project, the impact of the Action is very good, including positive socio-economic benefits from the improved accessibility of the involved regions. Overall the proposal is of good quality, realistic and consistent from a technical point of view. However, the Action is in advanced stage of implementation so that the leverage of EU funding is limited.

NOT RECOMMENDED FOR FUNDING

Supply, track assembly, electrical, signalling, telecommunications and civil protection facilities and services for follow-up on section Vigo-A Coruña. Eje Atlántico Alta Velocidad

2012-ES-08095-P • Part of Priority Project 8

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€197,094,612
TEN-T requested funding:	€39,418,922
TEN-T funding:	20%
Recommended funding	€0

The proposal consists of the works for the installation of track, electrification, signalling, telecommunications and civil protection facilities, as well as the services for follow-up of the construction on the 156 km long Vigo-A Coruña section on Spain's north/northwest rail corridor, part of Priority Project 8 (Multimodal axis Portugal/Spain-rest of Europe).

Evaluation remarks

The proposed Action is very relevant to the call for proposals as it concerns works for the removal of a bottleneck along Priority Project 8. It is mature and its impact is important in the context of the Global Project. The quality of the proposal is also good. However, there are uncertainties in connection with the technical scope to be achieved by 2015. Considering this in conjunction with the scarcity of EU funds support to this Action would entail a suboptimal use of TEN-T funding.



NOT RECOMMENDED FOR FUNDING

Airport link Tenerife north-south with an innovative and modern railway system (Maglev)

2012-ES-14016-S • Part of Priority Project 14

PPs - New Action	
Member States involved: Spain	
Applicant: Cabildo Insular de Tenerife	
Requested funding	
Total eligible costs	€1,000,000
TEN-T requested funding:	€500,000
TEN-T funding:	50%
Recommended funding	€0

The proposal concerns the feasibility and design studies necessary for the implementation of a 65 km north-south railway line based on a maglev system (trans-rapid magnetic levitation railway), linking the two airports of the island of Tenerife.

This transport solution comprising a modern and attractive rail link is required in addition to the north-south motorway, in order to take the strain off the latter and to improve overall links between the north and south. A trans-rapid maglev could provide a solution for a rapid transfer link between the two airports, and serve as an additional tourist attraction.

Evaluation remarks

The proposed Action is only marginally relevant to the call for proposals and it is not related to any Priority Project. The Action is not mature, as it is not ready to start from a technical point of view. The potential impact of the Action has not been demonstrated and its quality is not sound, as it lacks details and clarity.

NOT RECOMMENDED FOR FUNDING

Technical actuations for the optimization of freight railway axis Sines/Algeciras-Madrid-París (PP16) and the planning on the Spanish existing part

2012-ES-16029-S • Part of Priority Project 16

PPs - New Action	
Member States involved: Spain	
Applicant: Fundacion Transpirenaica-Travesia Central del Pirineo	
Requested funding	
Total eligible costs	€1,200,000
TEN-T requested funding:	€600,000
TEN-T funding:	50%
Recommended funding	€0

The proposal concerns studies to identify and evaluate the works needed to upgrade Priority Project 16 (Freight railway axis Sines/Algeciras-Madrid-Paris). Specifically, they include the necessary analysis of the existing infrastructure and development plans from Spain, France and Portugal — the countries through which the line passes. A study of the traffic demand, volume, type and cost of services will also be performed and a forecast for different scenarios will be estimated until 2050.

Evaluation remarks

The quality of the proposal is good. However, the proposed Action has a low relevance to the call for proposals as it concerns a pre-feasibility study and does not demonstrate how it will lead to implementation. The maturity of the Action is not demonstrated given that it remains unclear whether the Action has received necessary support while key preparatory steps have not yet started. Its impact as decision making tool has not been substantiated.

NOT RECOMMENDED FOR FUNDING

Madrid-Galicia high speed rail: section Cernadilla-Pedralba de la Pradería-Padornelo Tunnel

2012-ES-19004-P • Part of Priority Project 19

PPs - New Action	
Member States involved:	Spain
Applicant:	Sociedad Estatal de Infraestructuras del Transporte Terrestre, S.A.
Requested funding	
Total eligible costs	€219,054,606.89
TEN-T requested funding:	€43,810,921.38
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns rail bed works for the construction of the 30 km long section between Cernadilla, Pedralba de la Pradería and the Padornelo Tunnel along the Madrid-Galicia high speed line, part of Priority Project 19 (High speed rail interoperability in the Iberian Peninsula). The works involve the construction of tunnels, false tunnels, viaducts, overpasses and underpasses. The rail bed is designed for a double track UIC gauge, allowing speeds over 350 km/h for passenger services.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Madrid-Galicia high speed mixed traffic rail: section: Zamora-La Hiniesta

2012-ES-19005-P • Part of Priority Project 19

PPs - New Action	
Member States involved:	Spain
Applicant:	Sociedad Estatal de Infraestructuras del Transporte Terrestre, S.A.
Requested funding	
Total eligible costs	€44,197,482.26
TEN-T requested funding:	€8,839,496.45
TEN-T funding:	20%
Recommended funding	€0

The proposal consists of works for the construction of the rail bed for the 8 km long Zamora-La Hiniesta section along the Madrid-Galicia high speed line, part of Priority Project 19 (High speed rail interoperability in the Iberian Peninsula). The works include one viaduct, one false tunnel, overpasses and underpasses, as well as the adaptation of two existing tunnels. The rail bed is designed for a double-track UIC gauge allowing a maximum speed of 350 km/h. The left track will also be equipped with a third rail, to allow freight services in Iberian gauge.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Implementation of the UIC gauge in the Mediterranean Corridor. Vandellos-Almussafes section. Phase 1.

2012-ES-19042-P • Part of Priority Project 19

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€483,880,600
TEN-T requested funding:	€96,776,120
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns works for the implementation of UIC gauge in the rail section between Vandellós and Almussafes, on the Mediterranean corridor, part of Priority Project 19 (High speed rail interoperability in the Iberian Peninsula). It covers the necessary adaptations on the facilities and elements of the line for the operation of 750 m long trains in mixed gauge. The works will be carried out along 249 km of double track and 29 km of single track and will allow the access to the Ports of Valencia and Sagunto in standard gauge.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Platform works on subsection San Isidro-Orihuela and services for follow-up works

2012-ES-19082-P • Part of Priority Project 19

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€128,324,445
TEN-T requested funding:	€25,664,889
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns rail bed works and related follow up services on the 9.55 km long railway subsection San Isidro-Orihuela, belonging to the Madrid-Castilla La Mancha-Comunidad Valenciana-Región de Murcia high speed railway line, part of Priority Project 19 (High speed rail interoperability in the Iberian Peninsula). The rail bed is designed for double track in UIC gauge and a maximum speed of 220 km/h. Two viaducts and a tunnel will be constructed.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.



NOT RECOMMENDED FOR FUNDING

Platform works on the Lubian-Tunel de la Canda, Tunel de la Canda-Vilavella and Tunel de O Cañizo (Via izquierda) subsections and services for follow-up works

2012-ES-19084-P • Part of Priority Project 19

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€202,259,180
TEN-T requested funding:	€40,451,836
TEN-T funding:	20%
Recommended funding	€0

The Action consists of the construction of three high speed railway subsection platforms along the Lubián-Ourense section of the Madrid-Galicia-Portugal high speed rail line and its follow up services. The three subsections will have two separated platforms, each one equipped with a single one-way, UIC electrified track. These sections are designed for a speed of 350 km/h. Four double deck viaducts and four double tube tunnels will also be built.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Platform and track bed works on the Nudo de La Encina-Mogente and Mogente-Alcudia de Crespins subsections

2012-ES-19085-P • Part of Priority Project 19

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€59,243,785
TEN-T requested funding:	€11,848,757
TEN-T funding:	20%
Recommended funding	€0

The Action consists of works in the Nudo de la Encina-Mogente and Mogente-Alcudia de Crespíns subsections, along the Madrid-Levante/Mediterranean corridor on Priority Project 19 (High speed rail interoperability in the Iberian Peninsula). The works, for a total length of 36.3 km, cover inter alia the construction of the rail bed for Iberian gauge (including tunnels and viaducts), installation of tracks (with polyvalent sleepers), electrification at 3 kV, as well as security and communication installations. The line is designed for mixed traffic with a maximum speed of 110 km/h.

Evaluation remarks

The maturity of the proposed Action is excellent as the works have already started. However, its relevance to the call for proposals has not been demonstrated. In particular, it cannot be established how the Action will increase interoperability and remove a bottleneck, as stated. Subsequently, its impact is low and the socio-economic benefits are only presented for the Global Project. The quality of the proposal is only fair as it includes no key information on the proposed Action but rather on wider and not related aspects.

NOT RECOMMENDED FOR FUNDING

Supply, track assembly and energy facilities on the Olmedo-Zamora-Pedralba de la Pradería high speed rail section

2012-ES-19088-P • Part of Priority Project 19

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€162,367,076
TEN-T requested funding:	€32,473,416
TEN-T funding:	20%
Recommended funding	€0

Located on Priority Project 19 (High speed rail interoperability in the Iberian Peninsula), the proposal refers to works on the Olmedo-Zamora-Pedralba de la Pradería high speed railway line section, along the Madrid-Valladolid-Galicia-Portugal north/northwest corridor. Foreseen activities include track equipment supply, assembly and transportation, as well as power supply.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Supply, track assembly, electrical, signalling, telecommunication acoustic and civil protection facilities on the section Albacete-Alicante of the high speed rail line Madrid-Levante

2012-ES-19097-P • Part of Priority Project 19

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€194,990,227
TEN-T requested funding:	€38,998,045
TEN-T funding:	20%
Recommended funding	€0

Located on Priority Project 19 (High speed rail interoperability in the Iberian Peninsula), the proposal covers works on the Albacete-Alicante section, along the Madrid-Castilla La Mancha-Comunidad Valenciana-Region of Murcia high speed railway line. Foreseen activities include supply, track assembly, electrical, signalling, telecommunication acoustic, environmental protective measures and civil protection facilities.

Evaluation remarks

The proposed Action is relevant to the call of proposals and TEN-T priorities as it contributes to the achievement of Priority Project 19. The Action is very mature as it has already started. It is expected to produce positive impact on the environment by shifting traffic from road to rail. The overall quality is good. However, given the advanced stage of implementation the leverage of EU funding is limited.



NOT RECOMMENDED FOR FUNDING

Supply, track assembly and complementary works, electrical, signaling and telecommunications facilities on the Mediterranean Corridor railway link LAV Madrid-Barcelona-French border

2012-ES-19114-P • Part of Priority Project 19

PPs - New Action	
Member States involved: Spain	
Applicant: Administrador de Infraestructuras Ferroviarias	
Requested funding	
Total eligible costs	€201,623,440
TEN-T requested funding:	€40,324,689
TEN-T funding:	20%
Recommended funding	€0

The Action consists of the supply, track assembly and complementary works — including electrical, signaling and telecommunications facilities — on the 62 km long Vandellos-Tarragona section along the Mediterranean Corridor rail link - LAV (*Linea alta Velocidad*) Madrid-Barcelona-French border, part of Priority Project 19 (High speed rail interoperability in the Iberian Peninsula).

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Studies for the adaptation of the existing infrastructures of the international Zaragoza-Canfranc-Pau line

2012-EU-16019-P • Part of Priority Project 16

PPs - New Action	
Member States involved: Spain, France	
Applicant: Gobierno de Aragón	
Requested funding	
Total eligible costs	€7,869,524
TEN-T requested funding:	€3,934,762
TEN-T funding:	50%
Recommended funding	€0

The proposed Action consists of the necessary studies to launch the rehabilitation and upgrading works for the track and related infrastructures on the Zaragoza-Canfranc-Pau international railway line, part of Priority Project 16 (Freight railway axis Sines/Algeciras-Madrid-Paris). The concerned section has a direct effect on the cross-border section and area within a 100 km radius of the French-Spanish border.

Evaluation remarks

The proposed Action is relevant to the call for proposal as it concerns studies for the upgrading of a cross-border section along the Priority Project 16. The impact of the Action is good in line with this of the Global Project. However, the maturity of the Action is low, as its critical parts will start late and will be subject to a very tight time schedule. Moreover, the necessary joint management structure has not yet been set-up. Similarly, the proposal is of low quality. Several technical and financial elements have not been provided.

NOT RECOMMENDED FOR FUNDING

Connecting Priority Project TEN Axis 17 (rail) with Priority Project 18 (IWW): Priority Project in Sub-Section Salzburg-Wien: ENNS MULTIMODAL

2012-EU-17118-P • Part of Priority Project 17

PPs - New Action	
Member States involved: Austria, Germany	
Applicant: Kaindl Invest GmbH	
Requested funding	
Total eligible costs	€73,739,476.40
TEN-T requested funding:	€14,747,895
TEN-T funding:	20%
Recommended funding	€0

The current container terminal at the Port of Enns has reached its capacity limits of 180,000 movements per year. The ENNS MULTIMODAL project will develop a modern container terminal with enhanced rail infrastructure, integration of IWW port facilities and an extensive logistics centre of more than 3.5 million m² - making it the largest integrated industrial development area on the upper Danube. The terminal is strategically situated on the upper Danube and especially relevant for Priority Project 17 (Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava), Priority Project 22 (Railway axis Athens-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden) and Priority Project 18 (Waterway axis Rhine/Meuse-Main-Danube).

The vision is to provide a trimodal cargo transport centre, consisting of an intermodal terminal and a cargo city, which ensures a reduced burden on metropolitan areas, a modal shift from road to rail and IWW, bundling of volumes, reduced cost by centralisation and support for deep sea ports by providing a state-of-the-art hinterland rail terminal.

Evaluation remarks

The proposed Action is partly relevant to the call of proposals, as long as it concerns development of intermodal terminals. The relevant parts of proposed Action are ready to start. Its impact is demonstrated in particular with regard to the Global Project. The quality of the proposal is good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

E18 Ring Road III 2nd phase (Airport road)

2012-FI-12063-P • Part of Priority Project 12

PPs - New Action	
Member States involved: Finland	
Applicant: Ministry of Transport and Communications	
Requested funding	
Total eligible costs	€87,600,000
TEN-T requested funding:	€18,030,000
TEN-T funding:	20.58%
Recommended funding	€0

The proposal, the second phase of Global Project "Ring Road III", aims to improve 8 km of the E18 road near the Helsinki Airport. The Ring Road III (2 km), Airport Road (1.5 km) and Tikkurila Road (1.5 km) will be improved with the related two interchanges, 18 bridges and arrangements for pedestrian/bicycle traffic and public transport.

The Action aims to remove a major bottleneck, improve traffic safety and create a new road connection to Helsinki Airport.

Evaluation remarks

Given that the proposed works concern a small and existing section on Priority Project 12 the comparative EU added value of the proposal is limited. Moreover, the works can start only when the construction plan is completed, which puts at risk the timely completion of the works by end of 2015 as stipulated in the call for proposals.



NOT RECOMMENDED FOR FUNDING

E18 motorway at Kotka

2012-FI-12119-P • Part of Priority Project 12

PPs - New Action	
Member States involved: Finland	
Applicant: Ministry of Transport and Communications	
Requested funding	
Total eligible costs	€32,000,000
TEN-T requested funding:	€6,670,000
TEN-T funding:	20.84%
Recommended funding	€0

The proposal concerns a section of Priority Project 12 (Nordic Triangle railway/road axis) motorway connecting Helsinki to the Russian border. The works consist of improvements of 2.8 km of existing motorway between Kymenlinna and Rantahaka through the building of new highway ramps and road connections, nine bridges (6 new and 3 improved), two interchanges (1 new and 1 improved), and 6 km of noise barriers between Karhula and Rantahaka. The Action aims to alleviate a bottleneck and to improve the safety and reliability of this road section.

Evaluation remarks

Given that the proposed works concern a small and existing section on Priority Project 12 the comparative EU added value of the proposal is limited. Moreover, the works can start only when the construction plan is completed, which puts at risk the timely completion of the works by end of 2015 as stipulated in the call for proposals.

NOT RECOMMENDED FOR FUNDING

GSM-R Roll-out

2012-FR-03052-P • Part of Priority Project 3

PPs - New Action	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable, et de l'énergie	
Requested funding	
Total eligible costs	€103,478,261
TEN-T requested funding:	€23,293,226
TEN-T funding:	22.51%
Recommended funding	€0

This Action concerns works to replace the existing ground-to-train system with a GSM-R interoperable radio system, over 1,410 km of high speed line (sections worked at over 250 km/h). Two of the four concerned sections are located along Priority Project 3 (High-speed railway axis of southwest Europe), one along Priority Project 2 (High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London), and the fourth is a loop line around Paris.

Evaluation remarks

The proposed Action is relevant to the call for proposals and has very good maturity. It has started and the financial resources are secured. The impact is good as the Action will contribute to increasing interoperability, though limited to the GSM-R only. The quality is also good. However, since it contributes to interoperability through the deployment of GSM-R it is of lower priority to the call for proposals.



NOT RECOMMENDED FOR FUNDING

Tours-Bordeaux, work for the South Europe Atlantic high speed line (SEA HSL)

2012-FR-03110-P • Part of Priority Project 3

PPs - New Action	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable, et de l'énergie	
Requested funding	
Total eligible costs	€3,624,944,000
TEN-T requested funding:	€724,988,800
TEN-T funding:	20%
Recommended funding	€0

Located on Priority Project 3 (High-speed railway axis of southwest Europe), the proposal refers to works on Tours-Bordeaux section: 300 km of high speed railway line and 40 km of connecting lines. The proposed activities include construction works under a concession arrangement, as well as works of connecting lines and the central signalling, points and power supply facilities (under *Réseau Ferré de France* responsibility).

Evaluation remarks

The proposed Action is relevant to the call for proposals (Priority Project 3), very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

New railway line between Montpellier and Perpignan

2012-FR-03112-S • Part of Priority Project 3

PPs - New Action	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable, et de l'énergie	
Requested funding	
Total eligible costs	€10,000,000
TEN-T requested funding:	€5,000,000
TEN-T funding:	50%
Recommended funding	€0

Located on Priority Project 3 (High-speed railway axis of southwest Europe), the proposal concerns early stage studies on the new rail line between Montpellier-Lattes (Hérault) and Perpignan-Le Soler (Pyrénées-Orientales). The foreseen activities include pre-project studies on each of the seven connections planned to integrate the new Montpellier Perpignan line into the railway network already in operation.

Evaluation remarks

The proposed Action is very relevant as it aims to remove a bottleneck on Priority Project 3. However, its maturity is poor as the necessary support has not yet been provided and the procurement procedures are undefined. In addition, financial resources have not been committed. The impact cannot be defined as the socio-economic study is underway, and the preliminary results are not presented. Overall, the quality of the proposed Action is weak including incomplete information.

NOT RECOMMENDED FOR FUNDING

Oloron Bedous

2012-FR-16055-P • Part of Priority Project 16

PPs - New Action	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable, et de l'énergie	
Requested funding	
Total eligible costs	€102,000,000
TEN-T requested funding:	€30,600,000
TEN-T funding:	30%
Recommended funding	€0

Located on Priority Project 16 (Freight railway axis Sines/Algeciras-Madrid-Paris), the proposal concerns works needed for re-opening the 24.5 km passenger rail line between the boroughs of Oloron-Sainte-Marie and Bedous in the Atlantic Pyrenees. The foreseen activities include preparatory works, civil works, works on tracks, signalling and telecommunications; and automation of level crossings. The line is planned to be put into service by 31 December 2015.

Evaluation remarks

The relevance of the proposed Action to the call for proposals is good, as it contributes to the implementation of Priority Project 16 and subsequently to the achievement of interoperability, facilitation of freight transport and modal shift from road to rail. Its maturity is good; the proposed Action has received the required approvals and the necessary preparatory steps are about to be accomplished. A positive impact is expected. The quality of the proposal is very good. However, given its local dimension and in line with the call for proposals priorities support of this Action will not optimise the effectiveness of EU funding.

NOT RECOMMENDED FOR FUNDING

Second phase of the East European HSL (high speed line) between Baudrecourt and Strasbourg

2012-FR-17051-P • Part of Priority Project 4

PPs - New Action	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable, et de l'énergie	
Requested funding	
Total eligible costs	€670,000,000
TEN-T requested funding:	€134,000,000
TEN-T funding:	20%
Recommended funding	€0

The proposed Action, part of Priority Project 17, forms the second phase of the Global Project which is the construction of European high speed line between Paris to Vendenheim near Strasbourg, part of Priority Project 4. The first phase, Paris-Baudrecourt (300 km), was completed in June 2007. The proposed Action includes construction works to extend the line to Vendenheim near Strasbourg with the construction of 106 km of high-speed line — including 4 km of tunnel under the Vosges and branches towards Baudrecourt (connection to the first phase already in service), Vendenheim (connection to the conventional line to Strasbourg), and junctions to Lucy (services to Luxembourg and Strasbourg) and Réding (services to Nancy and Strasbourg).

Evaluation remarks

The proposed Action is highly relevant, as it contributes to the implementation of Priority Project 17 and is in line with the call for proposals. The maturity is high as the works have already started. The expected impact of the Action is positive and its overall quality is good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Removal of level crossing and construction of overbridge at Reilly's Crossing on the Dublin-Maynooth rail line

2012-IE-26035-P • Part of Priority Project 26

PPs - New Action	
Member States involved: Ireland	
Applicant: Department of Transport, Tourism and Sport	
Requested funding	
Total eligible costs	€7,889,000
TEN-T requested funding:	€1,578,000
TEN-T funding:	20%
Recommended funding	€0

The proposed Action involves the construction of an overbridge to eliminate Reilly's Level Crossing on the Dublin-Maynooth Line. Situated 4 kilometres northwest of Connolly railway station in Dublin's city centre, it forms an essential element in facilitating increased capacity on the existing rail line for both intercity and commuter rail services. It also aims to improve traffic on the regional R103 Ratoath road and reduce traffic congestion.

Evaluation remarks

The proposed Action is of very good quality and its maturity is good. The impact is mainly expected on safety improvements at urban level. However, the relevance of the proposed Action is limited because it does not lay on a Priority Project and it mainly concerns an ancillary intervention with positive effects on urban traffic level.

NOT RECOMMENDED FOR FUNDING

Development of a replacement centralised traffic control centre - strategy study and detailed design for tender

2012-IE-26038-S • Part of Priority Project 26

PPs - New Action	
Member States involved: Ireland	
Applicant: Department of Transport, Tourism and Sport	
Requested funding	
Total eligible costs	€2,482,000
TEN-T requested funding:	€1,241,000
TEN-T funding:	50%
Recommended funding	€0

The proposal concerns preparation of an effective Centralised Traffic Control Centre (CTCC) development strategy and design to accommodate the needs of the rail network based both on current and forecasted demands up to 2030.

It is a part of Global Project that covers implementation of an electrified, mass transit rail transport operating in the Dublin area.

Evaluation remarks

The proposed Action is mature, as there are no pending technical or administrative issues to be solved before it might be launched. Its impact is good; the deliverables will be used as a decision-making tool. The quality is good. However, its relevance to the call for proposals is low as it will not lead to direct physical implementation of the Centralised Traffic Control Center on Priority Project 26, since this missing link concerned will only be constructed in the future.

NOT RECOMMENDED FOR FUNDING

Technological Enhancement for the Rome Node: phases

2012-IT-01073-P • Part of Priority Project 1

PPs - New Action	
Member States involved: Italy	
Applicant: Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€71,400,000
TEN-T requested funding:	€14,280,000
TEN-T funding:	20%
Recommended funding	€0

The Action forms part of a Global Project that entails the replacement of technological installations along 260 km of lines merging into the railway node of Rome. The activities aim to introduce a new centralised rail traffic management system based on SCC (Command and Control System) and ACCM modules (computer based multi-station interlocking) on two sections:

- Poggio Mirteto-Rome Tiburtina
- Rome Casilina-Campoleone

They comprise the installation of the technologies in the Rome Termini existing control room and at the stations located along the lines, in order to renew the existing automatic block system along the two railway lines concerned.

Evaluation remarks

The quality of the proposed Action is good. It would have a positive impact at a regional and local level, especially for the connection of neighbouring areas with the city of Rome. However, the proposed Action is only partially on Priority Project 1 and its relevance under the call for proposals is low. Moreover, it is insufficiently mature because preparatory steps necessary for launching the Action have not yet been undertaken.

NOT RECOMMENDED FOR FUNDING

Technological Upgrade of the Florence Node

2012-IT-01077-P • Part of Priority Project 1

PPs - New Action	
Member States involved: Italy	
Applicant: Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€26,826,000
TEN-T requested funding:	€5,365,200
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns an upgrade of the control room of the Florence-Rome remote control system, as well as its extension to the Florence node. It is a part of a Global Project covering an upgrade of the Florence node and the Florence-Rome railway line (Priority Project 1 Railway axis Berlin-Venice/Milano-Bologna-Napoli-Messina-Palermo), with a view to optimising railway traffic management in the area.

Evaluation remarks

The relevance of the proposed Action is insufficient since it belongs only partly on Priority Project 1. Its maturity is low as there is insufficient evidence of necessary approvals and commitment, the technical details provided are too limited to assess the proposed Action's readiness to start. The impact has been estimated as insufficient. The quality is low, it lacks clarity, completeness and consistency.

NOT RECOMMENDED FOR FUNDING

HS/HC Bologna node: completion of rail through link and rail works in the HS station

2012-IT-01078-P • Part of Priority Project 1

PPs - New Action	
Member States involved: Italy	
Applicant: Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€77,933,622
TEN-T requested funding:	€15,586,725
TEN-T funding:	20%
Recommended funding	€0

The Global Project is to deliver a new underground high speed/high capacity railway link through the city of Bologna, along Priority Project 1 (Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo). The proposed Action addresses a major bottleneck by opening up the new tunnel (inaugurated in June 2012) to passenger stopping services.

Evaluation remarks

The proposed Action is relevant to the call for proposals and aims at removing a bottleneck. It is expected to have a positive impact on absorption of traffic growth, modal split, inter-operability and safety. The quality is good. However, the Action is in advanced stage of implementation so that the leverage of EU funding is limited.

NOT RECOMMENDED FOR FUNDING

MPM – BZ Masterplan Mobility Plan – Bolzano railway station

2012-IT-01109-S • Part of Priority Project 1

PPs - New Action	
Member States involved: Italy	
Applicant: Areale Bolzano - ABZ S.p.A.	
Requested funding	
Total eligible costs	€2,519,574
TEN-T requested funding:	€1,259,787
TEN-T funding:	50%
Recommended funding	€0

The Action forms part of an urban Global Project in Bozen/Bolzano (Italy) with the train station and the area of the existing rail tracks playing a central role.

The Action comprises a master plan, an implementation plan for the reorganisation of Bozen/Bolzano rail station and a preliminary project for a rail tunnel.

Evaluation remarks

The maturity is good because the study is already in progress, and the proposal is of good quality, with coherent activities and realistic from a technical point of view. However, the relevance of the proposal to the call for proposals is limited because it refers mainly to urban development issues at local level. The impact of the Action is only fair and there is no evidence of the follow-up to be given to the outcome of the studies. In addition, the studies are at a very early stage.

NOT RECOMMENDED FOR FUNDING

Turin Beltway: final design of the Avigliana-Orbassano line

2012-IT-06074-S • Part of Priority Project 6

PPs - New Action	
Member States involved: Italy	
Applicant: Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€32,310,000
TEN-T requested funding:	€16,155,000
TEN-T funding:	50%
Recommended funding	€0

Located on Priority Project 6 (Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border), the proposal concerns the definitive project studies for the Avigliana-Orbassano section. Activities include the preparation of all plan descriptions, charts as well as the technical and economic data necessary for works implementation.

Evaluation remarks

The proposed Action, part of Priority Project 6, is relevant as it fills in a critical section of the new high speed line Torino-Lyon and addresses a bottleneck. However, its maturity is insufficient as preliminary steps necessary for the Action to start have not yet been fulfilled. This constitutes a major risk. Its impact is insufficient as the financial analysis is unclear; the socio-economic analysis lacks details. The proposal's quality is poor due to a lack of sufficiently detailed information.

NOT RECOMMENDED FOR FUNDING

Upgrading of the Turin-Padua line: line and station installations

2012-IT-06075-P • Part of Priority Project 6

PPs - New Action	
Member States involved: Italy	
Applicant: Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€211,289,940
TEN-T requested funding:	€42,257,988
TEN-T funding:	20%
Recommended funding	€0

The proposed Action concerns works to renew and homogenise the signalling equipment along the Turin-Padova rail line, which belongs to Priority Project 6 (Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border), Freight Corridor 6 and ERTMS Corridor D. The aim is to implement a highly advanced system of supervision, command and control, based on a single supervision system for the whole line (SCCM), integrated with five multi-station interlockings (ACCM), in order that the entire Turin-Padua line is managed by a main, safety computer controlling five Milan-based ACCM.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

HS/HC Terzo Valico dei Giovi Pass: works for the 1st and 2nd constructive lots

2012-IT-24076-P • Part of Priority Project 24

PPs - New Action	
Member States involved: Italy	
Applicant: Ministero delle Infrastrutture e dei Trasporti	
Requested funding	
Total eligible costs	€463,706,340
TEN-T requested funding:	€92,741,268
TEN-T funding:	20%
Recommended funding	€0

The proposed Action is part of a Global Project (HS/HC Terzo Valico dei Giovi Pass) located on Priority Project 24 (Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen) It concerns in particular:

- Campasso Tunnel: tunnel of double track line located between the progressive km 0+437 and 1+153
- Pass tunnel works of the: southern entrance, structures for the openings, a stretch near the northern entrance, mechanised excavation of the odd track from km 27+327 to km 24+197 and related activities
- Pass tunnel openings: construction of access tunnels to the various fronts of the pass tunnel excavation (used to ensure the safety of the infrastructure during the operation), namely the openings of Polcevera, Cravasco, Castagnola, and Val Lemme

Evaluation remarks

The proposed Action's relevance to the call for proposals is high. Its maturity is demonstrated by political and financial commitments. The proposed Action contributes to improve and increase the flow of traffic by addressing a bottleneck. The quality is sufficient. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

EuroCap-Rail: Luxembourg-Kleinbettingen (LU/BE border) - re-electrification of the line in 2AC 25kV 50Hz

2012-LU-28032-P • Part of Priority Project 28

PPs - New Action	
Member States involved: Luxembourg	
Applicant: Ministère du Développement durable et des Infrastructures	
Requested funding	
Total eligible costs	€39,893,125
TEN-T requested funding:	€7,978,625
TEN-T funding:	20%
Recommended funding	€0

The proposal, as part of the Global Project/Priority Project 28 ("Eurocaprail" on the Brussels-Luxembourg-Strasbourg railway axis), involve works for re-electrification to AC 25kV of the railway line between Luxembourg and the Belgian border. The proposed activities are the reconstruction of existing overpasses and the construction of new electrification installations.

The Action aims to comply with the technical specifications for interoperability, thus to facilitate the flow of traffic on Priority Project 28.

Evaluation remarks

The proposed Action addresses very well the objective of the call for proposals by facilitating the smooth flow of passenger and freight traffic on an important section of Priority Project 28. Its quality is good. However, the proposal's maturity is only fair as the project's specific financing has not been approved yet, which is a precondition for the works to start. The proposed Action is not ready to start from a technical point of view either, as most of the preliminary necessary steps are still pending.



NOT RECOMMENDED FOR FUNDING

Extension railway yard Maasvlakte West-Port of Rotterdam: Rail Freight corridor 8 (PP24) - phase 2 implementation

2012-NL-24008-P • Part of Priority Project 24

PPs - New Action	
Member States involved: The Netherlands	
Applicant: ProRail B.V.	
Requested funding	
Total eligible costs	€76,449,000
TEN-T requested funding:	€15,289,800
TEN-T funding:	20%
Recommended funding	€0

The Global Project is aimed at matching the increased demand for freight rail transport on the Rotterdam-Emmerich section of Priority Project 24 (Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen). The proposed Action relates to the improvement of a port terminal rail facility in Rotterdam by the addition of more wagon sidings and a locomotive yard.

Evaluation remarks

The proposed Action is very good in terms of relevance and maturity. It clearly relates to Priority Project 24 and aims at the optimisation of capacity and efficiency. However, the proposal does not provide any quantification of the proposed Action's impact and lacks information, in particular regarding milestones, organisation and monitoring. Therefore its impact cannot be assessed while the quality of the proposal is low.

NOT RECOMMENDED FOR FUNDING

Design extension railway yard Rail service centre Waalhaven Zuid-Port of Rotterdam

2012-NL-24009-S • Part of Priority Project 24

PPs - New Action	
Member States involved: The Netherlands	
Applicant: ProRail B.V.	
Requested funding	
Total eligible costs	€2,912,235
TEN-T requested funding:	€1,456,117
TEN-T funding:	50%
Recommended funding	€0

Rotterdam, the largest port in Europe, plays a crucial role in the growth and development of Europe. With the share of intermodal rail freight traffic increasing over the last years, to maintain and extend this share and thus to assure a further development of the port, a reduction of bottlenecks and capacity gaps on the hinterland rail corridor is required. The Waalhaven Zuid railway yard, located near Rotterdam's Rail Service Centre, will become one of the major bottlenecks on the hinterland rail freight corridor at the Port of Rotterdam. The Global Project will reduce the capacity gap by adding more, high quality railway yard tracks to the existing rail network. This assures the increasing share of intermodal rail freight traffic between Rotterdam and its European hinterland. The proposed Action will carry out design studies for adding tracks with ancillary equipment to the current layout of Waalhaven Zuid.

Evaluation remarks

The proposed Action is relevant to the call for proposals, although it lacks demonstration of its added value. It is in principle ready to start from a technical point of view. However, it is not backed up by any feasibility study. The impact as a decision making tool is not clear as it claims to prepare final studies while it would also lead to a final decision regarding implementation of works. Other socio-economic and environmental benefits are not substantiated. Overall, the proposal's quality is poor as it lacks detail and justification in all aspects.

NOT RECOMMENDED FOR FUNDING

The Western Link - railway tunnel in Gothenburg

2012-SE-12021-S • Part of Priority Project 12

PPs - New Action	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€58,104,846
TEN-T requested funding:	€29,052,423
TEN-T funding:	50%
Recommended funding	€0

The proposal is a study for a 9.7 km double track railway tunnel, including three stations, under Gothenburg city. It is the last step prior to initiating the construction plan. The Action is part of the Global Project "West Swedish Agreement", a package of infrastructure projects targeting public transport, railways and roads in the Gothenburg area.

The project aims to eliminate a bottleneck on Priority Project 12 (Nordic Triangle railway/road axis) by allowing trains to go through Gothenburg station, which is currently a dead-end station.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Route E4 - Relieving of bottle-necks and increased capacity west of Hagastaden

2012-SE-12026-P • Part of Priority Project 12

PPs - New Action	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€54,736,000
TEN-T requested funding:	€10,947,200
TEN-T funding:	20%
Recommended funding	€0

The proposal, part of Priority Project 12 (Nordic Triangle railway/road axis), concerns the northwestern part of the ring road of Stockholm. It contributes to the Norra Lanken Global Project aiming at improving the accessibility conditions on the road network of northern Stockholm by broadening the road sections. As such, the Action is intended to remove a capacity bottleneck and increase accessibility to the harbour.

Evaluation remarks

The relevance of the proposal is low as the activities finishing within the call timeframe (before the end of 2015) will bring insufficient added value at EU level. The proposed Action can start and is expected to complement past investments which were supported under the TEN-t programme. However, the quality of the proposal is such that it is not possible to fully assess the scope and impact of the proposed Action.



NOT RECOMMENDED FOR FUNDING

Stockholm Bypass: development of construction plans

2012-SE-12036-S • Part of Priority Project 12

PPs - New Action	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€116,405,000
TEN-T requested funding:	€58,202,500
TEN-T funding:	50%
Recommended funding	€0

The proposal consists of final design studies and the preparation of the tender documents for the subsequent works of the Stockholm bypass, a new motorway linking the southern and northern parts of the city and part of Priority Project 12 (Nordic Triangle railway/road axis). The studies cover inter alia the design of six interchanges (Kungens kurva, Lovo, Vinsta, Hjulsta, Akalla and Haggvik).

Evaluation remarks

The proposed Action is relevant to the objectives and priorities of the call for proposals. It is mature since the project has already started. Its impact is high, the outcome of the studies being the basis for the subsequent works' procurement. Its quality is good. However, the timeline of its implementation goes beyond 2015 and thus does not comply with the call requirements.

NOT RECOMMENDED FOR FUNDING

Final section of the E6 motorway Copenhagen- Gothenburg-Oslo

2012-SE-12044-P • Part of Priority Project 12

PPs - New Action	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€71,011,950
TEN-T requested funding:	€14,202,390
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns the construction of the last missing motorway section on road E6 of Priority Project 12 (Nordic Triangle railway/road axis) between Gothenburg and the Norwegian border. The works for the 7.5 km new motorway section Palen-Tanumshede include the construction of six bridges, a tunnel and a rest area.

The Action aims to eliminate an important bottleneck on the western part of the Nordic Triangle and improve the Copenhagen-Gothenburg-Oslo connection.

Evaluation remarks

The proposed Action is relevant to the call for proposals since it addresses a bottleneck of Priority Project 12. Its maturity is evident as the works are already underway. A very good impact is demonstrated at regional and EU level. The quality is very good. However, given its local dimension and in line with the call for proposals priorities support of this Action would not optimize the effectiveness of EU funding.

NOT RECOMMENDED FOR FUNDING

The priority project Cityline Stockholm – an important link in the Nordic Triangle

2012-SE-12047-P • Part of Priority Project 12

PPs - New Action	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€598,372,000
TEN-T requested funding:	€119,674,300
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns the removal of a rail bottleneck in Stockholm affecting the whole network. The City Line project is a 6 km long double-track tunnel with two new stations beneath central Stockholm, as well as incorporating a 1.4 km long bridge. The aim of the Action is to double the existing track capacity through Stockholm, thus to cope with the increasing transport demand of the region and increase the punctuality of rail services.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it addresses very well TEN-T and call for proposal's priorities by targeting the removal of a major bottleneck on Priority Project 12. It is very mature as the works are already ongoing. Its impact is very well demonstrated at local and regional level. However, given its local dimension and in line with the call for proposals priorities support of this Action will not optimize the effectiveness of EU funding.

NOT RECOMMENDED FOR FUNDING

E6.21 Marieholm Tunnel

2012-SE-12068-P • Part of Priority Project 12

PPs - New Action	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€114,757,208
TEN-T requested funding:	€22,951,442
TEN-T funding:	20%
Recommended funding	€0

The Action concerns works for the construction of a road tunnel under a river in Gothenburg. The works encompass the construction of 500 m motorway in tunnel with interchanges and links to the national and local road network. The proposal is part of the Global Project "West Swedish Agreement", a package of infrastructure projects targeting public transport, railways and roads in the Gothenburg area. The aim of the Action is to eliminate a bottleneck by reducing congestion in the existing tunnel of road E6, part of Priority Project 12 (Nordic Triangle railway/road axis) and to provide a new link between the Port of Gothenburg and roads E45, E20 and E6.

Evaluation remarks

The proposed Action has a maturity that is demonstrated by necessary commitments. Its impact is very high as it aims at improving safety, accessibility and flow of goods and passengers on a major EU axis. The proposal's quality is very good as the activities are coherent with its objectives. However, its relevance to the call for proposals is undermined as the Action is not located on Priority Project 12 directly, although it addresses a bottleneck.

NOT RECOMMENDED FOR FUNDING

Removing bottlenecks on PP13: A75 Improvements

2012-UK-13039-P • Part of Priority Project 13

PPs - New Action	
Member States involved: United Kingdom	
Applicant: Department for Transport	
Requested funding	
Total eligible costs	€30,190,863.30
TEN-T requested funding:	€6,038,173.68
TEN-T funding:	20%
Recommended funding	€0

The Action is located on the A75 road that extends from Gretna and the A74(M) in the east to Stranraer in the west, forming part of Priority Project 13 (Road axis United Kingdom/Ireland/Benelux). It comprises the construction and completion of two bypasses:

- Dunragit Bypass (5.3 km)
- Hardgrove to Kinmount improvement (3.6 km)

The purpose of both schemes is to provide an additional overtaking opportunity for traffic travelling along this section of road. The existing A75 sections will be de-trunked and used as a side road to access existing properties within the vicinity.

Evaluation remarks

The proposed Action is relevant to the call for proposals as it addresses the removal of a bottleneck on Priority Project 13 and it is in line with the TEN-T priorities. The maturity of the proposed Action is very good since the Action has already commenced. The impact and quality are good. However, given its predominantly local impact and in line with the call priorities support to this proposal would not optimize the effectiveness of EU funding.

NOT RECOMMENDED FOR FUNDING

Removing Bottlenecks on PP13: A14 J7-9 Kettering Bypass Improvement

2012-UK-13090-P • Part of Priority Project 13

PPs - New Action	
Member States involved: United Kingdom	
Applicant: Department for Transport	
Requested funding	
Total eligible costs	€99,678,260
TEN-T requested funding:	€19,935,651
TEN-T funding:	20%
Recommended funding	€0

Located on Priority Project 13 (Road axis United Kingdom/Ireland/Benelux), the proposal concerns works along two heavily congested sections of the A14 that bypass the town of Kettering. The foreseen activities include the completion of illustrative design, works tender procurement, preparatory works, and main works construction.

Evaluation remarks

The proposed Action is relevant to the call for proposals, very mature and with significant expected impact. Its quality is also very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.

NOT RECOMMENDED FOR FUNDING

Removing Bottlenecks on PP13: M6 J10a - 13 Managed Motorway Scheme

2012-UK-13091-P • Part of Priority Project 13

PPs - New Action	
Member States involved: United Kingdom	
Applicant: Department for Transport	
Requested funding	
Total eligible costs	€46,782,546
TEN-T requested funding:	€9,356,508
TEN-T funding:	20%
Recommended funding	€0

The proposal aims at providing a “managed motorway” scheme between junctions 10a-13 of the M6 motorway between Birmingham and Manchester. This is a strategic route that carries high volumes of heavy goods (22% of traffic consists of HGVs). More precisely, the proposal consists of two distinct sections:

- Junctions 10a-11a: a controlled motorway technology (“managed motorway”) is foreseen to control traffic flows, lane discipline and speeds more effectively through the use of overhead gantries, lane specific signals and driver information signs. It also enables the hard shoulder to be used as an extra traffic lane during periods of congestion.
- Junctions 11a-13: a hard shoulder running solution will give extra capacity and gantry signing will control speeds at times of congestion

Evaluation remarks

The proposed Action is mature as necessary preliminary steps have already been fulfilled. Its impact and quality are good. Although it addresses the removal of a bottleneck on Priority Project 13, it is primarily ITS related but it is not compliant with the requirements of the ITS call.

NOT RECOMMENDED FOR FUNDING

Port Salford – removing bottlenecks and improving in- termodality on PP26 and PP14

2012-UK-26017-P • Part of Priority Project 26

PPs - New Action	
Member States involved: United Kingdom	
Applicant: Department for Transport	
Requested funding	
Total eligible costs	€37,452,680
TEN-T requested funding:	€7,490,536
TEN-T funding:	20%
Recommended funding	€0

Port Salford Intermodal Terminal will be the UK’s first tri-modal freight interchange, served by rail, inland waterway and road. It will improve efficiency, inter-modality and reduce bottlenecks on Priority Project 14 (West coast main line) and Priority Project 26 (Railway/road axis Ireland/United Kingdom/continental Europe) and stimulate local and regional economic growth. Port Salford is a major part of a government-supported economic growth strategy called Atlantic Gateway. It is located on the Manchester Ship Canal, to the west of Manchester, and will be connected to the Liverpool-Manchester rail line via a new branch line. It will have a new wharf suitable for container vessels. Port Salford Intermodal Terminal will have a handling capacity of 283,000 TEUs and service up to 8 freight trains per day in this initial phase (up to 16 in future phases), with modal shift from road to rail and inland waterway leading to operational and environmental benefits on the TEN-T road network.

Evaluation remarks

The proposed Action is very relevant to the call for proposals as it concerns a tri-modal terminal relating to Priority Projects 26 and 14. It is very mature, with required approvals in place and works ready to start. Very positive socio-economic impact potential is foreseen with all positive environmental consequences. The quality of the proposal is very good. However, taking into account the need to handle the scarcity of funds and in line with the call priorities support to this Action would not optimise the effectiveness of TEN-T funding.



NOT RECOMMENDED FOR FUNDING

Completing PP26 (Liverpool-Hull) and delivering the TEN-T core rail network in the United Kingdom: Northern Hub

2012-UK-26062-S • Part of Priority Project 26

PPs - New Action	
Member States involved: United Kingdom	
Applicant: Department for Transport	
Requested funding	
Total eligible costs	€114,267,458.90
TEN-T requested funding:	€22,853,41.57
TEN-T funding:	20%
Recommended funding	€0

The proposal concerns transformation of rail travel across the north of England with shorter journey times and the capacity for more services per hour on smarter routes between towns and cities. In particular, the Action covers completion of a missing railway link between Manchester's Victoria, Oxford Road and Piccadilly stations; extension of tracks between Roby and Huyton Junction on the Liverpool-Manchester line and construction of an additional platform and associated railway infrastructure at the Manchester Airport Station. It is a part of a Global Project that covers completion of Priority Project 26 (Railway/road axis Ireland/United Kingdom/continental Europe) in the UK.

Evaluation remarks

The relevance of the proposed Action is high as it addresses a bottleneck, primarily related to the passenger railway transport, in the area of Manchester on Priority Project 26. It has a considerable positive impact on passenger transport modal shift. The overall quality of the proposal is good. However, the maturity of the action is compromised by pending authorizations, which put at risk the timeline for finalisation by 2015, as stipulated in the call for proposals.

NOT RECOMMENDED FOR FUNDING

PP26: Improving intermodal access to Liverpool Port

2012-UK-26065-S • Part of Priority Project 26

PPs - New Action	
Member States involved: United Kingdom	
Applicant: Department for Transport	
Requested funding	
Total eligible costs	€1,118,400
TEN-T requested funding:	€559,200
TEN-T funding:	50%
Recommended funding	€0

The Action consists of feasibility studies and options assessments, to provide evidence for the development of business cases for specific interventions to address bottlenecks on Priority Project 26 (Railway/road axis Ireland/United Kingdom/continental Europe) from Ireland/UK/continental Europe at the Liverpool node. The main objective of the Action is to tackle the freight bottleneck at the Liverpool node on Priority Project 26, in order to meet the transport needs of future port expansion. The output from each Activity will be used to support the delivery of a multi-modal work programme to address port access. The contribution to managing traffic and reducing the bottlenecks on Priority Project 26 of each of the proposed interventions would be compared. This would be used to provide evidence for implementing a multi-modal approach to tackling the freight bottleneck in the Liverpool city region.

Evaluation remarks

The proposed Action is ready to start. However, it concerns a feasibility study that will not lead to implementation, thus failing to meet the objectives and priorities of the call for proposals. The Action does not demonstrate its impact to multimodality, as it mainly aims at expanding the existing road capacity to the port. The overall quality of the proposed Action is not sound. Detailed and quantitative information is missing.

NOT RECOMMENDED FOR FUNDING

Works for construction of new high speed line between Kundl/Radfeld and Baumkirchen

2012-AT-01080-P • Part of Priority Project 1

PPs - Ongoing Action	
Member States involved: Austria	
Applicant: Bundesministerium für Verkehr, Innovation und Technologie	
Requested funding	
Total eligible costs	€86,400,000
TEN-T requested funding:	€12,960,000
TEN-T funding:	15%
Recommended funding	€0

The proposed Action concerns a request for an increased support rate from 5% to 20% for Action 2007-AT-01130-P (Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo). It concerns the construction of a new double track high speed rail line for freight and passenger traffic between Kundl/Radfeld and Baumkirchen in the Lower Inn Valley, an identified bottleneck of Priority Project 1 (Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo).

The project will contribute to the completion of the Munich-Milan section, in particular to the northern access to the Brenner Base Tunnel between Austria and Italy.

Linked to Action 2007-AT-01130-P

Evaluation remarks

The proposal for an increased co-funding rate was well presented. However, this Action is very advanced in its implementation. Therefore, taking also into account the scarcity of available funds in this area in line with the call for proposals, an increase of TEN-T funding would not produce any added value.

NOT RECOMMENDED FOR FUNDING

Works and studies for upgrading the Wien-Bratislava railway line (6 subprojects)

2012-AT-17045-P • Part of Priority Project 17

PPs - Ongoing Action	
Member States involved: Austria	
Applicant: Bundesministerium für Verkehr, Innovation und Technologie	
Requested funding	
Total eligible costs	€377,480,000
TEN-T requested funding:	€60,283,557
TEN-T funding:	15.97%
Recommended funding	€0

The proposed Action concerns a request for an increased support rate from 14.03% to 20% for the Action 2007-AT-17040-P (Works and studies for upgrading the Wien-Bratislava railway line: 6 sub-projects). Part of Priority Project 17, Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava, the Action includes the three main works:

- Connection of new Vienna's Central railway station to East, West and South railway stations (6 km)
- New Götzendorfer junction
- Kledering loop: connection between Vienna's Central railway station and Vienna Airport

Linked to Action 2007-AT-17040-P

Evaluation remarks

The proposal for an increased co-funding rate was well presented. However, this Action is very advanced in its implementation. Therefore, taking also into account the scarcity of available funds in this area in line with the call for proposals, an increase of TEN-T funding would not produce any added value.



NOT RECOMMENDED FOR FUNDING

Diabolo - Rail link between Brussels Zaventem airport and the Thalys high speed train network

2012-BE-02104-P • Part of Priority Project 2

PPs - Ongoing Action	
Member States involved: Belgium	
Applicant: Infrabel SA	
Requested funding	
Total eligible costs	€32,255,511.32
TEN-T requested funding:	€6,451,102.26
TEN-T funding:	20%
Recommended funding	€0

The proposed Action requests an increased TEN-T support rate from 5.59% to 20% for the ongoing Action 2007-BE-02030-P (Diabolo - Rail link between Brussels Zaventem airport and the Thalys high speed train network). It aims at building two rail connections as part of the "Diabolo" Global Project, which aims to link Brussels Airport to the Brussels-Antwerp line:

- The new double track L25N between Mechelen and Brussels, including a connection to the new line 36C (tunnel).
- A single track branch (line 36C/2), which connects line 26 with the new line 25N at Haren, allowing trains coming from the Brussels-Schuman station to connect directly to Brussels Airport.

Linked to Action 2007-BE-02030-P

Evaluation remarks

The proposal for an increased co-funding rate was well presented. However, this Action is very advanced in its implementation. Therefore, taking also into account the scarcity of available funds in this area in line with the call for proposals, an increase of TEN-T funding would not produce any added value.

NOT RECOMMENDED FOR FUNDING

EuroCap-Rail

2012-BE-28111-P • Part of Priority Project 28

PPs - Ongoing Action	
Member States involved: Belgium	
Applicant: Infrabel SA	
Requested funding	
Total eligible costs	€194,513,459.12
TEN-T requested funding:	€38,902,691.83
TEN-T funding:	20%
Recommended funding	€0

The proposal is a request for an increase of the co-funding rate from 5% to 20% for the ongoing action 2007-BE-28050-P (EuroCap-Rail modernisation de l'axe ferroviaire Bruxelles-Luxembourg). This project consists of the modernisation of the section of lines 161/162 between the Louvain-la-Neuve junction and the Belgium-Luxembourg border, in order to substantially increase its commercial speed.

Linked to Action 2007-BE-28050-P

Evaluation remarks

The proposal for an increased co-funding rate was well presented. However, this Action is very advanced in its implementation. Therefore, taking also into account the scarcity of available funds in this area in line with the call for proposals, an increase of TEN-T funding would not produce any added value.



NOT RECOMMENDED FOR FUNDING

Baltic Sea Hub and Spokes project

2012-EU-21028-P • Part of Priority Project 21

PPs - Ongoing Action	
Member States involved: Denmark, Estonia, Sweden	
Applicant: Municipality of Aarhus	
Requested funding	
Total eligible costs	€83,664,640
TEN-T requested funding:	€21,450,401
TEN-T funding:	25.64%
Recommended funding	€0

The main objective of the Action is to facilitate a modal shift from road to sea by providing more efficient transport solutions and improving access to markets in Central and Northern Europe — especially in the Baltic Sea region. This will relieve the main roads of Central and Northern Europe of excessive heavy cargo transports and result in a significant reduction of the forecast future pressure on sea ports in continental Europe.

The Baltic Sea hub and spokes system is a joint action for the ports of Gothenburg, Aarhus and Tallinn. The three ports represent a large region, whose unique location is close to large markets in both the east and west. On this basis and considering the size and facilities of the ports, the region has a huge potential to attract large transnational carriers. In a wider perspective and in a later phase, the action will also aim to include other ports in the Baltic Sea geographical area and neighbouring countries.

Linked to Action 2010-EU-21108-P

Evaluation remarks

The proposal for an increased co-funding rate was well presented. However, taking into account the scarcity of available funds in this area in line with the call for proposals, an increase of TEN-T funding would not produce any added value.

NOT RECOMMENDED FOR FUNDING

Works for construction of the road section Norra Länken (Northern Link): Increased support

2012-SE-12020-P • Part of Priority Project 12

PPs - Ongoing Action	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€251,632,809
TEN-T requested funding:	€50,326,561
TEN-T funding:	20%
Recommended funding	€0

The proposed Action concerns a request for increased TEN-T funding from 5,69% to 20% for Action 2007-SE-12090- (Works for construction of road section Norra Länken). This project consists of works on the ring road of Stockholm linking road E4 and E20 to the harbour through a tunnel system.

Linked to Action 2007-SE-12090-P

Evaluation remarks

The proposed increase of TEN-T support is highly relevant to the call for proposals as it is expected to facilitate the smooth implementation of the Action. The Action's maturity is at a very good level and it contains a sound and well-structured implementation plan. The proposal is of very high quality in terms of structure, completeness and clarity. However, taking into account the scarcity of available funds in this area in line with the call for proposals, an increase of TEN-T funding would not produce any added value.



Trans-European Transport Network Executive Agency (TEN-T EA)



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