



Connecting Europe Facility (CEF)

TRANSPORT

2015 Calls for Proposals

Proposal for the selection of projects

Innovation and Networks Executive Agency (INEA)
<http://ec.europa.eu/inea>

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

List of abbreviations

AP = Annual Work Programme

ATM = Air Traffic Management

CBA = Cost-benefit analysis

CEF = Connecting Europe Facility

CNC = Core Network Corridor

CNG = Compressed Natural Gas

EIA = Environmental Impact Assessment

ERTMS = European Rail Traffic Management System

ETCS = European Train Control System

EV = Electric Vehicles

FAB = Functional Airspace Block

FO = Funding Objective

ITS = Intelligent Transport Systems and Services

IWW = Inland Waterways

LNG = Liquefied Natural Gas

LPG = Liquefied Petroleum Gas

MAP = Multi-Annual Work Programme

MoS = Motorways of the Sea

MS = Member State (of the European Union)

PCP = Pilot Common Projects

RIS = River Information Services

SES = Single European Sky

SESAR = Single European Sky ATM Research and Development project

TEN-T = Trans-European Transport Network

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Introduction

Since 1995, the European Union has had the possibility to grant financial assistance to projects of common interest included in the Guidelines for the development of the Trans-European Transport Network (TEN-T). The latest update of the TEN-T Guidelines¹ was made in 2013 when the Connecting Europe Facility (CEF)² was established, succeeding, for the transport sector, the former TEN-T Programme (2007-2013).

The main objective of the CEF Transport sector, as set out by the TEN-T Guidelines, is to help complete the Core Network and its Corridors by 2030. To achieve this objective, a total budget of €24 billion³ has been made available for TEN-T projects for the 2014-2020 period. In relation to its predecessor programme, the CEF budget available for transport projects has increased almost three times. Out of this budget, €11.3 billion is reserved for projects in the Member States eligible for support from the Cohesion Fund⁴.

CEF priorities

In light of the main aims of the CEF, the funding allocated to projects is organised around three funding objectives:

- **Funding Objective 1 (FO1):** Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections
- **Funding Objective 2 (FO2):** Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimizing safety
- **Funding Objective 3 (FO3):** Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures

In order to ensure best use of limited EU resources the vast majority of CEF funding during the programming period will be directed to major cross-border projects and projects addressing main bottlenecks and missing links on the nine TEN-T multimodal Corridors, as well as horizontal priorities such as the implementation of traffic management systems, which allow the best use of existing infrastructure (e.g. ERTMS for railways, SESAR for aviation, ITS for road, RIS for inland waterways).

CEF funding is awarded mainly in the form of grants (through calls for proposals), but also in the form of financial instruments (managed in cooperation with entrusted entities, notably the European Investment Bank). A number of programme support actions are also being carried out, and others are being planned, in particular to improve the capacity of Member States and project promoters to prepare the project pipelines.

Multi-annual and annual work programmes

Between 80 and 85% of CEF funding during the period 2014-2020 will be allocated under multi-annual work programmes (MAP). These address projects of a longer-term nature and high importance such as projects along the nine Core Network Corridors⁵, other sections of the Core Network and horizontal priorities⁶ which are pre-identified in Part I of Annex I of the CEF Regulation.

Approximately 15 to 20% of CEF funds during the period 2014-2020 will be allocated under the annual work programmes (AP). These address objectives which reflect transport infrastructure development, transport services and facilities, transport policy priorities of a shorter-term nature, which are reduced in scope or more diffuse in coverage (e.g. reduction of rail freight noise, support of freight transport services, specific actions in the fields of transport telematics and innovation).

1 Regulation (EU) 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network

2 Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility

3 This figure includes the total amount, not only what is delegated to INEA for management

4 Bulgaria, Croatia, Cyprus, the Czech Republic, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia

5 Rail, inland waterways, cross-border projects (including road), ports

6 Such as SESAR; telematics applications for all modes of transport including ITS, ERTMS, RIS; new technologies and innovation; safe and secure infrastructure, Motorways of the Sea

The multi-annual work programme (MAP) 2014-2020 was amended on 30 October 2015 in order to detail the priorities and total indicative amount of financial support to be committed for each of the priorities under the 2015 CEF Transport calls for proposals.

No annual work programme (AP) for grants was adopted in 2015.

Structure of the 2015 CEF Transport calls

The 2015 CEF Transport calls for proposals had a total indicative budget of €7.56 billion for grants for studies, works and mixed proposals.

Two calls were launched, one under the General envelope and one under the Cohesion envelope, each addressing all three funding objectives, as defined in the MAP.

Table 1: Structure, priorities and budget of the 2015 CEF Transport calls

Call	Funding Objectives	Priorities	Maximum available budget
Cohesion call	<p>#1: Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections</p> <p>#2: Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety</p>	<p>Core Network Corridors</p> <p>Other Core Network Sections</p> <p>Rail interoperability</p> <p>ERTMS</p> <p>Innovation</p> <p>Safe and secure infrastructure</p> <p>SESAR</p> <p>RIS</p> <p>ITS</p> <p>Motorways of the Sea</p> <p>Urban nodes</p> <p>Multimodal logistics platforms</p>	€6.47 billion
General call	<p>#3: Optimising the integration and inter-connection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures</p>	<p>ERTMS</p> <p>Innovation</p> <p>Safe and secure infrastructure</p> <p>SESAR</p> <p>RIS</p> <p>ITS for road</p> <p>Motorways of the Sea</p> <p>Urban nodes</p> <p>Multimodal logistics platforms</p>	€1.09 billion

Key elements of proposals received under the 2015 CEF Transport calls for proposals

Proposals submitted and evaluated

The 2015 CEF Transport calls were published on 5 November 2015 and closed on 16 February 2016. A total of 427 proposals were received electronically in response to the calls, and all of them were deemed admissible (presented in due time and form). Of these, 406 were declared eligible (meeting all formal criteria requested in the call): 271 under the General call and 135 under the Cohesion call. The 406 eligible proposals were subsequently evaluated by external experts.

Table 2: Eligible proposals under 2015 CEF Transport calls

Call	Number of eligible proposals	Requested funding, €	Available budget, €	Oversubscription
2015 CEF Transport Cohesion	135	9,468,542,546	6,472,000,000	1.46
2015 CEF Transport General	271	3,023,059,608	1,090,000,000	2.77
Grand Total	406	12,491,602,154	7,562,000,000	1.65

The total amount requested by applicants of the eligible proposals under the 2015 calls was almost €12.5 billion, while the total indicative budget for the calls was €7.56 billion. Eligible proposals under the Cohesion call requested almost €9.5 billion, compared to the budget of €6.47 dedicated to the Cohesion Fund.

Overall, the requested funding for eligible proposals was 1.65 times higher than the indicative budget available. The oversubscription rate was higher for the General call (2.77) than for the Cohesion call (1.46).

Under the 2015 calls, 43% of eligible proposals addressed works, 34% addressed studies, and 22% were mixed projects (containing both works and studies). The distribution of proposals per type is similar to that of the 2014 CEF Transport MAP calls.

Evaluation and selection process

The evaluation and selection process was carried out in two steps:

1. An external evaluation of proposals was organised by the Innovation and Networks Executive Agency in the period from March to April 2016. 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 in a consensus meeting and agreed on a score and comments for each of the four blocks of award criteria leading to a recommendation for or against funding.

The external experts were assisted in their work by CBA-specific experts, who were contracted for the assessment of the cost-benefit analyses required for certain proposals. The outcome of the CBA assessments was incorporated, where relevant, in the outcome of the external evaluation.

This evaluation by external experts, which did not take into consideration the budgetary constraints, led to the recommendation under the Cohesion call of 95 proposals representing a total requested funding of €6 billion, i.e. 94% of the indicative budget for this call.

Under the General call, the external evaluation resulted in the recommendation of 165 proposals representing a total requested funding of €1.6 billion, which was 1.51 times more than the available budget. The oversubscription was especially high for ERTMS and Innovation priorities, where the funding requested was more than three times the indicative budget for these priorities. Four other priorities – SESAR, Safe and secure infrastructure, RIS and Urban nodes – were also oversubscribed, albeit to a lesser extent.

The experts therefore recommended for funding a total of 260 proposals, slightly above the indicative budget of the calls but with a clear oversubscription under the General call.

2. An internal evaluation panel, chaired by Directorate-General for Mobility and Transport, and with representatives of the Directorates-General for Regional Policy, for Environment and for Research and Innovation, as well as the Innovation and Networks Executive Agency, reviewed each proposal on the basis of the policy-related criteria mentioned in the ‘final selection process’ section of the call texts, including EU added value, CEF objectives and priorities, budgetary constraints, compliance with EU environmental law, and programming under the European Structural and Investment Funds.

The success of the 2014 CEF Transport calls resulted in the frontloading of budget earmarked for future calls; therefore the internal evaluation panel had to strictly adhere to the overall budget of the 2015 CEF Transport calls under both envelopes. However, some flexibility was possible within each call, due to unused funding of some priorities, which supplemented the budget for over-subscribed priorities. Nonetheless, additional prioritisation was necessary, based on policy objectives and highest EU added value, for three priorities under the General call – ERTMS, Innovation and SESAR.

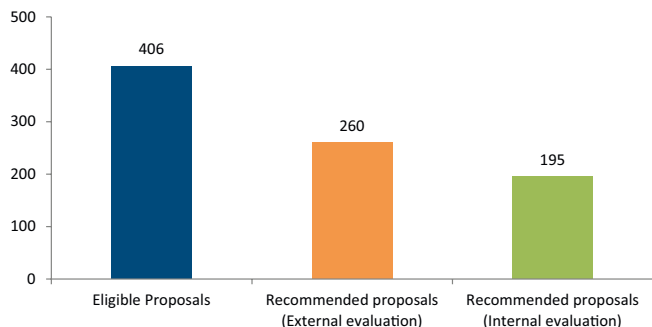
At the end of deliberations of the internal evaluation, four Cohesion Member States were consuming more funding than the available national envelopes calculated following the conclusion of the grant agreements under the 2014 CEF Transport calls. These were Estonia, Greece, Hungary and Romania. In light of the legally binding nature of the national envelopes until the end of 2016, the funding for some proposals was reduced in order not to exceed the available national envelope for the respective country.

Three proposals submitted under the Cohesion call were not recommended for funding by external experts but were nonetheless positively reviewed during the internal evaluation. Additional policy-related inputs, which were not part of the applications and could not be evaluated by external experts, were brought to the attention of the internal evaluation and justified selecting these proposals on the basis of complementarity with other EU funded projects and how the proposed Action fits in the national transport plans. These proposals are thus recommended for funding.

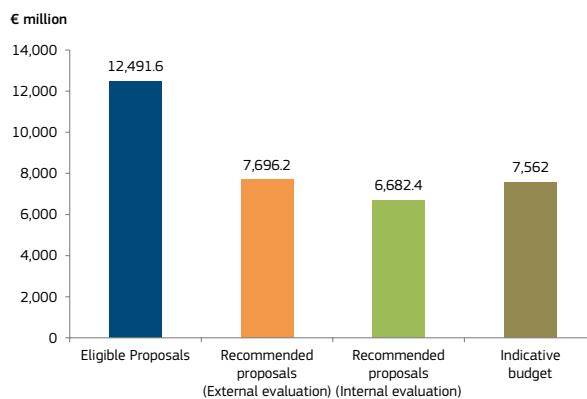
Results of the evaluation

As the result of the evaluation, 195 proposals were recommended for funding amounting to almost €6.7 billion. Of these, 93 proposals were recommended for funding under the Cohesion call with €5.61 billion of recommended funding, compared to the call budget of €6.47 billion. Under the General call, 102 proposals are recommended for funding with €1.07 billion of recommended funding, just below the call budget of €1.09 billion.

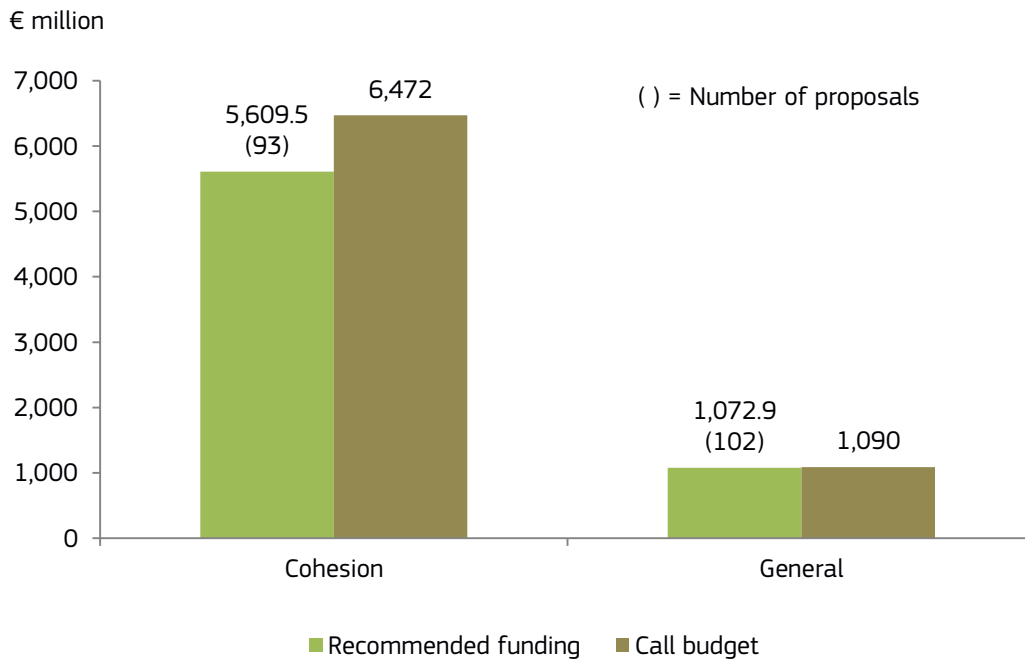
Number of proposals



CEF funding

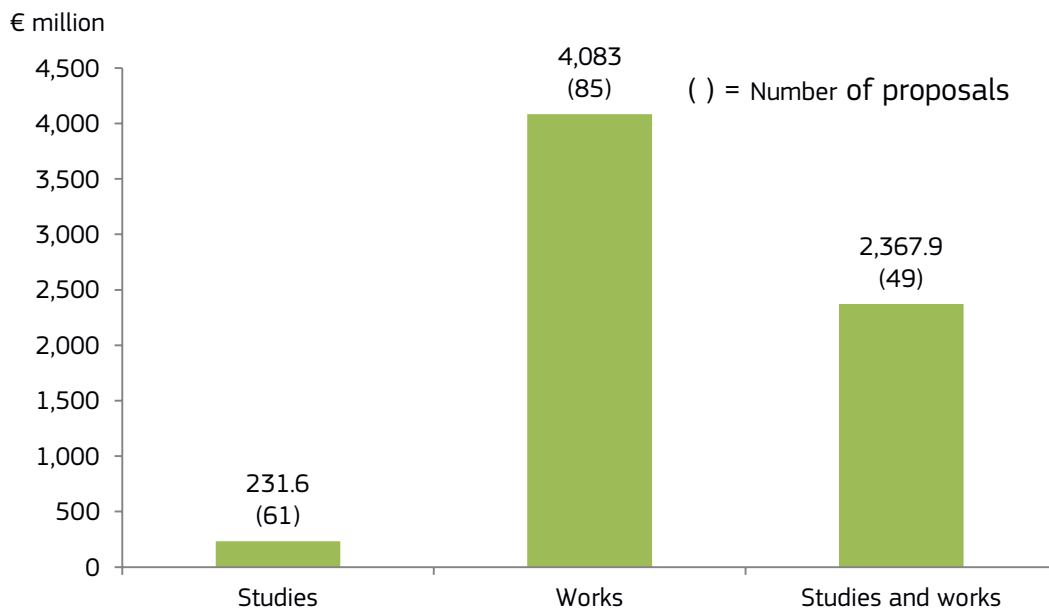


Recommended CEF funding by call



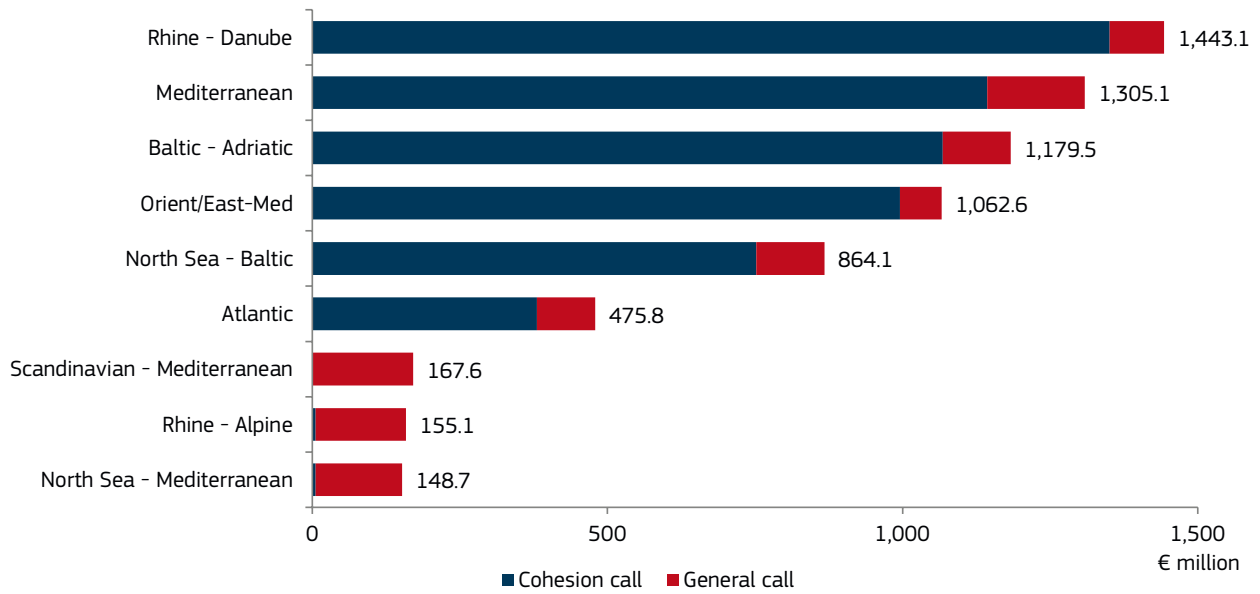
Selected proposals covered all project types, with 61 proposals for studies, 85 proposals for works and 49 proposals combining works and studies activities.

Recommended CEF funding by project type

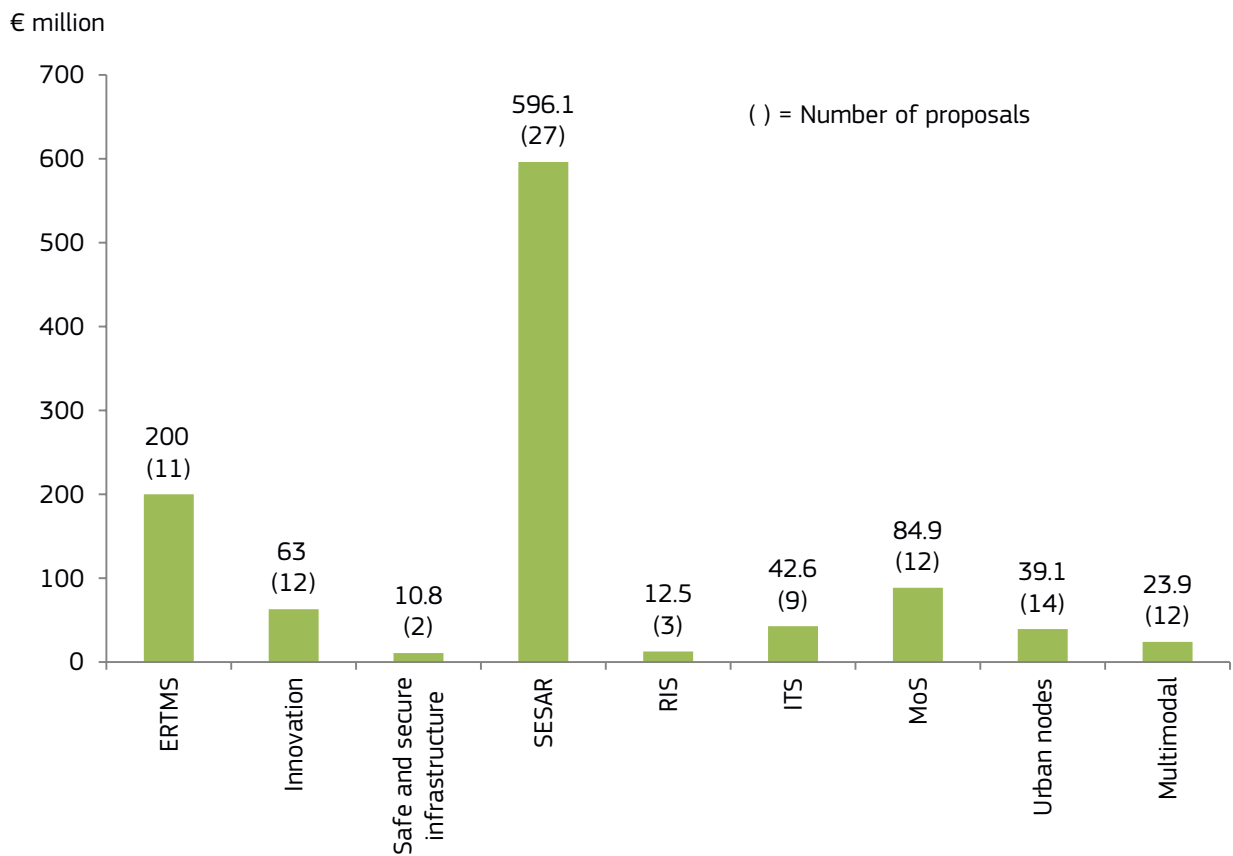


As foreseen by the CEF programme priority-setting and in line with the priorities of the 2015 CEF Transport calls, the recommended funding is concentrated on the Core Network Corridors.

Recommended CEF funding per Core Network Corridor*

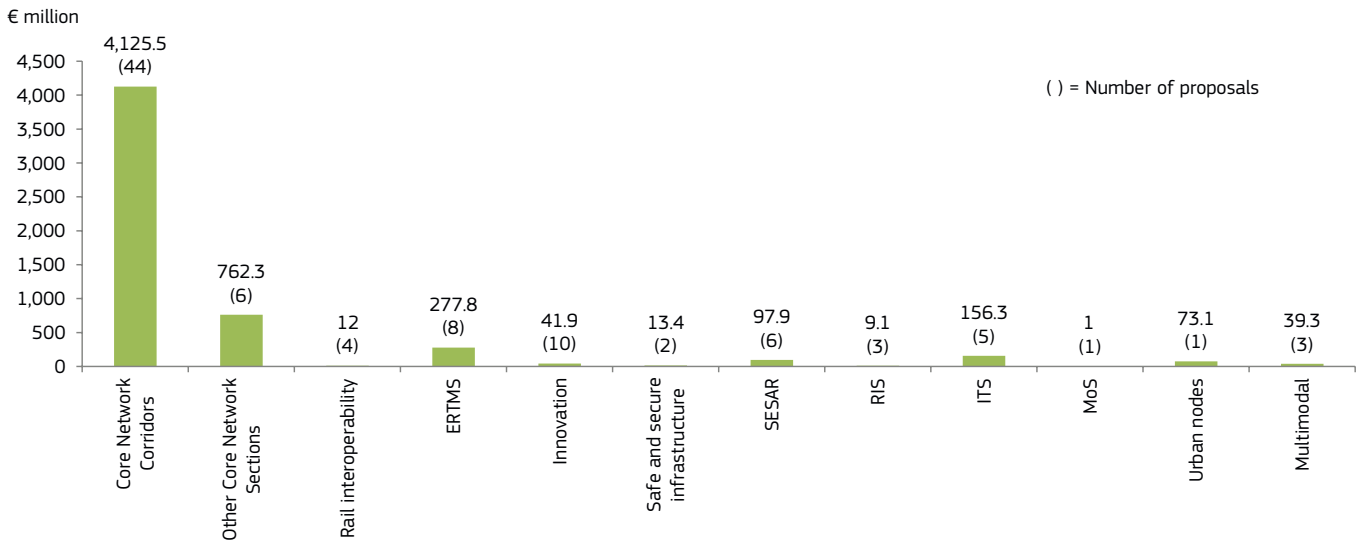


General call - Recommended CEF funding by priority

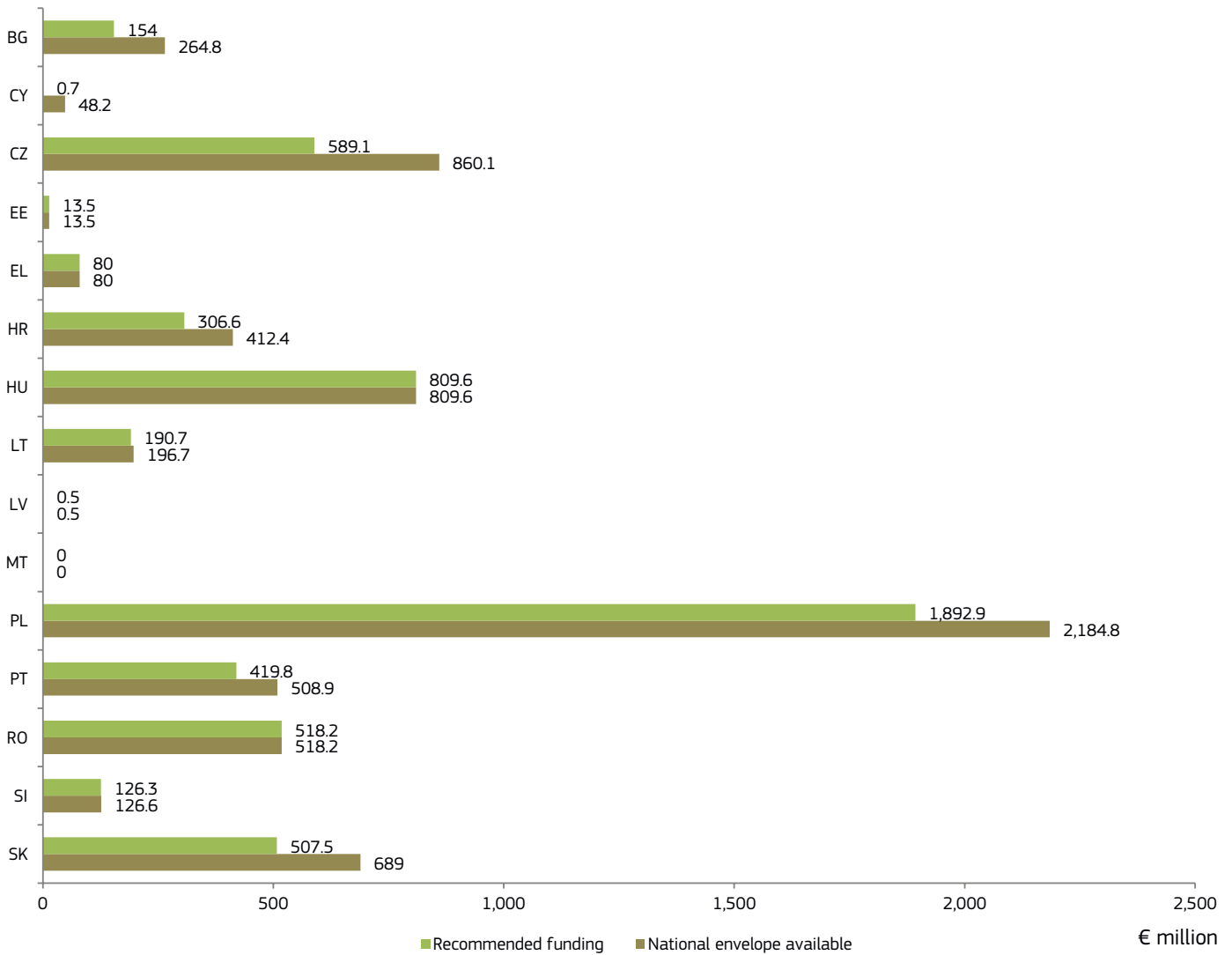


*Proposals may belong to more than one corridor. Where this is the case, requested funding represents the total amount and not the share of the corridor in a proposal

Cohesion call - Recommended CEF funding by priority

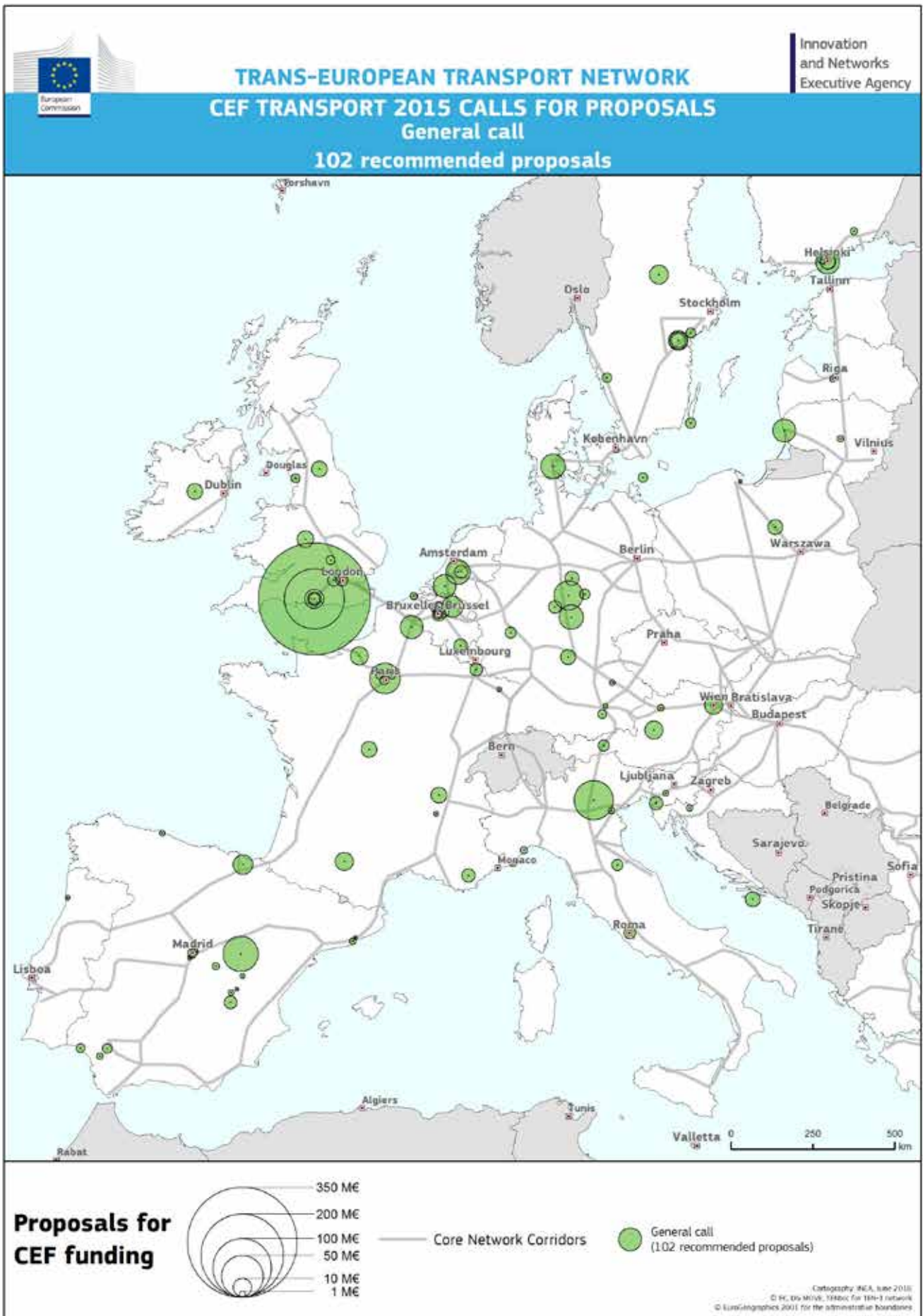


Cohesion call - Recommended CEF funding and National envelopes*



*The figures referring to recommended CEF funding and national envelopes are rounded

CEF Funding – Map representations of the proposals recommended for funding

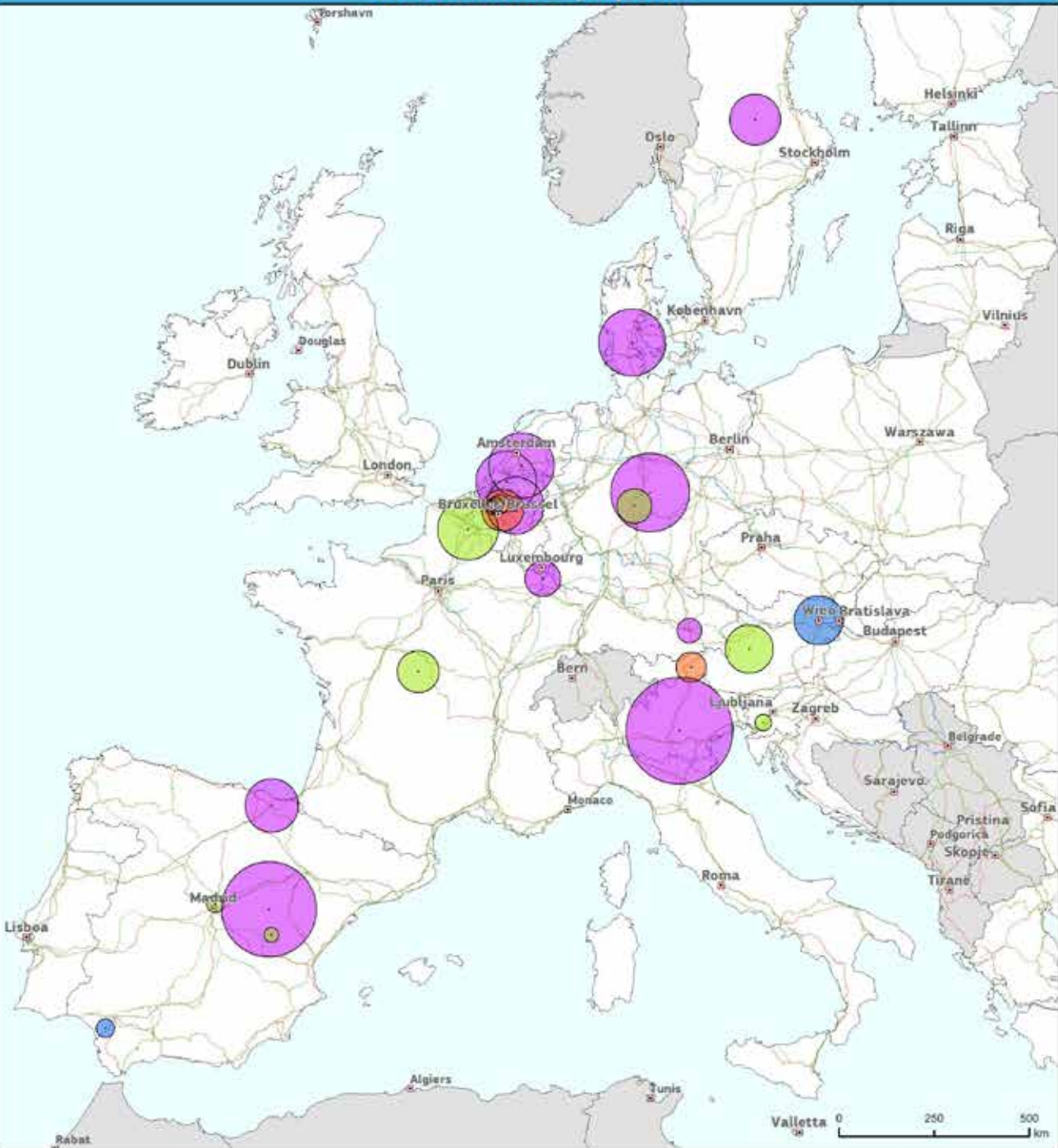




TRANS-EUROPEAN TRANSPORT NETWORK

Innovation and Networks Executive Agency

CEF TRANSPORT 2015 CALLS FOR PROPOSALS General call: ERTMS, RIS, ITS, Safe and secure infrastructure 25 recommended proposals



Proposals for CEF funding

Core Network

- Railway
- Road
- Inland Waterway

Proposals by Type:

- ERTMS (11*)
- RIS (3*)
- ITS for road (9*)
- Safe and secure infrastructure (2*)

* recommended proposals

Cartography: INEA, June 2015
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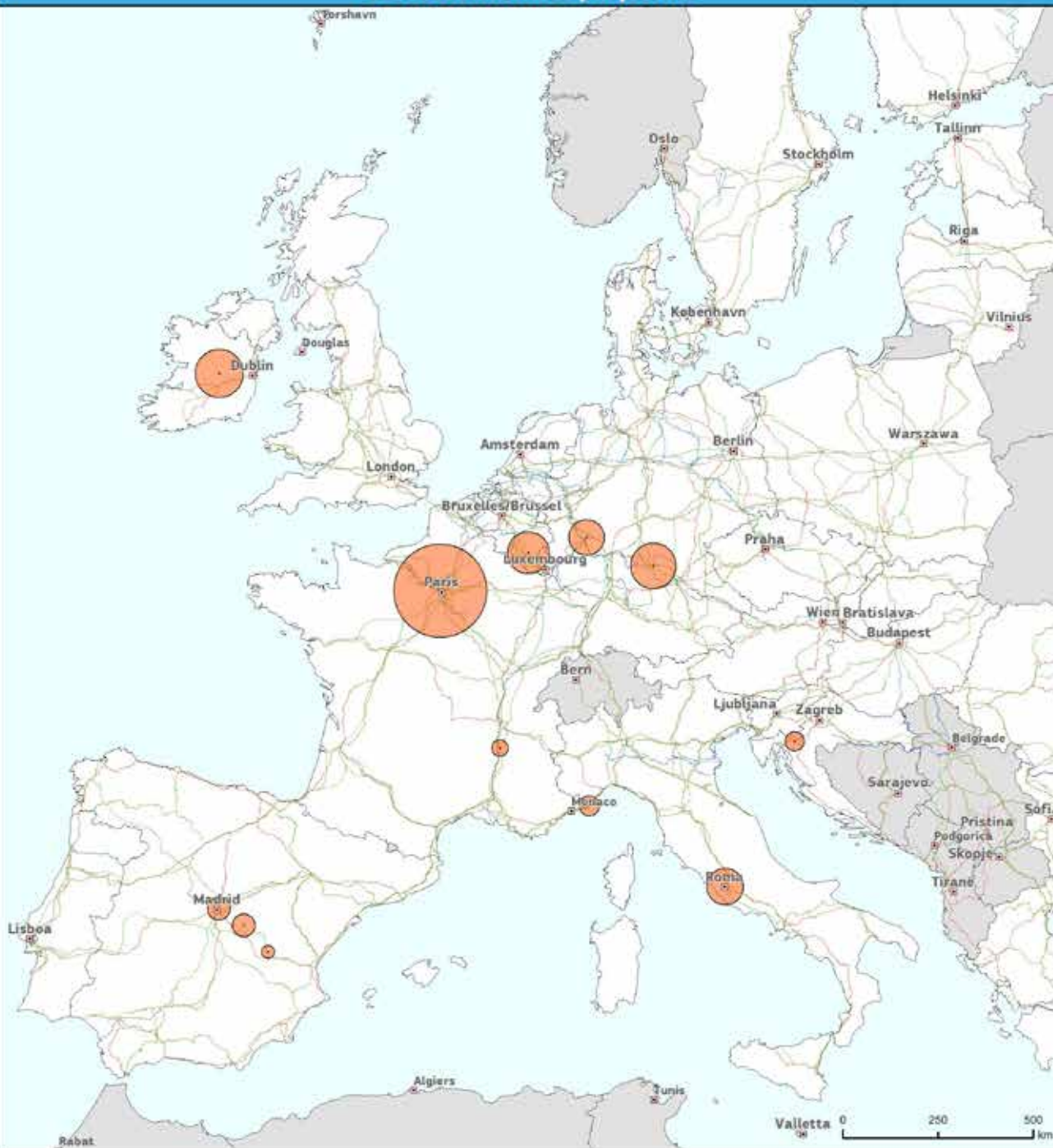


TRANS-EUROPEAN TRANSPORT NETWORK

CEF TRANSPORT 2015 CALLS FOR PROPOSALS

General call: New technologies and innovation

12 recommended proposals



Proposals for CEF funding

- 25 ME
- 10 ME
- 5 ME
- 1 ME

Core Network

- Railway
- Road
- Inland Waterway

New technologies and innovation (12 recommended proposals)

Cartography: INEA, June 2010
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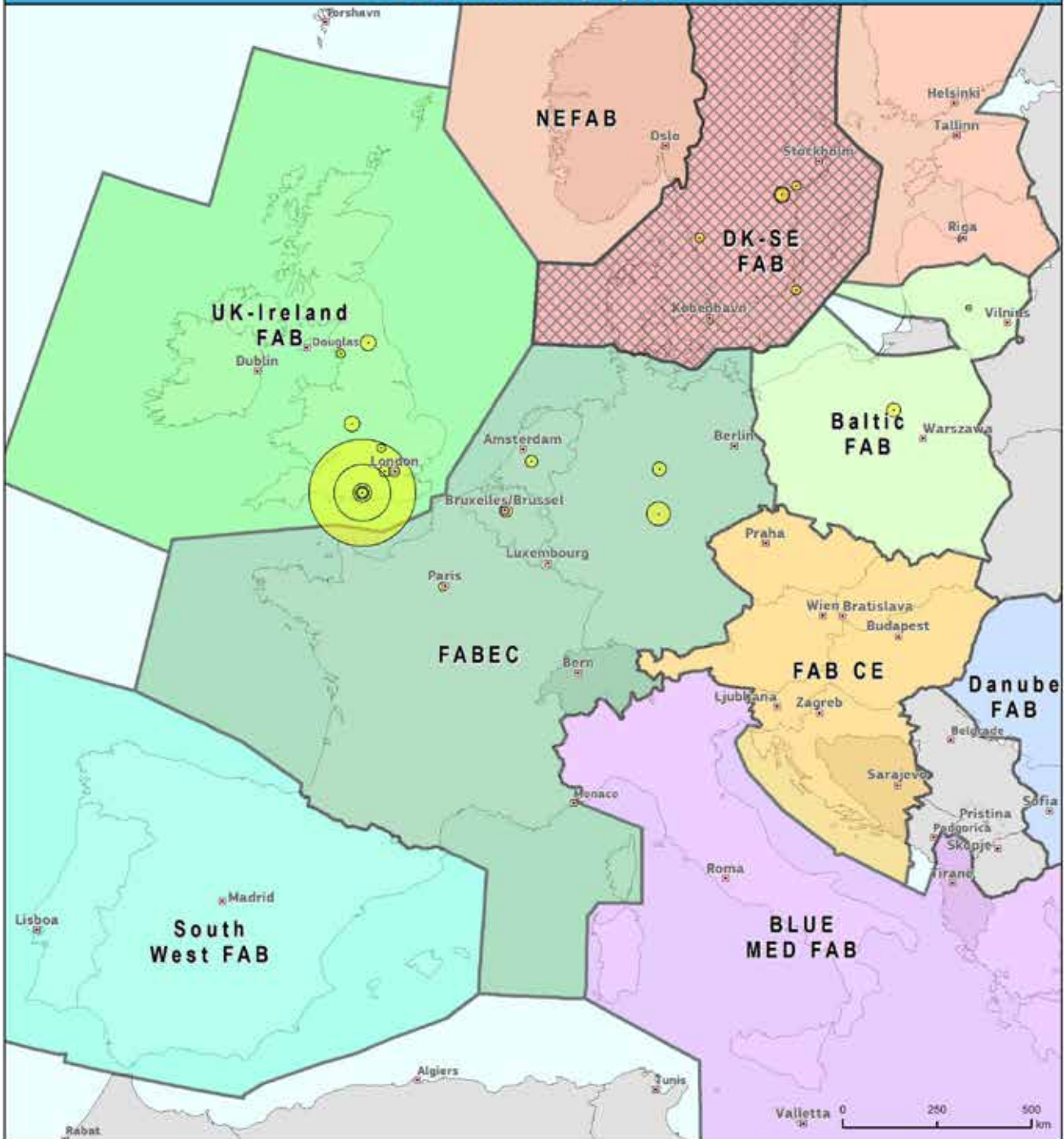
TRANS-EUROPEAN TRANSPORT NETWORK

CEF TRANSPORT 2015 CALLS FOR PROPOSALS

General call: SESAR

27 recommended proposals

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● SESAR (27 recommended proposals)

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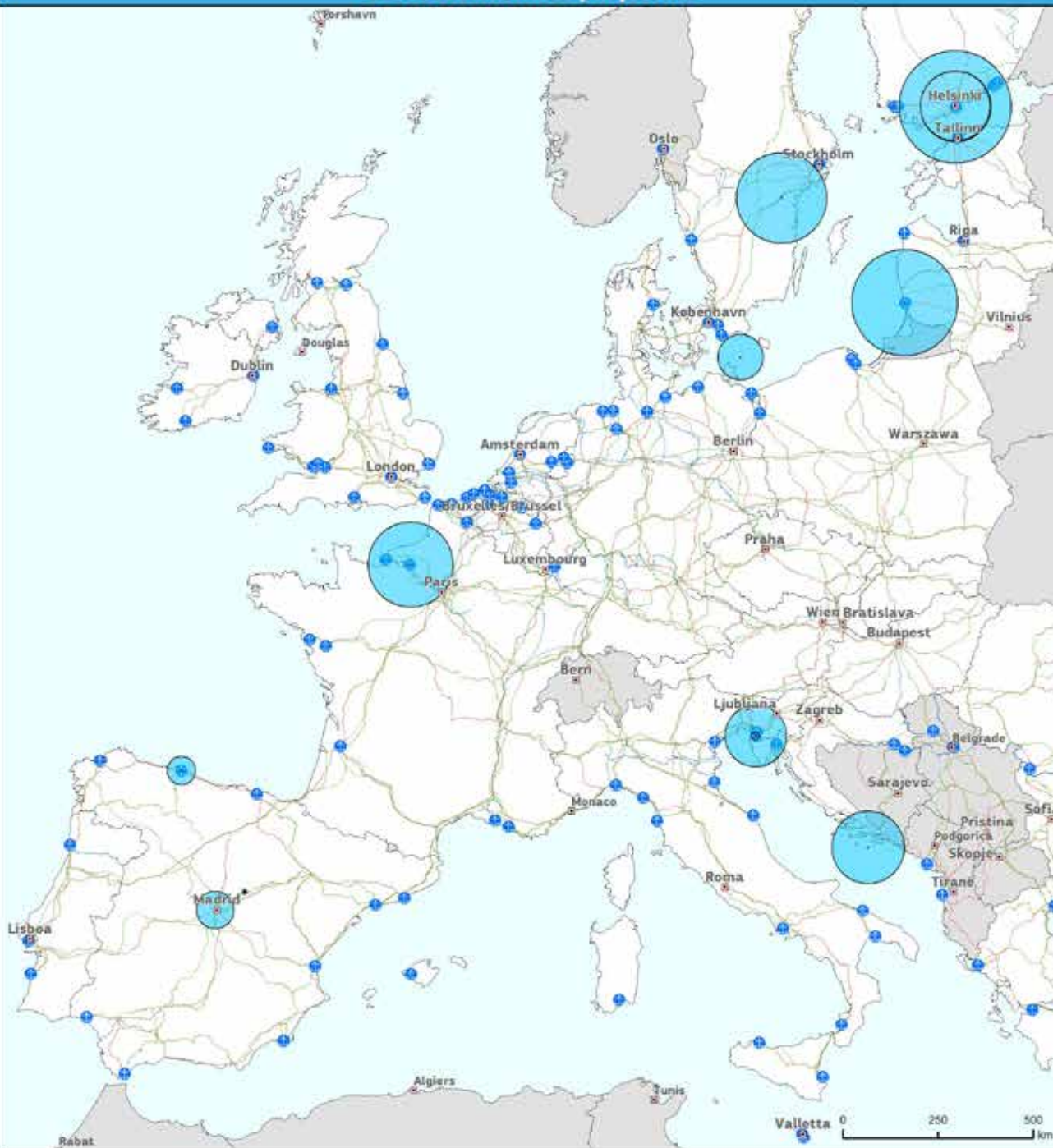
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CEF TRANSPORT 2015 CALLS FOR PROPOSALS

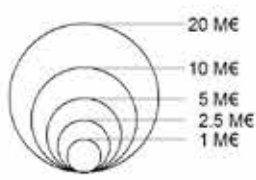
General call: Motorways of the Sea (MoS)

12 recommended proposals

Innovation
and Networks
Executive Agency



Proposals for CEF funding



Core Network

- Ports
- Railway
- Road
- Inland Waterway

MeS (12 recommended proposals)

* Location of the coordinating applicant

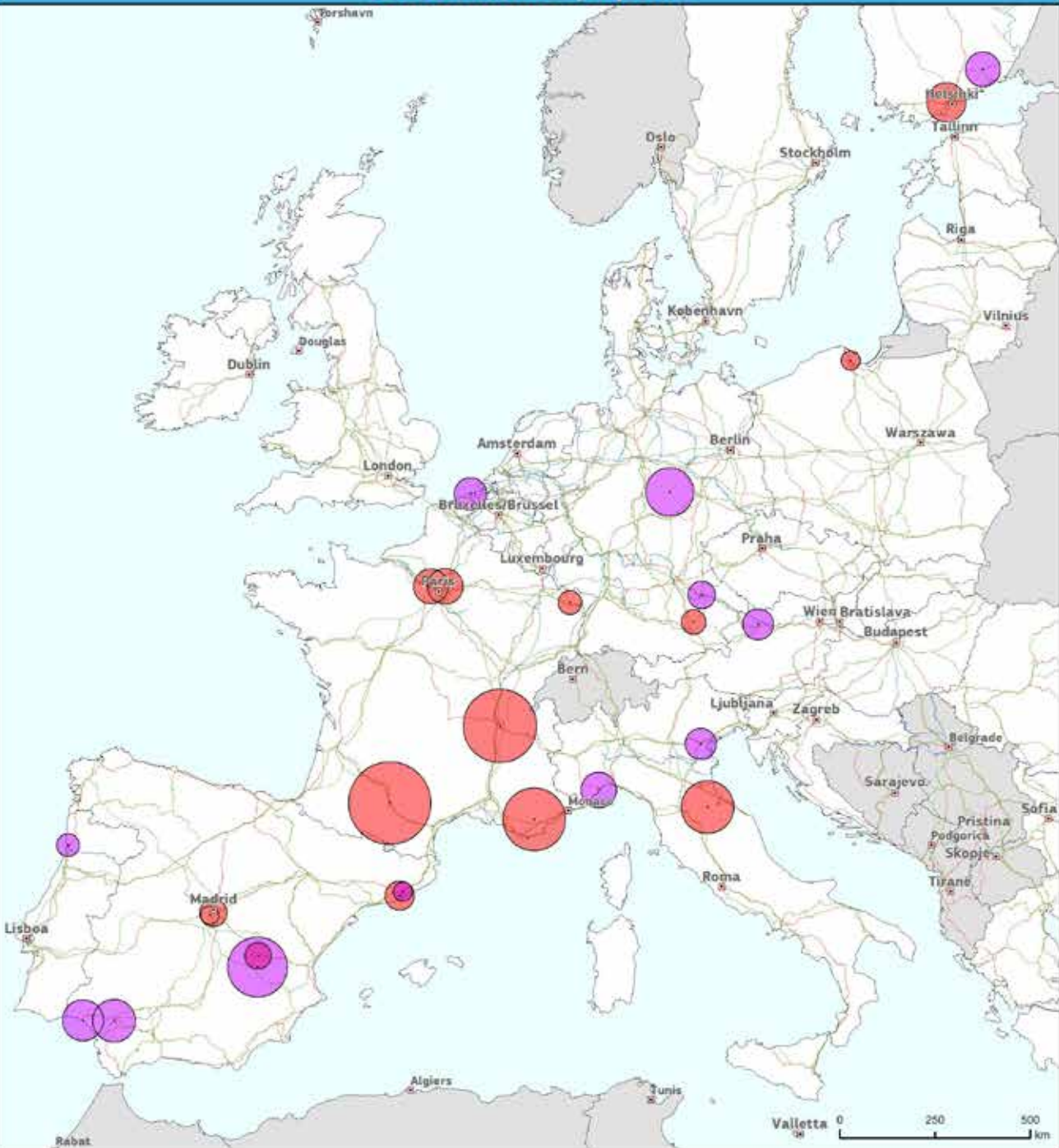
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TRANS-EUROPEAN TRANSPORT NETWORK

Innovation
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Executive Agency

CEF TRANSPORT 2015 CALLS FOR PROPOSALS General call: Urban nodes, Multimodal logistics platforms 26 recommended proposals



Proposals for CEF funding



Core Network

- Railway
- Road
- Inland Waterway

- Urban nodes (14*)
- Multimodal logistics platforms (12*)

* recommended proposals

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CEF TRANSPORT 2015 CALLS FOR PROPOSALS

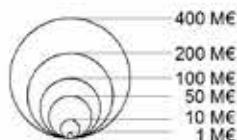
Cohesion call

93 recommended proposals

Innovation
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Executive Agency



Proposals for CEF funding



— Core Network Corridors

● Cohesion call (93 recommended proposals)

* Location of the coordinating applicant. The proposal concerns Cohesion Member States only.

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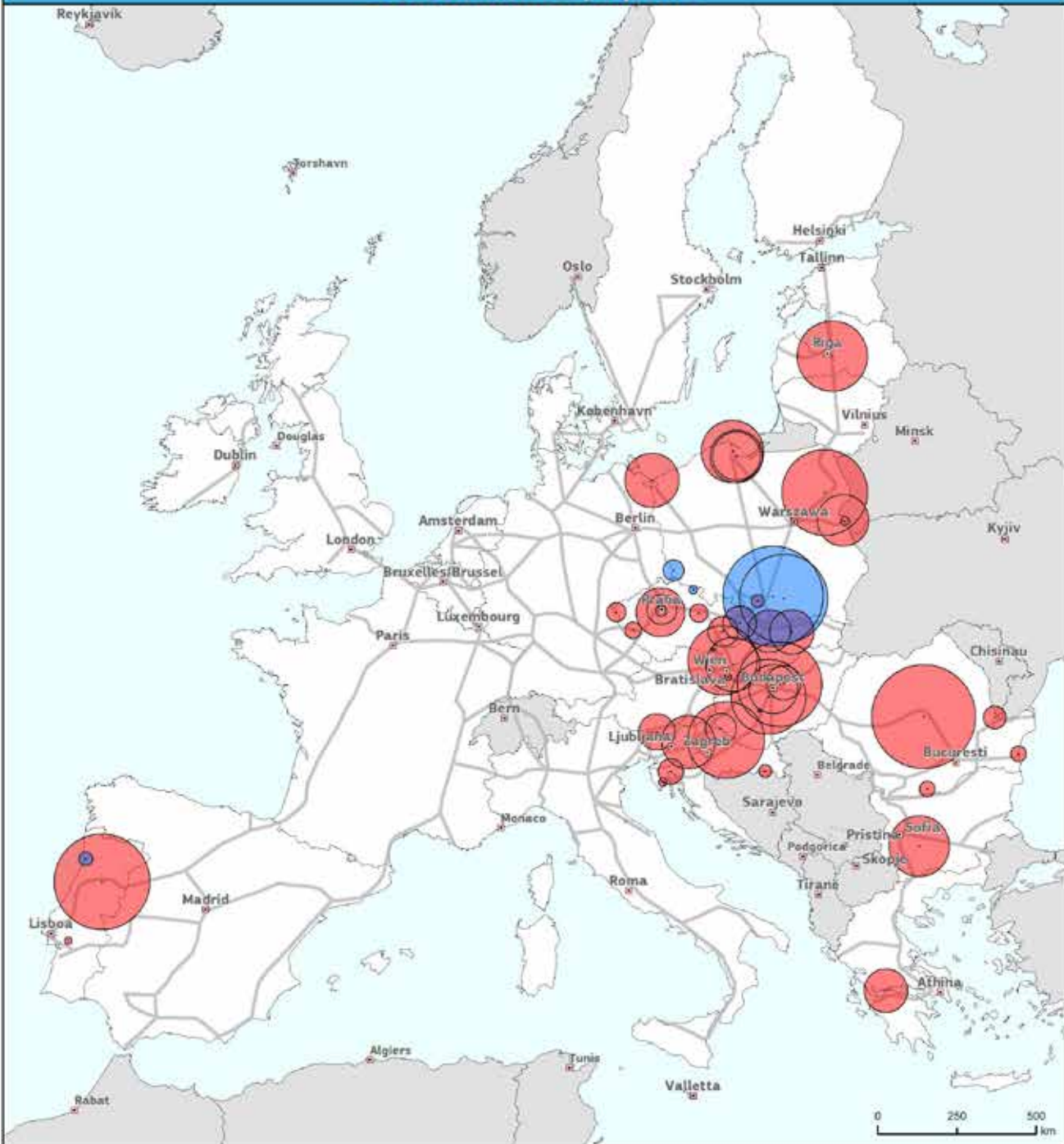
TRANS-EUROPEAN TRANSPORT NETWORK

CEF TRANSPORT 2015 CALLS FOR PROPOSALS

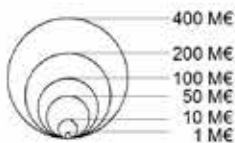
Cohesion call: Core Network Corridors and other sections

50 recommended proposals

Innovation
and Networks
Executive Agency



Proposals for CEF funding



— Core Network Corridors

- Core Network Corridors (44*)
- Other sections of the Core Network (5*)

* recommended proposals

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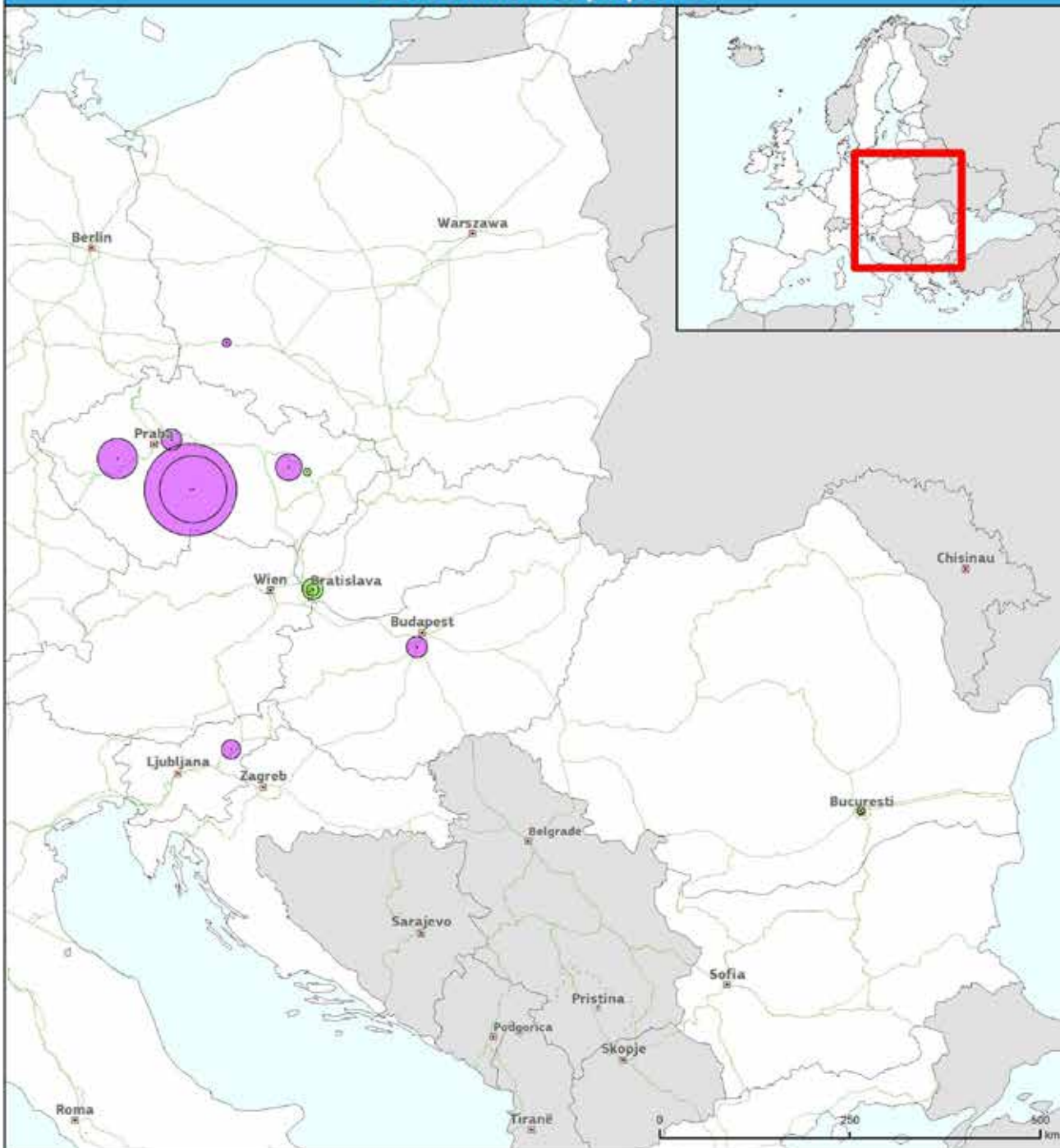


TRANS-EUROPEAN TRANSPORT NETWORK

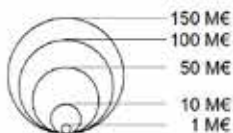
CEF TRANSPORT 2015 CALLS FOR PROPOSALS

Cohesion call: Rail interoperability and ERTMS

12 recommended proposals



Proposals for CEF funding



Core Network

— Railway

- Rail interoperability (4*)
- ERTMS (8*)

* recommended proposals



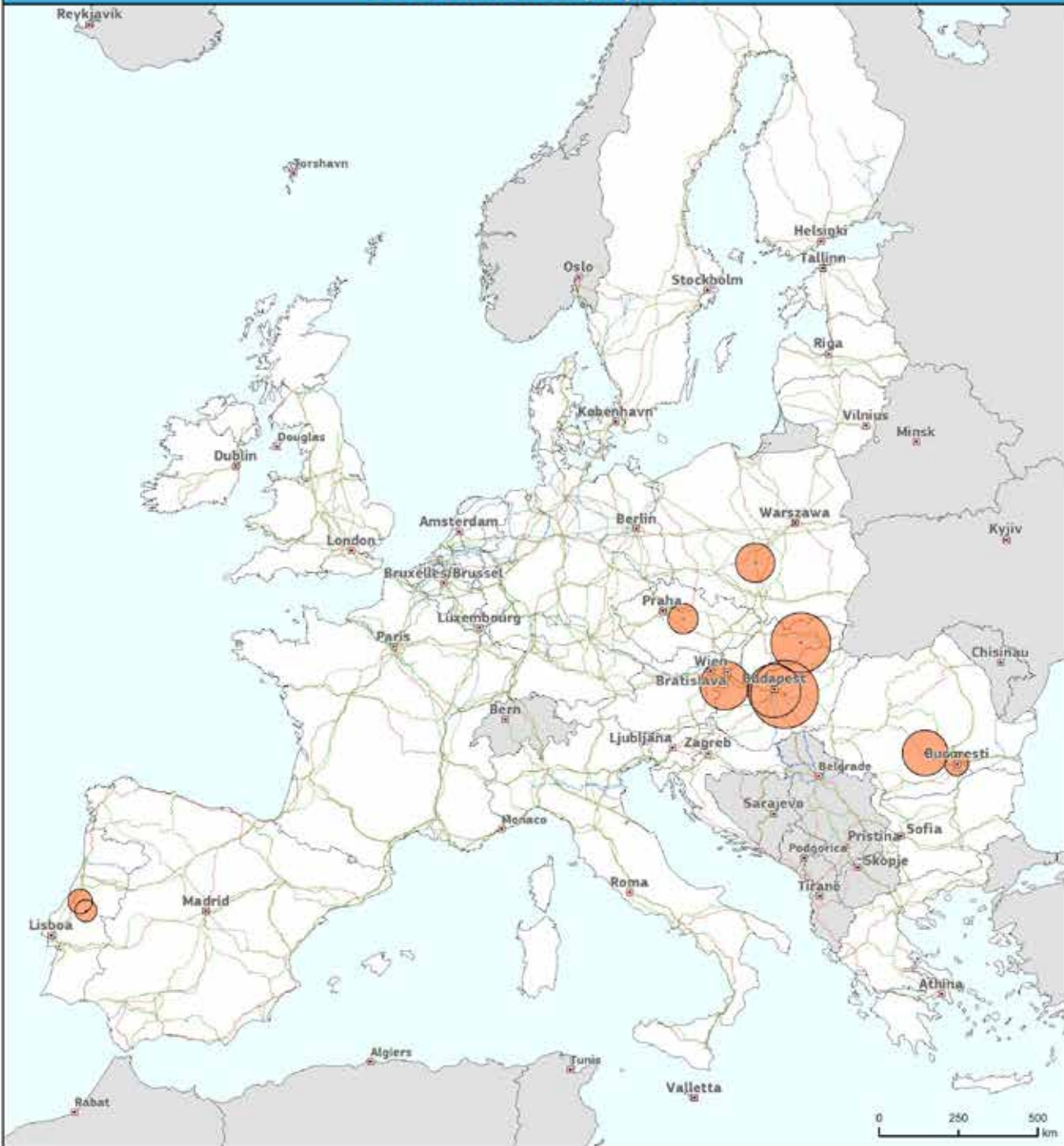
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CEF TRANSPORT 2015 CALLS FOR PROPOSALS

Cohesion call: New technologies and innovation

10 recommended proposals

Innovation
and Networks
Executive Agency




**Proposals for
CEF funding**



Core Network

- Railway
- Road
- Inland Waterway

 New technologies and innovation
(10 recommended proposals)

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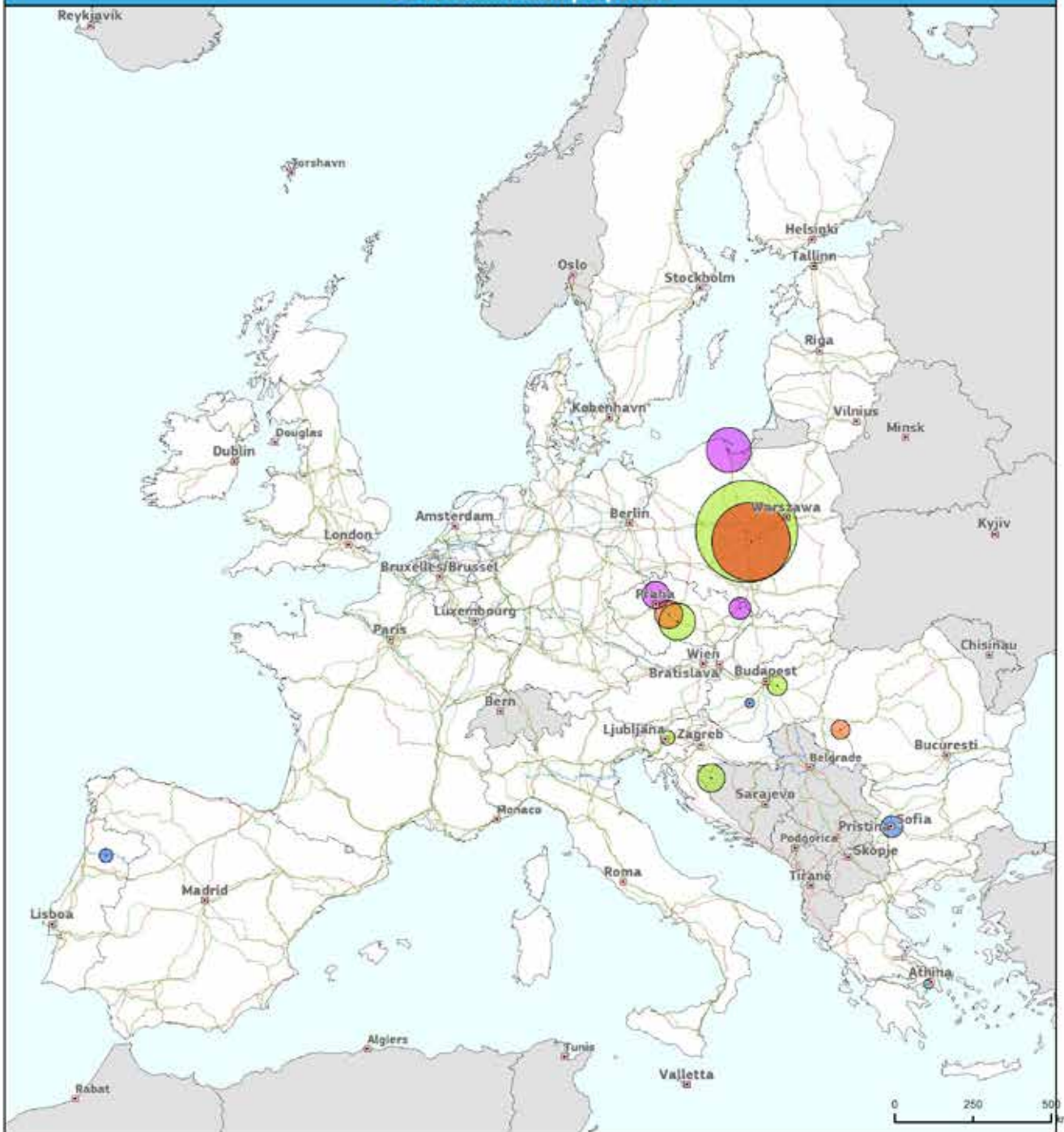


TRANS-EUROPEAN TRANSPORT NETWORK

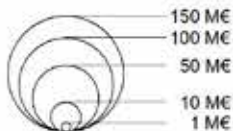
CEF TRANSPORT 2015 CALLS FOR PROPOSALS

Innovation
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Executive Agency

Cohesion call: RIS, ITS, Safe and secure, MoS, Urban nodes, Multimodal logistics platforms
15 recommended proposals



Proposals for CEF funding



Core Network

- Railway
- Road
- Inland Waterway

- RIS (3*)
- ITS for road (5*)
- Safe and secure infrastructure (2*)
- MoS (1*)
- Urban nodes (1*)
- Multimodal logistics platforms (3*)

* recommended proposals

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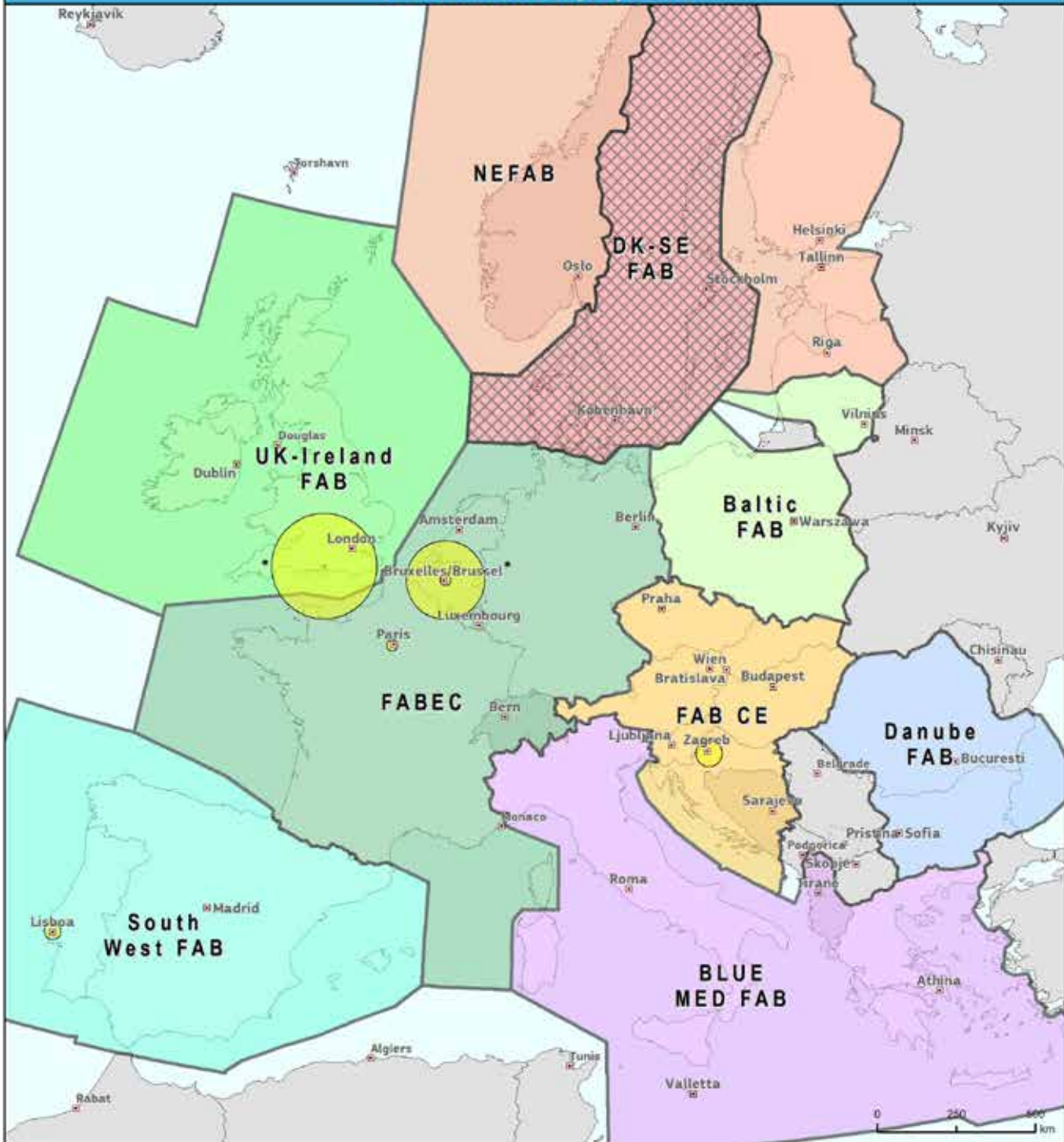
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CEF TRANSPORT 2015 CALLS FOR PROPOSALS

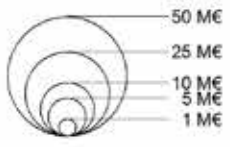
Cohesion call: SESAR

6 recommended proposals

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Executive Agency



Proposals for CEF funding



SESAR (6 recommended proposals)

* Location of the coordinating applicant. The proposal concerns Cohesion Member States only.

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Proposals recommended for funding under the 2015 CEF Transport calls

General call - ERTMS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-BE-TM-0122-W	ETCS deployment: retrofitting of 106 electrical motor units	NMBS/SNCB	BE,NL	Works	29,780,124	14,890,062	50.00%	26,500,000	13,250,000	50.00%
2015-DE-TM-0332-W	Retrofitment and upgrade of locomotives	Lokomotion Gesellschaft für Schienentraktion mbH	AT, CZ, DE, HU, IT, SI	Works	11,294,000	5,021,950	44.47%	5,410,000	2,427,200	44.87%
2015-DE-TM-0363-W	Design and equipment of ERTMS for six cross-border sections and three gap closings	Bundesministerium für Verkehr und digitale Infrastruktur	DE	Works	55,155,403	26,530,376	48.10%	51,764,998	24,925,319	48.15%
2015-DK-TM-0073-W	ERTMS track-side deployment in West Denmark	Banedanmark (Rail Net Denmark)	DK	Works	38,431,000	19,215,500	50.00%	38,431,000	18,128,407	47.17%
2015-ES-TM-0011-W	Upgrade and retrofitting of on-board ERTMS	Renfe Fabricacion y Mantenimiento S.A.	ES	Works	164,510,650	82,255,325	50.00%	72,500,000	36,250,000	50.00%
2015-ES-TM-0118-W	ERTMS deployment on Vitoria - Bilbao - San Sebastian section	ADIF Alta Velocidad	ES	Works	23,305,000	11,652,500	50.00%	23,305,000	11,652,500	50.00%
2015-FR-TM-0258-M	ERTMS on regional trains between France and Luxembourg	SNCF Mobilites	FR	Mixed	20,725,000	10,362,500	50.00%	10,250,000	5,125,000	50.00%
2015-IT-TM-0168-W	ERTMS track-side equipment on the Italian core network	Ministry for Infrastructure and Transport	IT	Works	170,000,000	85,000,000	50.00%	91,420,000	45,710,000	50.00%
2015-NL-TM-0264-W	ERTMS track-side deployment on the Kijfhoek - Roosendaal - Belgian border railway line	Ministry of Infrastructure and the Environment	NL	Works	89,263,721	29,095,937	32.60%	33,200,000	15,100,000	45.48%
2015-NL-TM-0328-W	ERTMS on-board deployment on NS and Arriva fleet	Ministry of Infrastructure and the Environment	NL	Works	126,408,200	45,490,762	35.99%	53,129,837	17,100,000	32.19%
2015-SE-TM-0371-W	ERTMS on-board deployment in Sweden	Trafikverket	SE	Works	152,692,000	76,346,000	50.00%	20,663,000	10,331,500	50.00%

General call - Innovation

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-DE-TM-0376-M	LNG for shipping and logistics in Europe	LIQUIND 24/7 GmbH	DE	Mixed	11,966,000	5,983,000	50.00%	8,112,000	4,056,000	50.00%
2015-ES-TM-0030-W	Deployment of Autogas refuelling stations in metropolitan areas in Spain and Portugal	Repsol Butano S.A.	ES	Works	2,730,000	546,000	20.00%	2,730,000	546,000	20.00%
2015-EU-TM-0104-S	SILNGT Small Scale TRANSPORT	BUTAN PLIN druzba za distribuciju plina	HR, SI	Studies	3,299,400	1,649,700	50.00%	2,475,400	1,237,700	50.00%
2015-EU-TM-0186-S	The Causeway Study - Impact of CNG on the Irish Gas Network	Gas Networks Ireland	IE, UK	Studies	33,478,683	13,572,257	40.54%	18,264,757	7,404,531	40.54%
2015-EU-TM-0292-S	CHAMeleon	HAM Criogenica	ES, SI	Studies	2,729,150	1,364,575	50.00%	2,729,150	1,364,575	50.00%
2015-EU-TM-0316-S	Models for economic hydrogen refuelling infrastructure	Element Energy Ltd	DE, IT, NL, UK	Studies	33,236,250	16,618,125	50.00%	11,019,000	5,509,500	50.00%
2015-EU-TM-0367-S	ULTRA-E	Allego BV	AT, BE, DE, FR, NL	Studies	19,872,966	9,936,483	50.00%	13,085,300	6,542,650	50.00%
2015-EU-TM-0404-S	LNG Logistics	TL et Associes	FR	Studies	1,757,085	878,543	50.00%	1,757,085	878,543	50.00%
2015-EU-TM-0409-S	CIRVE Project	IBIL, Gestor de Carga de Vehiculo Electrico S.A.	ES	Studies	5,073,854	2,536,929	50.00%	3,523,234	1,761,621	50.00%
2015-EU-TM-0415-S	EVA+ (Electric Vehicles Arteries in Italy and Austria)	Enel SpA	AT, IT	Studies	13,567,900	6,783,950	50.00%	8,473,290	4,236,645	50.00%
2015-EU-TM-0417-S	Masterplan for OPS in Spanish ports	Puertos del Estado	ES	Studies	7,006,574	3,503,287	50.00%	6,706,574	1,741,815	25.97%
2015-EU-TM-0422-S	LNG motion	Axegaz SAS	BE, DE, ES, FR, HU, IT, NL, PL, RO	Studies	60,318,200	30,159,102	50.00%	55,530,200	27,765,102	50.00%

General call - Safe and secure infrastructure

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-BE-TM-0244-W	Elimination of level crossings on the Core Network in Belgium	Infrabel	BE	Works	39,560,000	7,912,000	20.00%	35,750,000	7,150,000	20.00%
2015-EU-TM-0261-M	Expansion of safe truck parking spaces and information systems in Bavaria	Bundesministerium für Verkehr, Innovation und Technologie	AT, DE	Mixed	17,149,430	4,048,919	23.61%	17,149,548	3,651,425	21.29%

General call - SESAR

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-BE-TM-0040-W	Navigation performance implementation toolkit	EUROCONTROL	BE	Works	4,912,000	2,456,000	50.00%	4,912,000	2,456,000	50.00%
2015-BE-TM-0234-W	Deployment of European Surveillance System	EUROCONTROL	BE	Works	10,818,125	5,409,064	50.00%	10,818,125	5,409,064	50.00%
2015-DE-TM-0128-W	Deploying new radar technologies for the modernisation of air traffic management in Germany	DFS Deutsche Flugsicherung GmbH	DE	Works	35,875,139	17,937,571	50.00%	35,875,139	17,937,571	50.00%
2015-DE-TM-0268-W	Deploying Remote Tower Control for the modernisation of air traffic management in Germany	DFS Deutsche Flugsicherung GmbH	DE	Works	12,174,063	6,087,033	50.00%	12,174,063	6,087,033	50.00%
2015-EU-TM-0102-W	Upgrading of Instrument Flight Procedures to a PBN standard	Transport Systems Catalyst	IT, UK	Works	4,808,021	2,404,029	50.00%	4,808,021	2,404,029	50.00%
2015-EU-TM-0103-W	Denmark-Sweden FAB operational harmonisation	Navair	DK, SE	Works	3,590,474	1,795,240	50.00%	2,250,205	1,125,105	50.00%
2015-EU-TM-0193-M	SESAR Deployment Programme implementation 2015 - Cluster 1	SESAR Deployment Manager (NATS (En-Route) Plc on behalf)	AT, BE, DE, DK, EL, ES, FR, IE, IT, LU, NL, PT, SE, SI, UK	Mixed	529,117,008	228,356,566	43.16%	262,919,198	105,565,756	40.15%
2015-EU-TM-0196-M	SESAR Deployment Programme implementation 2015 - Cluster 2	SESAR Deployment Manager (NATS (En-Route) Plc on behalf)	AT, BE, DE, DK, EL, ES, FI, FR, HR, IE, IT, LV, MT, NL, PT, SE, SI, UK	Mixed	1,749,354,308	847,697,359	48.46%	859,150,589	367,150,964	42.73%

2015-EU-TM-0387-S	CODACAS 1B	Ministere de l'ecologie, du developpement durable et de l'energie	AT, DK, FR, HR, IE, SE	Studies	4,635,000	2,317,500	50.00%	4,635,000	2,317,500	50.00%
2015-LT-TM-0155-W	Air Traffic Management (ATM) system deployment	State Enterprise "Oro navigacija"	LT, PL	Works	13,550,000	6,672,020	49.24%	13,550,000	6,672,020	49.24%
2015-LT-TM-0160-W	Advanced Surface Movement Guidance and Control System (A-SMGCS) modernisation	State Enterprise "Oro navigacija"	LT	Works	2,820,000	1,255,464	44.52%	2,820,000	1,255,464	44.52%
2015-LV-TM-0094-W	A-CDM Riga	State Joint Stock Company Latvijas gaisa satiksme	LV	Works	1,930,000	965,000	50.00%	1,930,000	965,000	50.00%
2015-NL-TM-0402-W	Civil and military co-location at Schiphol	Luchtverkeersleiding Nederland (Air Traffic Control The Netherlands)	NL	Works	10,407,839	5,203,922	50.00%	9,933,934	4,966,970	50.00%
2015-SE-TM-0016-W	Implementation of functional TWR at Goteborg Landvetter airport	Swedavia AB	SE	Works	5,835,000	2,917,500	50.00%	5,835,000	2,917,500	50.00%
2015-SE-TM-0033-M	Skavsta Access 2.0	Stockholm Skavsta Flygplats AB	SE	Mixed	5,393,904	2,696,952	50.00%	5,393,904	2,696,952	50.00%
2015-SE-TM-0097-W	One synchronised ATM system - Contingency ATCC at OS/MM	Luftfartsverket	SE	Works	13,950,000	6,325,000	45.34%	13,950,000	6,325,000	45.34%
2015-SE-TM-0185-W	FRA high seas primary surveillance infrastructure	Luftfartsverket	SE	Works	6,362,000	3,181,000	50.00%	6,198,000	3,099,000	50.00%
2015-SE-TM-0355-M	Expansion of Remote Tower Services	Luftfartsverket	SE	Mixed	23,991,000	11,995,500	50.00%	18,247,000	9,123,500	50.00%
2015-SI-TM-0021-W	Initial airport operation plan	Aerodrom Ljubljana, d.o.o.	SI	Works	890,733	445,369	50.00%	890,733	445,369	50.00%
2015-UK-TM-0010-W	New NERL operational facilities	NATS (En Route) plc	UK	Works	16,918,500	8,459,250	50.00%	16,918,500	8,459,250	50.00%
2015-UK-TM-0012-W	Enablers to support SESAR deployment	NATS (En Route) plc	UK	Works	21,514,300	10,757,150	50.00%	21,514,300	10,757,150	50.00%
2015-UK-TM-0013-W	CNS rationalisation and upgrade within the UK	NATS (En Route) plc	UK	Works	11,230,000	5,615,000	50.00%	11,230,000	5,615,000	50.00%
2015-UK-TM-0047-S	Design of new NATS systems to support SESAR implementation	NATS (En Route) plc	UK	Studies	32,742,300	16,371,150	50.00%	7,290,700	3,645,350	50.00%
2015-UK-TM-0067-M	PBN implementation	Heathrow Airport Limited	UK	Mixed	8,439,492	4,219,747	50.00%	8,439,492	4,219,747	50.00%
2015-UK-TM-0150-M	8.33kHz radio equipage for UK General Aviation fleet	Civil Aviation Authority	UK	Mixed	21,728,866	4,345,773	20.00%	21,728,866	4,345,773	20.00%
2015-UK-TM-0281-S	Upgrading UK Military Terminal ATM VHF radios	Ministry of Defence	UK	Studies	4,500,314	2,250,157	50.00%	4,500,314	2,250,157	50.00%
2015-UK-TM-0356-S	Provision of Short-Term Conflict Alert systems at 10 Royal Air Force Terminal ATM facilities	Ministry of Defence	UK	Studies	15,749,585	7,874,793	50.00%	15,749,585	7,874,793	50.00%

General call - RIS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-BE-TM-0024-W	Upgrading Flemish RIS Infrastructure	Waterwegen en Zeekanaal NV	BE	Works	2,350,000	1,175,000	50.00%	2,350,000	1,175,000	50.00%
2015-ES-TM-0260-M	Advanced implementation of RIS in Seville port and Guadalquivir Euroway	Port Authority of Seville	ES	Mixed	2,850,000	1,425,000	50.00%	2,850,000	1,425,000	50.00%
2015-EU-TM-0038-W	RIS COMEX	Bundesministerium für Verkehr, Innovation und Technologie	AT, BE, DE, FR, LU, NL, RO	Works	19,773,358	9,886,679	50.00%	19,773,358	9,886,679	50.00%

General call - ITS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-AT-TM-0291-S	C-Roads Austria	Bundesministerium für Verkehr, Innovation und Technologie	AT	Studies	19,100,000	9,550,000	50.00%	19,100,000	9,550,000	50.00%
2015-BE-TM-0391-S	C-ITS for Trucks (CITRUS)	Be-Mobile NV	BE	Studies	1,822,745	911,373	50.00%	1,822,745	911,373	50.00%
2015-DE-TM-0431-S	C-Roads Germany	ITS automotive nord GmbH	DE	Studies	9,930,884	4,965,442	50.00%	9,930,884	4,965,442	50.00%
2015-ES-TM-0079-S	SOLRED C-ITS Monitoring Network (SolC-ITS)	SOLRED, S.A.	ES	Studies	1,811,000	905,500	50.00%	1,811,000	905,500	50.00%
2015-EU-TM-0159-S	InterCor	ERTICO - ITS Europe	BE, FR, NL, UK	Studies	29,999,999	15,000,000	50.00%	29,999,999	15,000,000	50.00%
2015-EU-TM-0243-S	AUTOCITS	Indra Sistemas S.A	ES, FR, PT	Studies	2,606,550	1,303,275	50.00%	2,606,550	1,303,275	50.00%
2015-EU-TM-0380-S	C-Roads Belgium/Flanders	Flemish Department of Mobility and Public Works (MOW)	BE	Studies	3,176,500	1,588,250	50.00%	3,176,500	1,588,250	50.00%
2015-FR-TM-0378-S	C-Roads France	Ministere de l'ecologie, du developpement durable et de l'energie	FR	Studies	14,413,213	7,206,615	50.00%	14,413,213	7,206,615	50.00%
2015-SI-TM-0286-S	C-Roads Slovenia	Ministry of Infrastructure	SI	Studies	2,314,000	1,157,000	50.00%	2,314,000	1,157,000	50.00%

General call – Motorways of the Sea

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-EU-TM-0014-M	Winter navigation Motorways of the Sea II, WINMOS II	Finnish Transport Agency	EE, FI, SE	Mixed	20,567,000	7,441,500	36.18%	18,967,000	6,641,500	35.02%
2015-EU-TM-0098-M	DOOR2LING	Containerships Ltd Oy	FI, NL, UK	Mixed	73,860,000	22,738,000	30.79%	56,060,000	17,038,000	30.39%
2015-EU-TM-0108-S	Preventing incident and accident by safer ships on the oceans - PI-CASSO	Sociedad de Salvamento y Seguridad Maritima	CY, EL, ES, IT, MT, PT, SE, UK	Studies	10,314,834	5,157,417	50.00%	3,848,834	1,924,417	50.00%
2015-EU-TM-0132-M	FAMOS Odin: Finalising Surveys for the Baltic Motorways of the Sea	Swedish Maritime Administration / Sjöfartsverket	DE, DK, EE, FI, LT, LV, SE	Mixed	29,589,500	11,148,590	37.68%	29,589,500	11,148,590	37.68%
2015-EU-TM-0178-M	Bothnia Bulk – Environmental upgrade of year-round supply in the northern Baltic Sea	ESL Shipping Ltd	FI, SE	Mixed	30,820,000	9,354,000	30.35%	22,536,000	6,840,000	30.35%
2015-EU-TM-0179-W	Blue Baltics – LNG infrastructure facility deployment in the Baltic Sea Region	Klaipėdos Nafta SC	EE, LT, SE	Works	50,465,000	16,596,500	32.89%	47,605,000	15,046,500	31.61%
2015-EU-TM-0236-S	ELEMED – Electrification of the Eastern Mediterranean area	Hellenic Lloyd's SA	SI	Studies	194,500	97,250	50.00%	151,600	75,800	50.00%
2015-EU-TM-0250-M	CarEsmatic	Luka Koper, d.d.	EL, ES, SI	Mixed	18,564,300	5,935,750	31.97%	17,154,000	5,230,600	30.49%
2015-EU-TM-0307-M	S/F SamuelLING	GIE Dragages Ports	ES, FR	Mixed	21,546,000	10,773,000	50.00%	19,724,199	9,862,100	50.00%
2015-EU-TM-0310-M	ADRI-UP – Adriatic MoS Upgraded Services	Igoumenitsa Port Authority S.A.	EL, IT	Mixed	25,120,000	8,542,000	34.00%	22,725,000	7,130,500	31.38%
2015-EU-TM-0370-M	LNG 2.0 – The CO2laborative SO2lution	Furetank Rederi AB	BE, PL, SE	Mixed	28,370,000	11,185,000	39.43%	5,707,000	2,853,500	50.00%
2015-EU-TM-0375-M	Motorway of the Sea Nantes Saint Nazaire – Gijon	Port Authority of Gijon	ES, FR	Mixed	5,120,000	1,579,000	30.84%	3,599,200	1,079,760	30.00%

General call - Urban nodes

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-DE-TM-0426-S	Erdinger Ringschluss	Flughafen Munchen GmbH	DE	Studies	1,802,200	901,100	50.00%	1,802,200	901,100	50.00%
2015-ES-TM-0173-S	Improving the intermodal adapt- ing of Chamartin station and ac- cess to Madrid airport	Ministerio de Fomento	ES	Studies	1,677,110	838,555	50.00%	1,000,000	500,000	50.00%
2015-ES-TM-0181-S	Study of the railway complex of Atocha station	ADIF Alta Velocidad	ES	Studies	2,200,000	1,100,000	50.00%	2,200,000	1,100,000	50.00%
2015-ES-TM-0239-S	POSTLowCIT	Sociedad Estatal de Correos y Telegrafos SA	ES	Studies	2,066,544	1,033,275	50.00%	2,066,544	1,033,275	50.00%
2015-ES-TM-0274-S	INMAB	Ayuntamiento de Barce- lona	ES	Studies	2,500,000	1,250,000	50.00%	2,500,000	1,250,000	50.00%
2015-EU-TM-0028-S	Rhine - Alpine integrated and seamless travel chain	Interregional Alliance for the Rhine - Alpine Corri- dor EGTC	DE, IT, NL	Studies	2,113,614	1,056,809	50.00%	1,672,691	836,348	50.00%
2015-FI-TM-0127-S	Helsinki multimodal urban node	Finavia corporation	FI	Studies	4,500,000	2,250,000	50.00%	4,500,000	2,250,000	50.00%
2015-FR-TM-0074-M	Lyon urban node - elimination of the railway bottleneck	Ministry of the Environ- ment, Energy and Marine Affairs	FR	Mixed	20,880,000	7,770,000	37.21%	20,880,000	7,770,000	37.21%
2015-FR-TM-0126-S	Elimination of bottlenecks at the Marseille and Nice railway nodes	Ministry of the Environ- ment, Energy and Marine Affairs	FR	Studies	11,367,000	5,683,500	50.00%	11,367,000	5,683,500	50.00%
2015-FR-TM-0129-S	Seine Métropole West Port and "2 Rives de Seine" Eco-port	Port Autonome de Paris	FR	Studies	3,409,000	1,704,500	50.00%	3,409,000	1,704,500	50.00%
2015-FR-TM-0164-S	TGV rail station at Paris Charles de Gaulle Airport	Ministry of the Environ- ment, Energy and Marine Affairs	FR	Studies	3,550,000	1,775,000	50.00%	3,550,000	1,775,000	50.00%
2015-FR-TM-0368-S	Toulouse Aerospace Express	Syndicat Mixte des Trans- ports en Commun de l'agglomération toulou- saine	FR	Studies	19,600,000	9,800,000	50.00%	19,600,000	9,800,000	50.00%
2015-IT-TM-0144-S	Design of a railway link to Venice airport	Ministry for Infrastruc- ture and Transport	IT	Studies	8,000,000	4,000,000	50.00%	8,000,000	4,000,000	50.00%
2015-PL-TM-0280-S	Expansion and modernisation of Gdansk port	Zarząd Morskiego Portu Gdansk SA	PL	Studies	1,054,983	527,492	50.00%	1,054,983	527,492	50.00%

General call - Multimodal logistics platforms

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-AT-TM-0289-S	Multimodal interconnection to the Wels freight terminal	Bundesministerium für Verkehr, Innovation und Technologie	AT	Studies	2,792,885	1,396,444	50.00%	2,792,885	1,396,444	50.00%
2015-BE-TM-0248-W	Improving the multimodal logistic platform of the Zeebrugge port	Infrabel	BE	Works	7,990,000	3,196,000	40.00%	7,990,000	1,598,000	20.00%
2015-DE-TM-0050-W	Upgrade of the railway system in the Bremerhaven seaport (Imsumer Deich Plus)	Stadtgemeinde Bremen	DE	Works	16,538,100	3,307,620	20.00%	16,538,100	3,307,620	20.00%
2015-DE-TM-0133-W	Improving the accessibility of Reheimsburg port	Bayernhafen GmbH & Co. KG	DE	Works	5,480,000	1,096,000	20.00%	5,480,000	1,096,000	20.00%
2015-ES-TM-0061-W	Huelva port intermodal platform	Autoridad Portuaria de Huelva	ES	Works	12,301,539	2,460,308	20.00%	12,301,539	2,460,308	20.00%
2015-ES-TM-0227-M	Railway connection of four freight terminals along the Mediterranean Corridor in Spain	Servicios Terrestres y Marítimos, SA	ES	Mixed	23,105,154	5,872,560	25.42%	21,064,134	5,173,191	24.56%
2015-ES-TM-0251-W	Improving the interconnectivity of the multimodal logistics platform of the Seville port	Port Authority of Seville	ES	Works	16,226,573	3,245,314	20.00%	16,226,573	2,680,631	16.52%
2015-ES-TM-0329-S	Access to the Barcelona-La Llagosta railway freight terminal	ADIF	ES	Studies	1,080,000	540,000	50.00%	1,080,000	540,000	50.00%
2015-FI-TM-0029-S	Development of open access and intermodality in Kouvola rail-road terminal	City of Kouvola	FI	Studies	3,390,000	1,695,000	50.00%	3,390,000	1,695,000	50.00%
2015-IT-TM-0247-M	Enhancing Padova multimodal logistics platform (interporto di Padova)	Interporto Padova S.p.A.	IT	Mixed	5,935,600	1,352,120	22.78%	5,935,600	1,352,120	22.78%
2015-IT-TM-0312-M	Intermodal connections optimization and upgrade of Vado Multimodal Platform (VAMP UP)	Autorità Portuale di Savona	IT	Mixed	10,720,000	2,300,000	21.46%	10,720,000	1,815,200	16.93%
2015-PT-TM-0385-S	Improvement of the rail-road accessibility of the Leixoes port	Ministerio do Planeamento e das Infraestruturas	PT	Studies	1,500,000	750,000	50.00%	1,500,000	750,000	50.00%

Cohesion call - Core Network Corridors

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-BG-TM-0045-W	Modernisation of the Kostenets - Septemvri railway section	National Railway Infrastructure Company	BG	Works	184,653,626	156,955,582	85.00%	178,257,626	151,518,982	85.00%
2015-CZ-TM-0058-S	Modernisation of the Plzen - Domazlice - German border railway line	Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Studies	13,079,032	11,117,178	85.00%	13,079,032	11,117,178	85.00%
2015-CZ-TM-0088-M	Upgrade of the Valasske Mezirici - Hustopece nad Bečvou railway line	Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Mixed	55,072,446	46,304,912	84.08%	55,072,446	46,304,912	84.08%
2015-CZ-TM-0099-M	Modernisation of the Pardubice - Ceska Trebova railway line	Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Mixed	338,335,342	278,686,820	82.37%	17,097,292	14,532,699	85.00%
2015-CZ-TM-0121-M	Modernisation of the Brno - Přerov railway line	Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Mixed	571,438,352	467,950,869	81.89%	45,475,486	38,654,163	85.00%
2015-CZ-TM-0166-M	Modernisation of Cheb railway station	Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Mixed	18,387,309	15,351,564	83.49%	18,387,309	15,351,564	83.49%
2015-CZ-TM-0170-S	Upgrade of the Praha hl. n. - Praha Smichov railway line	Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Studies	5,832,700	4,957,794	85.00%	5,832,700	4,957,794	85.00%
2015-CZ-TM-0214-W	Reconstruction of the Negrelli viaduct	Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Works	47,432,971	36,646,713	77.26%	47,432,971	36,646,713	77.26%
2015-CZ-TM-0354-M	Upgrade of the Praha Smichov - Cernosice railway line	Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Mixed	128,902,399	97,398,651	75.56%	128,902,399	97,398,651	75.56%
2015-EL-TM-0253-W	Construction of railway infrastructure in the Psathopirgos - Patras section	Ministry of Economy, Development and Tourism	EL	Works	131,487,000	79,957,245	60.81%	131,487,000	78,537,185	59.73%
2015-EU-TM-0347-M	Rail Baltica (Part II)	RB Rail AS	EE, LT, LV	Mixed	248,007,060	210,697,573	84.96%	237,927,754	202,236,991	85.00%
2015-HR-TM-0032-W	Upgrade of the Rijeka Port infrastructure - Zagreb Pier container terminal (POR2CORE-ZCT)	Port of Rijeka Authority	HR	Works	96,348,000	81,895,801	85.00%	31,587,125	26,849,057	85.00%
2015-HR-TM-0106-W	Upgrade of the Krizevci - Koprivnica - state border railway line section	HZ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.)	HR	Works	283,936,727	241,346,218	85.00%	283,936,727	241,346,218	85.00%
2015-HR-TM-0390-W	Construction of the Svrljaj Bridge across Sava River	Hrvatske autoceste d.o.o. (Croatian Motorways Ltd.)	HR	Works	12,410,000	7,194,077	57.97%	12,410,000	7,194,077	57.97%

2015-HR-TM-0399-W	Upgrade of the Rijeka Port infrastructure - General cargo terminal (POR2CORE-GCT)	Port of Rijeka Authority	HR	Works	3,685,704	3,132,850	85.00%	3,685,704	3,132,850	85.00%
2015-HU-TM-0003-M	Upgrade of Szazhalombatta - Pusztaszabolcs railway section	Ministry of National Development	HU	Mixed	308,868,849	262,538,522	85.00%	272,398,261	231,538,522	85.00%
2015-HU-TM-0053-W	Deployment of GSM-R in Hungary (Stage 2)	Ministry of National Development	HU	Works	58,225,667	49,491,817	85.00%	58,225,667	49,491,817	85.00%
2015-HU-TM-0087-M	M15 expressway, between the M1 Motorway and the Hungarian/Slovak border	Ministry of National Development	HU	Mixed	64,661,936	54,962,645	85.00%	64,661,936	54,962,645	85.00%
2015-HU-TM-0107-W	M70 expressway, between Letenye and the Hungarian/Slovenian border	Ministry of National Development	HU	Works	49,395,283	41,985,991	85.00%	49,395,283	40,355,946	81.70%
2015-HU-TM-0134-W	Upgrade of the Budapest South Railway Bridge	Ministry of National Development	HU	Works	114,241,950	97,105,657	85.00%	114,241,950	97,105,657	85.00%
2015-HU-TM-0152-S	Master Plan and feasibility study for the development of the TEN-T ports, including Komarom Port	Ministry of National Development	HU	Studies	1,046,686	889,683	85.00%	1,046,686	889,683	85.00%
2015-HU-TM-0158-M	Development of the Budapest, Rakos-Hatvan railway line section	Ministry of National Development	HU	Mixed	385,948,719	328,056,412	85.00%	351,143,778	298,472,212	85.00%
2015-HU-TM-0189-S	Upgrade of the Hegyeshalom - Rajka (Hungarian/Slovak border) railway section	Ministry of National Development	HU	Studies	2,233,782	1,898,715	85.00%	2,233,782	1,898,715	85.00%
2015-HU-TM-0365-S	Upgrading the railway link to Budapest inland free port	Ministry of National Development	HU	Studies	989,245	840,858	85.00%	989,245	840,858	85.00%
2015-PL-TM-0002-W	Works on the E75 railway line, Czystew - Bialystok section	PKP Polskie Linie Kolejowe S.A.	PL	Works	397,384,532	302,807,013	76.20%	397,384,532	302,807,013	76.20%
2015-PL-TM-0006-W	Improving rail access to the Gdansk port	PKP Polskie Linie Kolejowe S.A.	PL	Works	141,509,434	115,683,962	81.75%	141,509,434	115,683,962	81.75%
2015-PL-TM-0007-W	Works on the E 20 railway line, Siedlice - Terespol section	PKP Polskie Linie Kolejowe S.A.	PL	Works	131,007,575	109,522,333	83.60%	131,007,575	109,522,333	83.60%
2015-PL-TM-0034-W	Improving rail access to the Gdynia port	PKP Polskie Linie Kolejowe S.A.	PL	Works	190,865,406	162,235,596	85.00%	190,865,406	162,235,596	85.00%
2015-PL-TM-0037-S	Modernisation of the railway infrastructure at the Malaszewicz zone (EU/Belarus border)	CARGOTOR Spolka z ograniczona odpowiedzialnoscia	PL	Studies	3,813,064	3,241,105	85.00%	3,813,064	3,241,105	85.00%
2015-PL-TM-0081-S	Preparatory works on primary passenger lines (E50 and E65) in the Slaskie Province	PKP Polskie Linie Kolejowe S.A.	PL	Studies	8,953,384	7,610,376	85.00%	8,953,384	7,610,376	85.00%
2015-PL-TM-0125-W	Improving rail access to the Szczecin and Swinoujscie seaports	PKP Polskie Linie Kolejowe S.A.	PL	Works	143,668,747	122,118,435	85.00%	143,668,747	122,118,435	85.00%
2015-PL-TM-0413-W	Improvements in the Gdansk inland port	Zarząd Morskiego Portu Gdansk SA	PL	Works	110,276,870	93,735,341	85.00%	110,276,870	93,735,341	85.00%

2015-PT-TM-0382-S	Studies for the International South Corridor (Sines/Setubal/Lisbon-Caia)	Ministerio do Planeamento e das Infraestruturas	PT	Studies	3,742,500	3,181,125	85.00%	2,935,000	2,494,750	85.00%
2015-PT-TM-0395-M	Beira Alta line (Pampilhosa-Vilar Formoso): detailed design and works	Ministerio do Planeamento e das Infraestruturas	PT	Mixed	547,741,250	375,860,046	68.62%	547,741,250	375,860,046	68.62%
2015-RO-TM-0046-M	Upgrade of infrastructure and environmental protection of the Constanta port - PROTECT	National Company Maritime Ports Administration SA Constanta	RO	Mixed	29,660,545	25,211,463	85.00%	12,696,125	10,791,706	85.00%
2015-RO-TM-0275-W	Galati multimodal platform	Metaltrade International SRL	RO	Works	79,598,147	56,156,494	70.55%	25,619,783	21,776,814	85.00%
2015-RO-TM-0362-W	Rehabilitation of Brasov-Sighisoara section	National Railways Company CFR-SA	RO	Works	565,738,603	480,877,813	85.00%	538,300,852	440,007,116	81.74%
2015-RO-TM-0366-S	SWIM - SMART Waterway Integrated Management	River Administration of the Lower Danube Galati	BG, RO	Studies	12,222,200	10,388,870	85.00%	12,222,200	10,388,870	85.00%
2015-SI-TM-0228-W	Upgrade of the Zidani Most-Celje railway line	Ministry of Infrastructure	SI	Works	205,360,118	117,260,626	57.10%	205,360,118	117,260,626	57.10%
2015-SK-TM-0052-W	Motorway D3 Cadca, Bukov - Svrčinovec	Narodna diaľnicna spoločnosť, a.s.	SK	Works	87,432,297	74,317,452	85.00%	87,432,297	74,317,452	85.00%
2015-SK-TM-0116-S	Master plan and feasibility study for the Komarno port	Ministry of Transport, Construction and Regional Development	SK	Studies	673,100	572,135	85.00%	673,100	572,135	85.00%
2015-SK-TM-0151-W	Upgrade of Gabčíkovo locks	Ministry of Transport, Construction and Regional Development	SK	Works	1,444,665,000	1,229,652,250	85.00%	1,444,665,000	1,229,652,250	85.00%
2015-SK-TM-0200-W	Modernisation of Liptovský Mikuláš - Poprad-Tatry section	Zeleznice Slovenskej republiky, Bratislava v skratenej forme "ZSR"	SK	Works	100,665,198	80,290,562	79.76%	100,665,198	80,290,562	79.76%
2015-SK-TM-0207-M	Modernisation of two sections of the Czech/Slovak border - Devínska Nová Ves railway line	Zeleznice Slovenskej republiky, Bratislava v skratenej forme "ZSR"	SK	Mixed	273,079,195	200,440,129	73.40%	273,079,195	200,440,129	73.40%

Cohesion call – Other Core Network Sections

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-CZ-TM-0333-M	Motorway D52, Bavory - Czech/Austrian border	Road and Motorway Directorate	CZ	Mixed	66,042,508	56,136,133	85.00%	1,061,286	902,094	85.00%
2015-CZ-TM-0398-S	Motorway D11, Trutnov - Czech/Polish border section	Road and Motorway Directorate	CZ	Studies	3,717,000	3,159,450	85.00%	3,717,000	3,159,450	85.00%
2015-PL-TM-0001-W	Modernisation of railway line E30, Zabrze – Katowice – Krakow section	PKP Polskie Linie Kolejowe S.A.	PL	Works	528,879,779	410,199,156	77.56%	528,879,779	410,199,156	77.56%
2015-PL-TM-0004-W	Works on the Krakow Glowny Torwarow – Rudzic railway line	PKP Polskie Linie Kolejowe S.A.	PL	Works	395,863,769	320,332,962	80.92%	395,863,769	320,332,962	80.92%
2015-PL-TM-0022-W	Electrification of railway lines no. 278 and 274, Wegliniec – Zgorzelec section	PKP Polskie Linie Kolejowe S.A.	PL	Works	22,454,754	19,086,542	85.00%	22,454,754	19,086,542	85.00%
2015-PT-TM-0319-S	Douro's inland waterway 2020 – safer and sustainable accessibility	APDL - Administracao dos Portos do Douro, Leixoes e Viana do Castelo, S.A.	PT	Studies	10,088,500	8,575,225	85.00%	10,088,500	8,575,225	85.00%

Cohesion call – Rail interoperability

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-CZ-TM-0056-W	Implementation of TAF TSI by private railway operators	OLTIS Group	CZ, PL, SK	Works	1,100,000	935,000	85.00%	1,100,000	935,000	85.00%
2015-EU-TM-0210-W	TAF implementation in Romania	Informatica Feroviara SA	RO	Works	1,341,200	1,026,620	76.54%	1,341,200	1,026,620	76.54%
2015-SK-TM-0080-W	Implementation of the technical interoperability for TAF TSI sub-system	Železničná spoločnosť Cargo Slovakia, a.s.	AT, BE, BG, CY, CZ, DE, DK, EE, EL, ES, FI, FR, HR, HU, IE, IT, LT, LU, LV, MT, NL, PL, PT, RO, SE, SI, SK, UK	Works	3,137,647	2,667,001	85.00%	3,137,647	2,667,001	85.00%
2015-SK-TM-0321-W	Implementation of the technical interoperability for TAP TSI sub-system	Železničná spoločnosť Slovensko, a.s.	AT, BE, BG, CY, CZ, DE, DK, EE, EL, ES, FI, FR, HR, HU, IE, IT, LT, LU, LV, MT, NL, PL, PT, RO, SE, SI, SK, UK	Works	8,658,750	7,359,940	85.00%	8,658,750	7,359,940	85.00%

Cohesion call – ERTMS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-CZ-TM-0057-W	Deployment of ERTMS/ETCS on-board components	CD Cargo, a.s.	CZ	Works	137,515,377	116,888,070	85.00%	87,343,038	74,241,582	85.00%
2015-CZ-TM-0136-W	Deployment of ERTMS/ETCS on-board components	Ceske drahy, a.s.	CZ	Works	246,892,528	209,858,649	85.00%	166,384,081	141,426,469	85.00%
2015-CZ-TM-0174-M	ETCS Beroun – Pízen – Cheb	Správa železniční dopravní cesty, státní organizace (SZDC, s.o.)	CZ	Mixed	31,938,554	27,147,770	85.00%	31,938,554	27,147,770	85.00%

2015-CZ-TM-0238-M	ETCS Kralupy n.Vlt.- Praha - Kolin	Sprava zeleznicni dopravni cesty, statni organizace (SZDC, s.o.)	CZ	Mixed	10,779,082	9,162,220	85.00%	8,756,281	7,442,839	85.00%
2015-CZ-TM-0295-W	ETCS retrofit	LEO Express a.s.	CZ, PL, SK	Works	3,793,000	3,224,050	85.00%	1,573,000	1,337,050	85.00%
2015-CZ-TM-0377-M	ETCS Prerov - Ceska Trebova	Sprava zeleznicni dopravni cesty, statni organizace (SZDC, s.o.)	CZ	Mixed	13,987,320	11,889,222	85.00%	13,987,320	11,889,222	85.00%
2015-HU-TM-0306-W	Retrofitment of 35 locomotives with ERTMS	MAV-START Vasuti Szemelyszallito Zartkoruen Mukodo Reszvenytarsasag	AT, HU, RO	Works	12,716,100	10,808,685	85.00%	9,295,180	7,900,903	85.00%
2015-SI-TM-0111-W	ERTMS deployment on the Dobova-Zidani Most and Pragersko-Maribor-Sentilj railway lines	Ministry of Infrastructure	SI	Works	7,500,000	6,374,999	85.00%	7,500,000	6,374,999	85.00%

Cohesion call - Innovation

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-CZ-TM-0357-S	EV fast charging backbone network Central Europe	CEZ, a. s.	CZ	Studies	2,835,000	2,409,750	85.00%	2,315,000	1,967,750	85.00%
2015-EU-TM-0204-S	FAST-E	Zapadoslovenska energetika, a.s.	CZ, HR, SK	Studies	7,438,000	6,322,300	85.00%	5,948,000	5,055,800	85.00%
2015-HU-TM-0315-M	CNG Clean Fuel Box Project	MGKKE - Magyar Gazuzemu Kozlekedes Klaszter Egyesulet	HU	Mixed	12,743,600	10,832,060	85.00%	11,615,100	9,872,835	85.00%
2015-HU-TM-0349-M	PAN-LNG-4-DANIUBE	Ministry of National Development	HU	Mixed	10,113,800	8,596,731	85.00%	7,097,150	6,032,578	85.00%
2015-PT-TM-0031-W	Deployment of Autogas refuelling stations in metropolitan areas in Spain and Portugal	Repsol Gas Portugal, S.A.	PT	Works	1,260,000	1,071,000	85.00%	1,260,000	1,071,000	85.00%
2015-PT-TM-0433-S	CIRVE_PT	MOBIE, S.A.	PT	Studies	2,426,339	2,062,391	85.00%	1,508,693	1,282,391	85.00%
2015-RO-TM-0373-M	CNG ROMANIA: initial market deployment of refuelling stations	Denisson Energy S.R.L.	RO	Mixed	5,212,238	4,430,402	85.00%	5,212,238	4,430,402	85.00%
2015-RO-TM-0435-W	Early warning intelligent system for road transportation risks	Ministry of Transport	RO	Works	1,397,960	1,188,266	85.00%	1,397,960	1,188,266	85.00%
2015-SK-TM-0320-S	NCE - FastEvNet	GreenWay Infrastructure, s.r.o.	PL, SK	Studies	4,795,000	4,075,750	85.00%	3,834,000	3,258,900	85.00%
2015-SK-TM-0348-S	LNGAFT - Liquefied natural gas as alternative fuel for transport	Danube LNG, EEIG	SK	Studies	17,284,719	14,692,015	85.00%	9,084,200	7,721,573	85.00%

Cohesion call - Safe and secure infrastructure

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-CZ-TM-0430-M	Extension of the Střechov rest area on motorway D1	Road and Motorway Directorate	CZ	Mixed	10,822,000	9,198,700	85.00%	10,822,000	9,198,700	85.00%
2015-RO-TM-0137-M	Setup and ITS connectivity of safe and secure truck parking areas in Romania	A&O (Ausnit, Olariu si Asociatii SRL)	RO	Mixed	5,000,000	4,250,000	85.00%	5,000,000	4,250,000	85.00%

Cohesion call - SESAR

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-EU-TM-0197-M	SESAR Deployment Programme implementation 2015 - Cluster 3	SESAR Deployment Manager (NATS (En-Route) Plc on behalf)	BG, CZ, EE, EL, HR, HU, NL, PL, PT, RO, SK, UK	Mixed	132,550,601	112,204,131	84.65%	71,651,983	58,736,517	81.97%
2015-EU-TM-0242-W	Deployment of European Surveillance System	EUROCONTROL	BE, CZ, PT	Works	812,100	690,285	85.00%	812,100	690,285	85.00%
2015-EU-TM-0266-W	Synchronised PBN Implementation Cohesion Europe (SPICE)	EUROCONTROL	CY, PT, RO, SK	Works	39,859,792	33,880,824	85.00%	39,029,792	32,600,708	83.53%
2015-EU-TM-0388-S	CODACAS 1B	Ministere de l'ecologie, du developpement durable et de l'energie	AT, DK, FR, HR, IE, SE	Studies	775,000	658,750	85.00%	775,000	658,750	85.00%
2015-HR-TM-0023-M	Implementation of the A-SMGCS system at Zagreb international airport	Croatia Control Ltd	HR	Mixed	4,383,700	3,726,145	85.00%	4,383,700	3,726,145	85.00%
2015-PT-TM-0383-W	LIS IAOP	ANA Aeroportos de Portugal	PT	Works	1,821,292	1,457,034	80.00%	1,821,292	1,457,034	80.00%

Cohesion call - RIS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-EU-TM-0036-W	RIS COMEX	Bulgarian Ports Infrastructure Company	BG, CZ, HR, HU, SK	Works	6,727,837	5,718,661	85.00%	6,727,837	5,718,661	85.00%
2015-HU-TM-0187-W	RIS enabled Hungarian Inland Navigation Information System (HIR)	Ministry of National Development	HU	Works	1,295,400	1,101,090	85.00%	1,295,400	1,101,090	85.00%
2015-PT-TM-0205-W	Douro's inland waterway 2020 - river information services	APDL - Administracao dos Portos do Douro, Leixoes e Viana do Castelo, S.A.	PT	Works	2,732,555	2,322,672	85.00%	2,732,555	2,322,672	85.00%

Cohesion call - ITS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-CZ-TM-0188-M	C-Roads Czech Republic	Ministerstvo dopravy	CZ	Mixed	18,926,791	16,087,775	85.00%	18,926,791	16,087,775	85.00%
2015-HR-TM-0114-W	Crocodile II Croatia	Ministry of Maritime Affairs, Transport and Infrastructure	HR	Works	10,956,000	9,312,600	85.00%	10,956,000	9,312,600	85.00%
2015-HU-TM-0358-W	CROCODILE 2.0 Hungary	Ministry of National Development	HU	Works	5,935,475	5,045,154	85.00%	5,935,475	5,045,154	85.00%
2015-PL-TM-0093-W	National road traffic management system on the TEN-T network	General Directorate for National Roads and Motorways	PL	Works	144,954,797	123,211,577	85.00%	144,954,797	123,211,577	85.00%
2015-SI-TM-0303-W	Traffic management integration in the National Traffic Management Centre	Ministry of Infrastructure	SI	Works	3,530,000	3,000,500	85.00%	3,144,909	2,673,173	85.00%

Cohesion call - Motorways of the Sea

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-EU-TM-0235-S	ELEMED - Electrification of the Eastern Mediterranean area	Hellenic Lloyd's SA	CY, EL	Studies	1,475,000	1,253,750	85.00%	1,475,000	1,013,870	68.74%

Cohesion call - Urban nodes

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-PL-TM-0005-W	Works on railway lines 14 and 81.1. Lodz Kaliska-Zdunska Wola section	PKP Polskie Linie Kolejowe S.A.	PL	Works	113,090,863	73,068,007	64.61%	113,090,863	73,068,007	64.61%

Cohesion call - Multimodal logistics platforms

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2015-CZ-TM-0330-M	Paskov Multimodal Container Terminal	Advanced World Transport a.s.	CZ	Mixed	8,895,000	5,871,360	66.00%	8,896,000	5,871,360	66.00%
2015-CZ-TM-0406-W	Melnik intermodal Terminal	Ceske pristavy, a.s.	CZ	Works	10,584,927	8,997,188	85.00%	10,584,927	8,997,188	85.00%
2015-PL-TM-0372-M	Extension and modernisation of road and railway network in the Gdansk outer port	Zarząd Morskiego Portu Gdansk SA	PL	Mixed	28,765,560	24,450,726	85.00%	28,765,560	24,450,726	85.00%

Proposals not recommended for funding under the 2015 CEF Transport calls

General call - ERTMS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-AT-TM-0374-W	CEE goes ETCS	Salzburg AG für Energie, Verkehr und Telekommunikation	AT	Works	505,000	252,500	50.00%
2015-BE-TM-0089-W	ETCS deployment: retrofitting of 44 electrical motor units	NMBS/SNCB	BE, NL	Works	13,375,124	6,687,562	50.00%
2015-BE-TM-0105-W	ETCS deployment: retrofitting of 94 diesel motor units	NMBS/SNCB	BE	Works	24,756,518	12,378,259	50.00%
2015-BE-TM-0245-W	ETCS deployment on key sections of the Core Network in Belgium	Infrabel	BE	Works	7,070,000	3,535,000	50.00%
2015-BE-TM-0246-W	ETCS deployment on key sections of the Core Network in Belgium	Infrabel	BE	Works	51,740,000	21,668,500	41.88%
2015-DE-TM-0175-W	ERTMS SCAN-MED - ERTMS on-board deployment for interoperable freight traffic	DB Schenker Rail AG	DE, DK	Works	17,214,026	8,607,013	50.00%
2015-DE-TM-0322-W	Equipping with ERTMS the section Oberhausen Sterkrade - German/Swiss border (Weil)	Bundesministerium für Verkehr und digitale Infrastruktur	DE	Works	108,072,461	52,879,622	48.93%
2015-DE-TM-0394-W	Deployment of ETCS prototype equipment on cross-border shunting locomotives	Vossloh Locomotives GmbH	BE, DE, FR, LU	Works	10,111,100	5,055,550	50.00%
2015-DK-TM-0072-W	ERTMS track-side deployment in East Denmark	Banedanmark (Rail Net Denmark)	DK	Works	80,359,000	40,179,500	50.00%
2015-DK-TM-0130-W	ERTMS track-side deployment on the Danish access route to the Fehmarn Belt Fixed Link	Banedanmark (Rail Net Denmark)	DK	Works	12,100,000	6,050,000	50.00%
2015-ES-TM-0115-W	ERTMS deployment on Chamartin - Atocha - Torrejon de Velasco section	ADIF Alta Velocidad	ES	Works	8,500,000	4,250,000	50.00%
2015-ES-TM-0119-W	ERMMS deployment on Murcia-Monforte del Cid, Valencia-Castellon and Vandellos-Tarragona sections	ADIF Alta Velocidad	ES	Works	45,515,000	22,757,500	50.00%
2015-ES-TM-0120-W	ERTMS deployment on Castellbisbal - Nudo de Vilaseca section	ADIF	ES	Works	15,270,000	7,635,000	50.00%
2015-ES-TM-0123-W	ERTMS deployment in high speed passengers railway lines in Spain	ADIF Alta Velocidad	ES	Works	93,383,454	46,691,727	50.00%
2015-EU-TM-0039-S	ETCS on-board tests campaign	Multitel	BE, UK	Studies	1,565,402	782,701	50.00%
2015-EU-TM-0327-W	TRAXX AC2 Baseline 3 standardised ETCS on-board unit prototyping	Deutsche Bahn AG	DE, LU, SE, UK	Works	26,653,018	13,326,509	50.00%
2015-EU-TM-0412-W	Re 482 - Retrofit of ERTMS on-board equipment	SBB Cargo Deutschland GmbH	DE	Works	14,750,000	7,375,000	50.00%
2015-EU-TM-0419-W	Re 421 - Retrofit of ERTMS on-board system	SBB Cargo Deutschland GmbH	DE	Works	9,100,000	4,550,000	50.00%

2015-EU-TM-0434-W	RE 484 - Retrofit and upgrade of ERTMS on-board equipment	SBB Cargo Italia SRL	IT	Works	2,941,000	1,470,500	50.00%
2015-FR-TM-0117-S	ERTMS track-side deployment on the Paris-Lyon HSL	Ministry of the Environment, Energy and Marine Affairs	FR	Studies	17,000,000	8,500,000	50.00%
2015-FR-TM-0229-S	ERTMS deployment on the Marseille-Ventimiglia line	Ministry of the Environment, Energy and Marine Affairs	FR	Studies	30,000,000	15,000,000	50.00%
2015-IT-TM-0096-W	EURO-FLIRT	Struttura Trasporto Alto Adige S.P.A.	IT	Works	9,498,500	4,749,250	50.00%
2015-IT-TM-0145-W	ERTMS deployment on the Firenze-Roma High Speed Line	Ministry for Infrastructure and Transport	IT	Works	15,000,000	7,500,000	50.00%
2015-IT-TM-0146-W	Development of High Density ERTMS on the Rome Railway Hub	Ministry for Infrastructure and Transport	IT	Works	20,000,000	10,000,000	50.00%
2015-IT-TM-0147-W	EDERA - ERTMS deployment on railway cars	Ministry for Infrastructure and Transport	IT	Works	10,814,000	5,407,000	50.00%
2015-LU-TM-0162-W	ERTMS series retrofit and upgrade on electric locomotives	Alpha Trains Luxembourg S.a r.l.	AT, BE, DE, HU, NL, SE	Works	15,900,000	7,950,000	50.00%
2015-LU-TM-0350-W	ETCS on-board equipment on CFL rolling stock	Societe nationale des chemins de fer luxembourgeois	BE, DE, FR, LU	Works	23,888,959	11,944,480	50.00%
2015-NL-TM-0254-W	ETCS upgrade of 84 cross-border locomotives	Mitsui Rail Capital Europe B.V.	NL	Works	19,965,600	9,982,800	50.00%
2015-PT-TM-0384-M	Railway connection Sines/Eivas (Spain): Évora-Caia section / ERTMS	Ministerio do Planeamento e das Infraestruturas	PT	Mixed	24,895,908	12,447,954	50.00%
2015-PT-TM-0396-M	Beira Alta line (Pampilhosa-Vilar Formoso): ERTMS	Ministerio do Planeamento e das Infraestruturas	PT	Mixed	56,081,500	28,040,750	50.00%
2015-PT-TM-0429-M	Aveiro-Mangualde section: ERTMS	Ministerio do Planeamento e das Infraestruturas	PT	Mixed	21,824,506	10,912,253	50.00%

General call - Innovation

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-BE-TM-0131-M	Speeding-up Harmonised Innovation on Flemish TEN-T (SHIFT)	Flemish Government	BE	Mixed	17,680,000	4,940,000	27.94%
2015-BE-TM-0288-M	LNG4Dredgers	Dredging, Environmental and Marine Engineering (DEME) NV	BE, ES, NL	Mixed	37,180,500	10,727,100	28.85%
2015-DE-TM-0176-S	HYBRID-INFRA-RAIL	DB Schenker Rail AG	DE	Studies	5,587,500	2,793,750	50.00%
2015-DE-TM-0240-M	IBIS - Intelligent Barge Information Service	Hamburg Port Authority	DE	Mixed	1,151,600	575,800	50.00%
2015-DE-TM-0271-S	DENATO-NODE	DB Schenker Rail AG	DE	Studies	4,942,500	2,471,250	50.00%

2015-DE-TM-0285-S	LNG4Trucks	Uniper LNG Kraftstoff GmbH	BE, DE, FR, PL	Studies	57,945,102	28,972,552	50.00%
2015-DE-TM-0411-M	Rail Data Gate	Hamburg Port Authority	DE	Mixed	1,159,200	579,600	50.00%
2015-DE-TM-0423-S	Innovative brake monitoring system for freight wagons	HaCon Ingenieurgesellschaft mbH	AT, DE, HU, NL	Studies	2,226,330	1,113,165	50.00%
2015-DK-TM-0318-S	GREAT Hydrogen - Green Regions with Alternative fuels for Transport	The Danish Partnership for Hydrogen and Fuel Cells	DK	Studies	6,558,850	3,935,311	60.00%
2015-EL-TM-0163-S	P-RCMS	Rogan Associates S.A.	EL	Studies	1,824,000	912,000	50.00%
2015-EL-TM-0304-S	Pilot CNG filling station network across the Greek road core network	Public Gas Corporation (DEPA) S.A.	EL	Studies	8,592,020	4,296,010	50.00%
2015-ES-TM-0044-S	Feasibility study of infrastructure needed to promote decarbonised railway traction systems units	Renfe Operadora	ES	Studies	2,000,000	1,000,000	50.00%
2015-ES-TM-0064-M	New generation of technology rooms network to empower ERTMS/ETCS and GSM-R implementation	Renfe Operadora	ES	Mixed	2,956,000	1,151,001	38.94%
2015-ES-TM-0075-W	Mobile mapping technologies for generating the spatial data infrastructure for mobility	Centro Nacional de Informacion Geografica	ES	Works	1,278,000	639,000	50.00%
2015-ES-TM-0153-S	Smart Connected Port	Autoridad Portuaria de Baleares	ES	Studies	3,000,000	1,500,000	50.00%
2015-ES-TM-0156-S	System of automatic changeover gauge in freight wagons and rail tracks	ADIF	ES	Studies	4,800,000	2,400,000	50.00%
2015-ES-TM-0169-S	Interoperable, multimodal, efficient and sustainable transport in the Murcia-Cartagena axis	Consejeria de Fomento e Infraestructuras de la Region de Murcia	ES	Studies	4,400,000	2,200,000	50.00%
2015-ES-TM-0171-W	iC+	Renfe Viajeros S.A.	ES	Works	93,480,555	9,589,427	10.26%
2015-ES-TM-0230-S	High-performance asphalt mixes for safety and long-life roads	Eiffage Infraestructuras	ES	Studies	1,188,678	594,339	50.00%
2015-ES-TM-0283-S	SHARP RAIN	Port Authority of Gijon	ES	Studies	3,402,000	1,701,000	50.00%
2015-ES-TM-0339-S	Smart early detection of intrusions in restricted port areas (SEDIRPA)	Puertos del Estado	ES	Studies	7,320,000	3,660,000	50.00%
2015-EU-TM-0077-S	INToLNG - Innovative LNG solutions to provide clean transport fuel	Engie LNG Solutions Antwerp bvba	BE	Studies	19,342,130	9,671,065	50.00%
2015-EU-TM-0090-S	NEXTCARGE - The next level of European charging Corridors	CLEVER A/S	DE, DK, SE	Studies	13,057,248	7,834,349	60.00%
2015-EU-TM-0124-S	Hydrogen Refuelling Network for the UK (UK HRN)	ITM Power PLC	UK	Studies	19,995,072	9,997,536	50.00%
2015-EU-TM-0142-S	LNG ScanMed Masterplan for inland transport	Consorzio ZAI Interporto Quadrante Europa	DE, IT	Studies	3,610,000	1,805,000	50.00%
2015-EU-TM-0297-S	BEST Ports	Fundacion Valenciaport	EE, ES, FI, IT, NL, SI, UK	Studies	12,999,442	6,499,721	50.00%
2015-EU-TM-0338-S	ConnectLNG2Sea	Unilever UK Limited	IE, UK	Studies	8,106,999	4,053,500	50.00%
2015-EU-TM-0379-M	EV refuelling stations of the future	Ecotricity Group Limited	FR, UK	Mixed	9,711,251	4,855,626	50.00%
2015-EU-TM-0408-M	CNG/LNG Mob-Iberian Network	Gas Natural Distribucion	ES	Mixed	34,331,800	8,853,500	25.79%
2015-FI-TM-0086-S	Winds of change	Bore Oy Ab	FI	Studies	2,096,000	1,048,000	50.00%

2015-FI-TM-0278-S	Piloting innovative and sustainable satellite CNG network in Finland	Gasum Ltd	FI	Studies	5,495,030	2,747,516	50.00%
2015-FR-TM-0084-W	LNG as a fuel for road transport: a bridge between Southern and Northern Europe	Compagnie des Gaz de Pétrole PRIMAGAZ	BE, FR	Works	9,539,960	1,907,993	20.00%
2015-FR-TM-0273-M	Bio Mov LNG 2.0	PROVIRIDIS SAS	BE, FR, PL	Mixed	11,192,000	5,596,000	50.00%
2015-FR-TM-0335-S	Towards an optimised rail supply chain (TOSCA)	ID Logistics France 4	FR	Studies	13,442,600	6,721,300	50.00%
2015-FR-TM-0364-S	Atlantic Rail Motorway: structure gauge enlargement studies	Ministry of the Environment, Energy and Marine Affairs	FR	Studies	8,000,000	4,000,000	50.00%
2015-IT-TM-0025-S	I - B E E P -- Infrastructure for Buses Electric Energy Powered S.p.A.	Azienda Trasporti Milanesi S.p.A.	IT	Studies	1,200,000	600,000	50.00%
2015-IT-TM-0208-S	EDEN - Enhancing the Diffusing of Electric vehicles recharging Network	Spin8	IT	Studies	1,698,000	849,000	50.00%
2015-IT-TM-0231-S	GAINN4INN	Ministero delle Infrastrutture e dei Trasporti	IT	Studies	8,830,000	4,415,000	50.00%
2015-IT-TM-0267-S	Fast security application in smart ports	UJRNet S.p.A.	IT	Studies	2,150,000	1,075,000	50.00%
2015-IT-TM-0287-M	LUCSORI - Lightspeed User Centred Services Over Reliable Infrastructure	Ministero delle Infrastrutture e dei Trasporti	IT	Mixed	9,968,833	4,139,488	41.52%
2015-LU-TM-0095-S	Intermodal LNG cluster for mobility	GASFIN SA	IT	Studies	6,200,000	3,100,000	50.00%
2015-NL-TM-0183-S	ZE-Lim: Zero Emission Bus Transport Limburg	Arriva Personenvervoer Nederland B.V.	NL	Studies	5,397,009	2,698,505	50.00%
2015-NL-TM-0194-S	Accelerate LNG for inland waterway transport: from reality to materiality	Shell Trading Rotterdam B.V.	BE, DE, FR, NL	Studies	48,943,392	16,644,657	34.01%
2015-NL-TM-0407-W	Introduction LNG in inland waterway transportation	Verenigde Tankrederij Holding BV	DE, NL	Works	80,000,000	6,000,000	7.50%
2015-PL-TM-0296-S	Enabling hydrogen mobility in Poland - H2Poland	Motor Transport Institute	PL	Studies	12,640,000	6,320,000	50.00%
2015-UK-TM-0059-W	T14: Intelligent interface for interoperability and intermodality	Department for Regional Development (Northern Ireland)	UK	Works	37,078,666	11,123,601	30.00%

General call - Safe and secure infrastructure

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-EL-TM-0279-S	Implementation of shotblasting to improve skid resistance	Eleftherios Kokkinakis Ltd	EL	Studies	3,493,340	1,746,670	50.00%
2015-ES-TM-0172-S	Pavement-embedded monitoring system for safer roads	BECSA SAU	ES	Studies	1,366,494	683,248	50.00%
2015-ES-TM-0298-S	Traffic re-organisation of the road access to Madrid	Ministerio de Fomento	ES	Studies	3,137,084	1,568,542	50.00%
2015-FR-TM-0063-S	Elimination of 6 level crossings to the south of Bordeaux	Ministry of the Environment, Energy and Marine Affairs	FR	Studies	1,150,000	575,000	50.00%

2015-FR-TM-0149-S	Elimination of a level crossing on the Lyon-Avignon section	Ministry of the Environment, Energy and Marine Affairs	FR	Studies	2,000,000	1,000,000	50.00%
2015-FR-TM-0263-S	Elimination of a level crossing on the Paris-Bordeaux conventional railway line	Ministry of the Environment, Energy and Marine Affairs	FR	Studies	1,750,000	875,000	50.00%
2015-FR-TM-0337-W	SECUPARK A1	TIP Trailer Services France	FR	Works	14,421,000	4,542,300	31.50%
2015-FR-TM-0418-S	Setup of a secure and connected HGV parking centre at Calais transport hub	Polley Secured Lorry Park	FR	Studies	7,090,000	3,545,000	50.00%
2015-IT-TM-0069-S	Study to enhance road tunnel safety management in Rome	ANAS S.p.A.	IT	Studies	1,300,000	650,000	50.00%
2015-IT-TM-0143-M	Removing a level crossing on the section connecting Ravenna port to the railway station	Ministero delle Infrastrutture e dei Trasporti	IT	Mixed	6,000,000	1,875,000	31.25%
2015-NL-TM-0294-W	Multifunctional secure truck parking solution in Rotterdam	Havenbedrijf Rotterdam N.V.	NL	Works	12,913,777	2,582,755	20.00%
2015-PL-TM-0212-S	Grade-separated crossing of railway line Warsaw-Terespol in the area of Mińsk Mazowiecki. Anielinea	Miasto Mińsk Mazowiecki	PL	Studies	1,250,000	625,000	50.00%

General call - SESAR

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-AT-TM-0351-M	Surveillance Sensor Project LOWW	Austro Control	AT	Mixed	5,028,000	2,514,000	50.00%
2015-BE-TM-0270-M	Advanced Surface Movement Guidance and Control Systems (A-SMGCS) in Charleroi and Liège airports	Belgocontrol	BE	Mixed	10,521,000	5,260,500	50.00%
2015-BE-TM-0428-W	Deployment of the Centralised Service 4 (CS4): Advanced Flexible Use of Airspace Service (AFUA)	EUROCONTROL	BE	Works	7,322,324	3,661,162	50.00%
2015-DE-TM-0343-W	Operational efficiency reporting and tracking enhancement system	Deutsche Lufthansa AG	DE	Works	1,216,653	608,327	50.00%
2015-DE-TM-0344-W	Narrowband SWIM Air to Ground data exchange infrastructure	Deutsche Lufthansa AG	AT, DE	Works	10,694,217	2,650,643	24.79%
2015-DE-TM-0345-W	A350 taxiing camera system supporting airport safety net	Deutsche Lufthansa AG	DE	Works	3,148,700	689,740	21.91%
2015-DE-TM-0346-W	Broadband SWIM Air to Ground data exchange infrastructure	Deutsche Lufthansa AG	AT, DE	Works	30,666,138	6,921,213	22.57%
2015-DE-TM-0420-W	New Generation AVDGS Server	Flughafen Munchen GmbH	DE	Works	3,650,000	1,825,000	50.00%
2015-DE-TM-0427-W	Preparation for future A-SMGCS Guidance and Routing Functions	Flughafen Munchen GmbH	DE	Works	6,994,000	3,497,000	50.00%
2015-EL-TM-0112-W	Advanced visual docking guidance system (A-VDGS) at the parking stands	Athens International Airport S.A.	EL	Works	2,640,000	1,320,000	50.00%
2015-IT-TM-0217-W	A-CDM Napoli	ENAV S.p.A.	IT	Works	2,787,185	1,393,593	50.00%
2015-IT-TM-0219-W	A-CDM Bergamo	ENAV S.p.A.	IT	Works	3,017,999	1,509,000	50.00%
2015-SE-TM-0184-W	Extension of surveillance infrastructure in Sweden	Lufthavnsverket	SE	Works	8,500,000	4,250,000	50.00%
2015-UK-TM-0043-W	New voice communications system	NATS (En Route) plc	UK	Works	44,698,000	22,349,000	50.00%
2015-UK-TM-0066-W	Demand capacity balancing	Heathrow Airport Limited	UK	Works	5,934,221	2,967,112	50.00%

General call - ITS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-EL-TM-0313-S	C-Roads Greece	Ministry of Infrastructure, Transport and Networks	EL	Studies	125,000	62,500	50.00%
2015-ES-TM-0060-S	Implementation of emerging technologies in multimodal passenger transport management	Consortio de Transportes de Asturias	ES	Studies	4,000,000	2,000,000	50.00%

General call - Motorways of the Sea

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-EU-TM-0008-W	Green Bridge Plus	TT-Line GmbH & Co. KG	DE, SE	Works	34,490,000	10,347,000	30.00%
2015-EU-TM-0019-W	Improving operations, connectivity and decarbonisation of Cork, Belfast and Dublin ports	Port of Cork Company	IE, UK	Works	63,894,996	13,513,793	21.15%
2015-EU-TM-0027-M	Sustainable green infrastructure port facilities	Baltic Ports Organization	DE, EE, ES, LV, SI	Mixed	4,086,300	1,539,152	37.67%
2015-EU-TM-0049-S	Predictive estuarine hydrodynamic study to address climate change impacts on short-sea transport	Port of Waterford Company	IE	Studies	1,200,000	600,000	50.00%
2015-EU-TM-0082-M	Comprehensive reduction of air emissions and increased energy efficiency in the SECA	Terntank Rederi A/S	DK, NL, SE	Mixed	11,990,778	3,661,833	30.54%
2015-EU-TM-0085-S	Mediterranean Transport Facilitation Tools- META-FACT	Autorita portuale di Livorno	EL, ES, HR, IT, RO, SI	Studies	8,094,000	4,047,000	50.00%
2015-EU-TM-0092-W	Nordic Maritime Link	Port of Frederikshavn	DK, SE	Works	34,650,000	10,395,000	30.00%
2015-EU-TM-0100-M	Expanding the LNG infrastructure for the Baltic Sea	UAB LITGAS	LT, SE	Mixed	46,690,000	14,345,000	30.72%
2015-EU-TM-0139-M	Motorways of the Sea route for the European supply of cellulose and wooden products (MoS-Cell)	Sundsvall Logistikpark AB	NL, SE	Mixed	36,787,600	14,715,000	40.00%
2015-EU-TM-0140-S	Humber Baltic Bridge for Logistics and Environment (HUBBLE)	University of Hull	SE, UK	Studies	1,902,275	951,138	50.00%
2015-EU-TM-0167-S	Specialised Intermodal Logistics Knowledge on Motorways of the Sea - SILK on MoS	The Federation of National Associations of Ship Brokers and Agents - FONASBA	EL, ES, FR, HR, IT, MT, PT, UK	Studies	1,203,000	601,500	50.00%
2015-EU-TM-0177-W	ÆGIR - An Efficient and Green Interconnected Route between the UK and mainland Europe	Stena UK Ltd	NL, UK	Works	24,040,000	7,352,000	30.50%
2015-EU-TM-0182-M	Sustainable Santa Cruz de Tenerife-Zeebrugge MoS services	Autoridad Portuaria de Santa Cruz de Tenerife	BE, ES	Mixed	14,513,601	4,605,541	31.73%

2015-EU-TM-0190-W	Sustaining the direct short-sea shipping link Rosyth-Zeebrugge	AB DFDS Seaways	BE, UK	Works	8,135,000	2,440,500	30.00%
2015-EU-TM-0199-W	Upgrade of the MoS link Kiel - Klaipeda	AB DFDS Seaways	DE, LT	Works	9,120,000	2,025,010	22.20%
2015-EU-TM-0201-W	Upgrade of the MoS link Naantali-Kapellskar (MoS Finn-Link)	Finnlines Plc	FI, SE	Works	35,637,000	7,949,900	22.31%
2015-EU-TM-0206-M	Upgrade of the MoS link Malmö-Travemünde (MoS Nordo Link)	Rederi Aktiebolaget Nordo-Link	DE, SE	Mixed	13,525,000	4,065,500	30.06%
2015-EU-TM-0216-M	Upgrade and development of the MoS link Felixstowe-Vlaardingen	DFDS A/S	NL, UK	Mixed	2,405,000	528,820	21.99%
2015-EU-TM-0220-M	Sustainable LNG distribution value chain to Nordic Countries	Anthony Veder Group N.V.	EE, FI, NL	Mixed	77,331,000	23,199,300	30.00%
2015-EU-TM-0221-W	Sustainable LNG bunkering in Northern Europe	Anthony Veder Group N.V.	FI, NL	Works	18,950,000	5,685,000	30.00%
2015-EU-TM-0232-M	Iberian North European Corridor Multimodal capacity increase (INEC)	Port Authority of Bilbao	ES, SE	Mixed	45,219,923	13,615,978	30.11%
2015-EU-TM-0259-W	Upgrade of the short-sea shipping link Ghent-Gothenburg	DFDS A/S	BE, SE	Works	7,634,293	1,646,859	21.57%
2015-EU-TM-0272-W	Upgrade of RoRo maritime link Hull-Antwerp-Kotka	Finnlines Plc	BE, FI, UK	Works	24,847,951	4,669,894	18.79%
2015-EU-TM-0276-W	Upgrades of the maritime link Klaipeda-Karlshamn	AB DFDS Seaways	LT, SE	Works	8,310,000	2,152,780	25.91%
2015-EU-TM-0308-M	Upgrade of the multi-port short-sea shipping service UK - mainland Europe	Atlantic Container Line AB	BE, DE, SE, UK	Mixed	27,933,230	8,439,969	30.21%
2015-EU-TM-0326-S	PEGASUS	Fundacion Valenciaport	CY, DE, EL, ES, IE, IT, LT, MT, NL, PT, RO, SI, UK	Studies	26,052,892	13,026,446	50.00%
2015-EU-TM-0334-S	Shore side electricity and energy efficiency measures in Mediterranean ports	Autorita Portuale di Salerno	ES, IT	Studies	1,982,000	991,000	50.00%
2015-EU-TM-0341-S	B-AWARE-3	Direccion General de la Marina Mercante	EL, ES, FR, IT	Studies	3,939,534	1,969,767	50.00%
2015-EU-TM-0405-M	POSEIDON-GAINN	Public Gas Corporation (DEPA) S.A.	EL, IT, MT	Mixed	116,310,000	41,951,100	36.07%
2015-EU-TM-0410-S	Pilot ZVT financial instrument	Swedish Sustainable Shipping AB	DK, EL, SE	Studies	11,674,266	5,837,133	50.00%
2015-EU-TM-0414-M	Maritime link between Ystad (SE), Ronne (DK) and Swinoujscie (PL)	Roenne Havn A/S	DK, PL, SE	Mixed	130,000,000	39,166,000	30.13%
2015-EU-TM-0416-S	MED2EAST	Ministero delle Infrastrutture e dei Trasporti	IT, SI	Studies	1,680,000	840,000	50.00%
2015-EU-TM-0425-W	Upgrade of the MoS link Valencia-Barcelona-Livorno	Grimaldi Euromed S.p.A.	ES, IT	Works	36,985,238	7,397,048	20.00%

General call - Urban nodes

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-BE-TM-0083-M	Connecting Brussels airport	De Lijn	BE	Mixed	88,860,000	25,050,000	28.19%
2015-BE-TM-0314-M	ANTwerp Waterbus Exploration and Realisation Park&Ride building (ANTWERP)	Stad Antwerpen	BE	Mixed	16,575,930	5,431,686	32.77%
2015-ES-TM-0009-W	Smart access control systems	Renfe Viajeros S.A.	ES	Works	4,692,632	938,526	20.00%
2015-ES-TM-0165-S	Studies for improving Barcelona intermodal transport	ADIF Alta Velocidad	ES	Studies	1,200,000	600,000	50.00%
2015-ES-TM-0424-W	Upgrading of Kukularra junction	Diputacion Foral de Bizkaia	ES	Works	13,859,829	2,771,966	20.00%
2015-ES-TM-0432-W	Upgrading a road junction in the Bilbao metropolitan area	Diputacion Foral de Bizkaia	ES	Works	10,598,123	2,119,625	20.00%
2015-EU-TM-0342-S	LNG: from vision to reality in urban core network nodes	Belgian Shell S.A.	BE, DE, NL, PL	Studies	25,395,000	12,697,500	50.00%
2015-FR-TM-0020-S	I4@ORY	Regie Autonome des Transports Parisiens (RATP)	FR	Studies	1,530,000	765,000	50.00%
2015-FR-TM-0113-M	Blue CityLink	Air Liquide Advanced Business	FR	Mixed	17,332,504	3,556,501	20.52%
2015-FR-TM-0325-W	Alternative Fuels Infrastructures for Vehicles by Engie (AFIVE)	GNVERT	FR	Works	7,870,000	2,361,000	30.00%
2015-IT-TM-0109-M	Adaptation and improvement of the engagement highway A24 on the Rome Eastern Tangential	Strada dei Parchi S.p.A	IT	Mixed	12,602,077	2,869,559	22.77%
2015-IT-TM-0262-S	Gate 2 Urban Node	Regione Liguria	IT	Studies	1,050,000	525,000	50.00%
2015-IT-TM-0352-S	Cycle & Train for new smart city hubs	Ministero delle Infrastrutture e dei Trasporti	IT	Studies	1,200,000	600,000	50.00%
2015-SE-TM-0353-S	Regional studies of marshalling yards supporting the TEN-T network	Region Skane	SE	Studies	240,832	120,418	50.00%

General call - Multimodal logistics platforms

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-BE-TM-0213-M	OPTI CONNECT	NV ITC Rubis Terminal Antwerp	BE	Mixed	15,000,000	3,607,500	24.05%
2015-BE-TM-0290-M	More Liquid Bulk 4 Rail	Vopak Chemical Terminals Belgium NV	BE	Mixed	8,011,000	1,663,211	20.76%
2015-DK-TM-0065-W	Taulov Rail-Road Terminal	Fredericia Shipping A/S	DK	Works	19,450,000	3,890,000	20.00%

2015-ES-TM-0101-W	Cartagena port railway access	Port Authority of Cartagena	ES	Works	17,091,118	3,418,224	20.00%
2015-ES-TM-0157-W	Arasur Corridor Gateway Connection	Port Authority of Bilbao	ES	Works	11,338,984	1,391,764	12.27%
2015-ES-TM-0277-M	INTERZALIA II	Gobierno del Principado de Asturias	ES	Mixed	6,270,000	1,635,000	26.08%
2015-ES-TM-0300-W	Upgrade of Madrid-Vicalvaro multimodal platform	ADIF	ES	Works	17,600,000	3,520,000	20.00%
2015-ES-TM-0301-S	Access to the A Coruña outer port multimodal logistics platform and the inner railway network	Autoridad Portuaria de A Coruna	ES	Studies	2,382,375	1,191,190	50.00%
2015-ES-TM-0324-M	UIC gauge rail connections inside the Tarragona port	Autoridad Portuaria de Tarragona	ES	Mixed	5,000,000	1,090,000	21.80%
2015-ES-TM-0331-W	West road access to Tarragona port	Autoridad Portuaria de Tarragona	ES	Works	7,918,990	1,583,798	20.00%
2015-EU-TM-0135-M	SILL: Seamless Intermodal Logistics Link	Copenhagen Malmo Port AB	AT, DE, IT, SE	Mixed	3,065,000	872,500	28.47%
2015-EU-TM-0269-S	Multimodal Atlantic Logistic Network of Platforms: MAIN Platforms	Gobierno del Principado de Asturias	ES, IE, PT	Studies	1,460,000	730,000	50.00%
2015-FR-TM-0222-S	Development of multimodal platform traffic on the large-gauge Moselle link	Ministere de l'ecologie, du developpement durable et de l'energie	FR	Studies	1,421,000	710,500	50.00%
2015-FR-TM-0241-W	Rail2Sea	Grand port maritime de Bordeaux	FR	Works	2,434,250	554,350	22.77%
2015-IT-TM-0148-S	Optimisation of the interconnections between railway infrastructures and Italian port system	Ministry for Infrastructure and Transport	IT	Studies	1,100,000	550,000	50.00%
2015-UK-TM-0299-W	Cannock Multimodal Rail Freight Terminal (CMRFT)	Pentalver Cannock Limited	UK	Works	7,411,514	1,482,303	20.00%

Cohesion call - Core Network Corridors

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-BG-TM-0191-W	Safe and competitive multimodal port - Bulgaria West Port	Port Bulgaria West JSC.	BG	Works	16,142,768	13,721,352	85.00%
2015-BG-TM-0215-W	ERTMS deployment: Sofia-Pernik-Radomir-Kulata railway line	National Railway Infrastructure Company	BG	Works	62,054,180	52,746,053	85.00%
2015-CZ-TM-0305-W	Improvement of navigation status on Vltava waterway	Reditelstvi vodnich cest CR	CZ	Works	57,665,460	49,015,641	85.00%
2015-HR-TM-0048-W	Upgrade of infrastructure of the Slavovski Brod port	Port Authority Slavovski Brod	HR	Works	22,904,017	12,995,739	56.74%
2015-HR-TM-0237-W	Construction of jetty for LNG vessels in Rijeka port	LNG Hrvatska d.o.o.	HR	Works	29,981,160	23,984,928	80.00%
2015-HU-TM-0195-W	Connecting the Budapest international airport to the railway network	Ministry of National Development	HU	Works	350,471,645	306,400,899	85.00%
2015-PL-TM-0211-W	Construction of S69 expressway: section Wegierska Gorka bypass	Generalna Dyrekcja Drogi Krajowych i Autostrad	PL	Works	239,589,457	203,651,038	85.00%

2015-PL-TM-0302-W	Modernisation of road access to the Szczecin port	Gmina Miasto Szczecin	PL	Works	79,759,284	49,993,119	62.68%
2015-PT-TM-0284-S	LNG shipping hub in the Atlantic Corridor	OZ Energia Gas, S.A.	PT	Studies	2,420,000	2,057,000	85.00%
2015-PT-TM-0386-W	Railway connection Sines/Eivas (Spain), Evora-Caia section	Ministerio do Planeamento e das Infraestruturas	PT	Works	170,626,242	130,187,823	76.30%
2015-PT-TM-0397-M	Aveiro-Mangualde section: detailed design and works	Ministerio do Planeamento e das Infraestruturas	PT	Mixed	536,176,815	386,208,160	72.03%
2015-SK-TM-0198-W	Modernisation of the Cadca - Czech/Slovak border railway line	Železnice Slovenskej republiky, Bratislava v skratenej forme "ZSR"	SK	Works	77,961,636	62,338,124	79.96%
2015-SK-TM-0202-M	Zilina node	Železnice Slovenskej Republiky, Bratislava v skratenej forme "ZSR"	SK	Mixed	300,089,427	242,202,177	80.71%
2015-SK-TM-0203-M	Modernisation of Poprad-Tatry - Krompachy section	Železnice Slovenskej republiky, Bratislava v skratenej forme "ZSR"	SK	Mixed	472,556,823	377,903,692	79.97%
2015-SK-TM-0209-M	ERTMS implementation: Devínska Nová Ves - Czech/Slovak border	Železnice Slovenskej Republiky, Bratislava v skratenej forme "ZSR"	SK	Mixed	87,302,531	74,207,151	85.00%

Cohesion call - Other Core Network Sections

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-BG-TM-0154-W	Modernisation of the Voluyak - Dragoman railway section	National Railway Infrastructure Company	BG	Works	167,779,270	142,612,380	85.00%
2015-CZ-TM-0017-W	Conversion of a vessel for combined ice-breaking and project cargo operation on the Elbe river	Cesko - saske pristavy s.r.o.	CZ	Works	4,975,000	4,228,750	85.00%
2015-PL-TM-0340-W	Construction of 53 expressway Legnica - Lubawka (state border)	General Directorate for National Roads and Motorways	PL	Works	591,226,777	502,542,760	85.00%

Cohesion call - Rail interoperability

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-CZ-TM-0054-S	Implementation of supporting tools in the specific areas of TAP TSI deployment	OLTIS Group	CZ	Studies	850,350	722,798	85.00%
2015-HU-TM-0282-S	Upgrade Győr-Sopron railway line section	Ministry of National Development	HU	Studies	8,296,902	7,052,366	85.00%
2015-HU-TM-0401-S	Direct link between Szombathely and Zalaegerszeg	Ministry of National Development	HU	Studies	957,335	813,734	85.00%

Cohesion call - Innovation

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-CZ-TM-0055-S	Improving data sharing on transported goods	OLTIS Group	CZ	Studies	727,060	618,001	85.00%
2015-PT-TM-0403-M	CNG/LNG Mob-Iberian Network	Dourogas Natural - Medicao e Exploracao de Sistemas de Gas, S.A	PT	Mixed	18,650,000	10,742,500	57.60%
2015-RO-TM-0042-S	Constanta Green Port	National Company Maritime Ports Administration SA Constanta	RO	Studies	4,950,000	4,207,500	85.00%
2015-RO-TM-0249-W	DISCOUNT - Door-to-Door-service with intermodal transportation	DKN Resulting SRL	DE, RO	Works	2,486,708	2,113,703	85.00%
2015-RO-TM-0311-S	Fast charging e-mobility corridor for Romania	DMG MORI Romania s.r.l.	RO	Studies	7,910,000	6,723,500	85.00%
2015-RO-TM-0381-S	Eastern European electric Corridor	Renovatio Asset Management S.R.L.	RO	Studies	1,867,310	1,587,214	85.00%

Cohesion call - SESAR

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-CZ-TM-0223-W	Advanced Safety Nets for Prague airport	Air Navigation Services of the Czech Republic (ANS CR)	CZ	Works	4,354,677	3,701,474	85.00%
2015-CZ-TM-0224-S	Optimisation of the Czech airspace and Air Traffic Services provision	Air Navigation Services of the Czech Republic (ANS CR)	CZ	Studies	792,500	673,625	85.00%
2015-HR-TM-0035-W	ZAG Collaborative Decision Making (CDM)	International Zagreb Airport Jsc. / Medunarodna zračna luka Zagreb d.d.	HR	Works	976,920	830,382	85.00%
2015-PT-TM-0070-W	Ground/Air/Ground (GAG) communications upgrade	Portuguese Air Force	PT	Works	1,440,000	1,224,000	85.00%
2015-PT-TM-0071-W	EPSILON-TB 30 CNS upgrade	Portuguese Air Force	PT	Works	2,000,000	1,700,000	85.00%
2015-PT-TM-0076-W	FALCON 50 CNS upgrade	Portuguese Air Force	PT	Works	1,600,000	1,360,000	85.00%
2015-PT-TM-0078-W	C-130H CNS upgrade	Portuguese Air Force	PT	Works	2,900,000	2,465,000	85.00%

Cohesion call - RIS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-BG-TM-0018-M	BULRIS Evolution	Bulgarian Ports Infrastructure Company	BG	Mixed	2,838,268	2,412,528	85.00%
2015-HU-TM-0192-S	RIS supported Integrated Port Information System	Ministry of National Development	HU	Studies	1,000,000	850,000	85.00%

Cohesion call - ITS

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-HU-TM-0359-S	C-Roads Hungary	Ministry of National Development	HU	Studies	173,118	147,150	85.00%
2015-HU-TM-0360-W	Improvement of traffic management on public road network	Ministry of National Development	HU	Works	2,473,115	2,102,148	85.00%
2015-HU-TM-0361-W	Traffic management of bypass sections	Ministry of National Development	HU	Works	7,913,967	6,726,872	85.00%

Cohesion call - Motorways of the Sea

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-BG-TM-0317-S	PEGASUS C	BMF Port Burgas EAD	BG	Studies	2,476,500	2,105,025	85.00%

Cohesion call - Multimodal logistics platforms

Proposal number	Title	(Coordinating) applicant	Location	Studies/ Works/ Mixed	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2015-BG-TM-0062-W	Development of the Sofia - West rail-road terminal	Trans Express LTD.	BG	Works	3,204,260	2,300,979	71.81%
2015-BG-TM-0226-S	VIDIN Connect	Bulgarian Ports Infrastructure Company	BG	Studies	594,940	505,700	85.00%

Info sheets of project proposals submitted under the 2015 CEF Transport calls for proposals

The individual project proposals are organised by call, priority and proposal code.

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**2015 CEF Transport calls
Proposals recommended for funding**

**GENERAL
CALL**

ERTMS



European
Commission

ETCS deployment: retrofitting of 106 electrical motor units

2015-BE-TM-0122-W

General call ERTMS	
Member State(s) concerned: Belgium, The Netherlands	
(Coordinating) Applicant: NMBS/SNCB	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€29 780 124
Requested funding:	€14 890 062
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€26 500 000
Recommended funding:	€13 250 000
Recommended EU support:	50.00%



The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action concerns the retrofitting with ETCS Level 2, Baseline 3 of 106 electrical motor units, type AM Break. The units will be used for passenger services on the Core and Comprehensive Networks in Belgium, and for cross-border services with the Netherlands. The Action is part of the SNCB/NMBS Master Plan for migration of their rolling stock to the ERTMS. It will cover prototyping and retrofitting activities. As a result, the Action will improve the safety and interoperability conditions on the entire Belgian railway network and on the Liege-Maastricht and Antwerp-Roosendaal cross-border sections.

Evaluation Remarks

The Action, in its reduced scope, has excellent relevance, maturity and impact. It is in line with the CEF objectives and has started. The Action will have a positive impact on rail traffic management, interoperability and safety. The quality of the proposal is very good. Activities are coherent with the Action objectives and adequate to achieve them.



European
Commission

Retrofitment and upgrade of locomotives

2015-DE-TM-0332-W

Mediterranean, Scandinavian - Mediterranean, Rhine - Alpine, Rhine - Danube

General call ERTMS	
Member State(s) concerned: Austria, Czech Republic, Germany, Hungary, Italy, Slovenia	
(Coordinating) Applicant: Lokomotion Gesellschaft für Schienentraktion mbH	
Implementation schedule: Start date: January 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€11 294 000
Requested funding:	€5 021 950
Requested EU support:	44.47%
Recommended funding:	
Recommended total eligible costs:	€5 410 000
Recommended funding:	€2 427 200
Recommended EU support:	44.87%



The proposed Action's objective is to deploy ETCS baseline 3 on 33 locomotives. Activities include developing prototypes for five different locomotive classes, upgrading 29 locomotives and retrofitting four locomotives. The trains run in several countries, including Germany, Austria, Italy, Slovenia, Hungary and the Czech Republic, while no specific Core Network Corridor is identified. The Action's expected benefits include increased safety and competitiveness, the possibility to use track sections equipped with Baseline 3, a positive impact on the modal split in favour of rail freight traffic as well as a reduction in emissions due to more energy-efficient driving.

Evaluation Remarks

The Action, in its reduced scope, is of excellent relevance as it fully meets the objectives of the call. Its maturity and impact are very good; it is ready to start implementation as the contracts are expected to be signed by end 2016 and it will contribute positively to traffic management, interoperability and safety. The quality is very good since the activities and objectives are coherent and adequate.



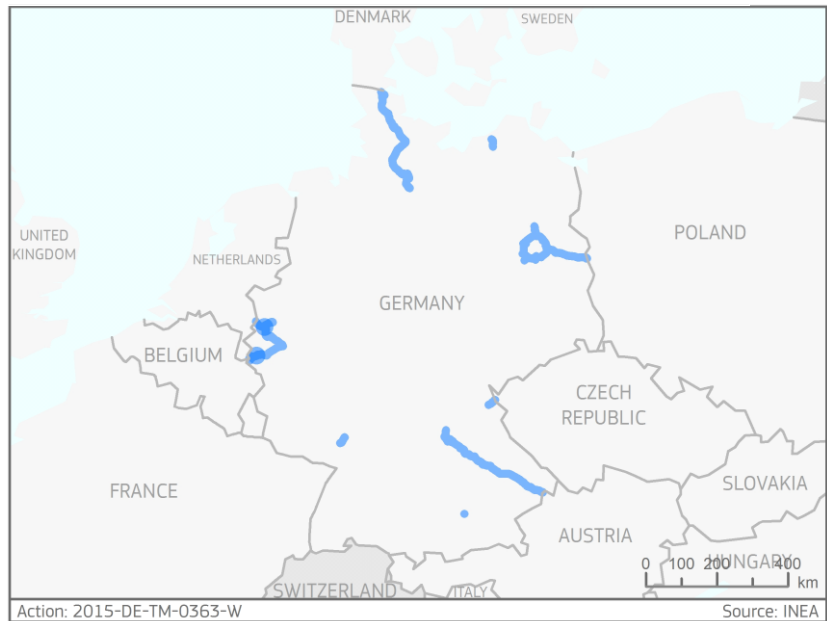
European
Commission

Design and equipment of ERTMS for six cross-border sections and three gap closings

2015-DE-TM-0363-W

5 Core Network Corridors

General call ERTMS	
Member State(s) concerned: Germany	
(Coordinating) Applicant: Bundesministerium für Verkehr und digitale Infrastruktur	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€55 155 403
Requested funding:	€26 530 376
Requested EU support:	48.10%
Recommended funding:	
Recommended total eligible costs:	€51 764 998
Recommended funding:	€24 925 319
Recommended EU support:	48.15%



The proposed Action relates to the equipment with ETCS of cross-border connections (Denmark, Poland, Belgium, the Netherlands, France, Czech Republic and Austria) and gap closings on five German sections of the TEN Core Network. Over a 4-year period the Action aims at equipping approximately 258 km and designing a further 640 km with a mix of ETCS level 2 and ETCS level 1 limited supervision including the required interlockings. This ERTMS deployment is establishing the basis for end-to-end trafficability along the Corridors.

Evaluation Remarks

The Action, in its reduced scope, is relevant to the TEN-T and CEF priorities and objectives. Maturity is good, with some contracts, national budget and synchronization with neighbouring countries still ongoing. Impact is very good, the Action will increase safety, capacity, interoperability and cohesion between Member States. The quality is good.

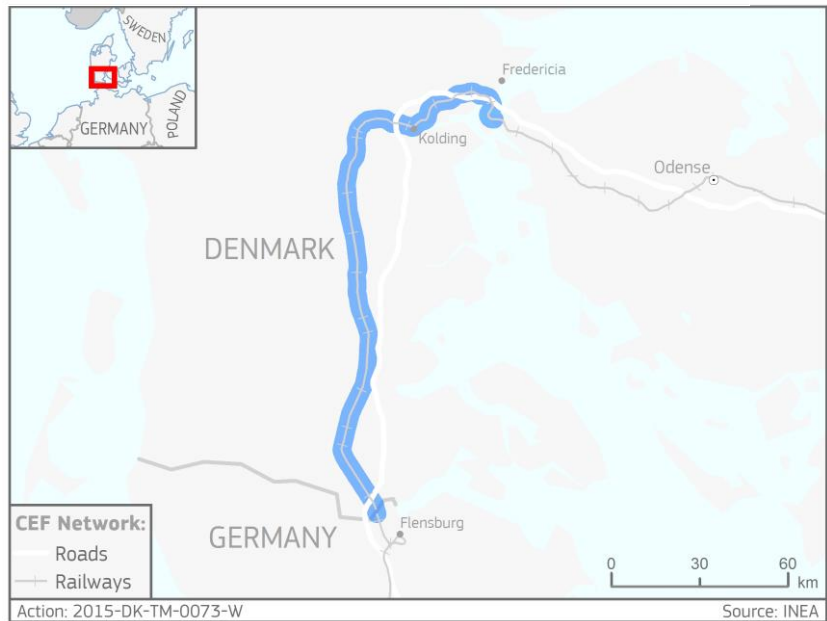


European
Commission

ERTMS track-side deployment in West Denmark

2015-DK-TM-0073-W Scandinavian - Mediterranean

General call ERTMS	
Member State(s) concerned: Denmark	
(Coordinating) Applicant: Banedanmark (Rail Net Denmark)	
Implementation schedule: Start date: March 2016 End date: June 2019	
Requested funding:	
Total eligible costs:	€38 431 000
Requested funding:	€19 215 500
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€38 431 000
Recommended funding:	€18 128 407
Recommended EU support:	47.17%



The proposed Action covers the trackside deployment of ERTMS Level 2 Baseline 3 over a 106 km-long double-track section. It concerns the section Copenhagen - Middelfart located on the Danish section of the Scandinavian - Mediterranean Core Network Corridor. It is divided into two sections: Middelfart -Lunderskov and Lunderskov -Padborg, and includes the system's deployment and its authorisation. The Action is part of a global project, the signalling programme that concerns the deployment of ERTMS on the Danish railway network. The Danish signalling programme includes the dismantling of the national signalling system, so that the Danish network will be ERTMS equipped only.

Evaluation Remarks

The relevance of the proposed Action is very good as it addresses very well the priorities and expected results of the call. Its maturity is excellent with its readiness to start, secured budget and available contracts. The impact is very good, as the Action contributes to the completion of interoperability in the EU and Denmark. The quality of the proposal is very good in its clarity and with sound project management.



European
Commission

Upgrade and retrofitting of on-board ERTMS

2015-ES-TM-0011-W

Mediterranean

General call ERTMS	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Renfe Fabricacion y Mantenimiento S.A.	
Implementation schedule: Start date: January 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€164 510 650
Requested funding:	€82 255 325
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€72 500 000
Recommended funding:	€36 250 000
Recommended EU support:	50.00%



Deployment of European Railway Traffic Management System is a horizontal priority aiming at ensuring interoperability of the EU railway system. The Action covers the upgrade and retrofit of 482 vehicles with ERTMS Level 1 and 2, Baseline 2, Release 2.3.0d and Baseline 3. It is a part of a global project aiming at ensuring interoperability of Spanish lines and rolling-stock by means of ETCS deployment. The Action includes ERTMS upgrade of 192 high speed train-sets, ERTMS retrofit of 290 locomotives, commuter and regional trains as well as the elaboration of GSM-R interferences mitigation measures. Implementation of the Action will ensure interoperability of a considerable part of the Spanish railway fleet.

Evaluation Remarks

The Action, in its reduced scope, is of good relevance and maturity, fitting TEN-T Guidelines and CEF objectives and backed by the applicants' experience in ERTMS projects' implementation. Given the number of concerned vehicles, the Action has an excellent impact in terms of contribution to the balanced development of the interoperable railway system in EU. The quality of the Action is also good in terms of logic and completeness.



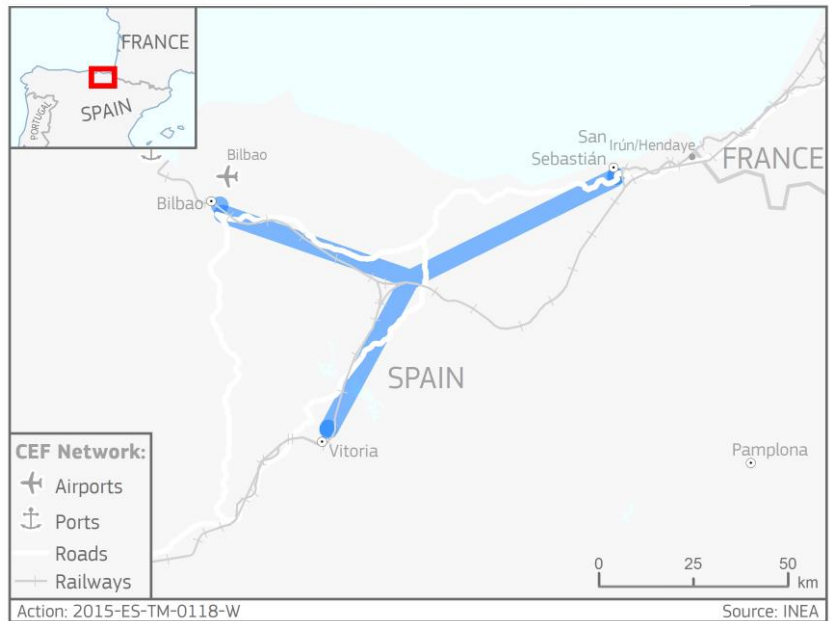
European
Commission

ERTMS deployment on Vitoria - Bilbao - San Sebastian section

2015-ES-TM-0118-W

Atlantic, Other Sections on the Core Network

General call ERTMS	
Member State(s) concerned: Spain	
(Coordinating) Applicant: ADIF Alta Velocidad	
Implementation schedule: Start date: July 2017 End date: December 2020	
Requested funding:	
Total eligible costs:	€23 305 000
Requested funding:	€11 652 500
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€23 305 000
Recommended funding:	€11 652 500
Recommended EU support:	50.00%



The proposed Action covers track-side deployment of ERTMS level 2 (ETCS and GSM-R), Baseline 2.3.0d on a 163.50 km long double-track equivalent railway line on the Spanish rail network. The concerned sections are located on the Atlantic Core Network Corridor (CNC): Bergara - Irun (about 89.40 km) and Bilbao - Vitoria (about 74.10 km). The Action is a part of a global project on deployment of ERTMS in all Spanish High Speed Lines (HSL) and main urban transport nodes. Implementing the Action will ensure interoperability of a considerable part of the Spanish HSL while enabling uninterrupted traffic of ERTMS-equipped vehicles.

Evaluation Remarks

The relevance of the proposed Action is very good because it addresses the TEN-T priorities and objectives on a Atlantic CNC section. The maturity is good, Action being in its preparation phase. Its impact is very good as it will ensure better interoperability of the Atlantic CNC. The quality is very good because the scope of the Action is well described.



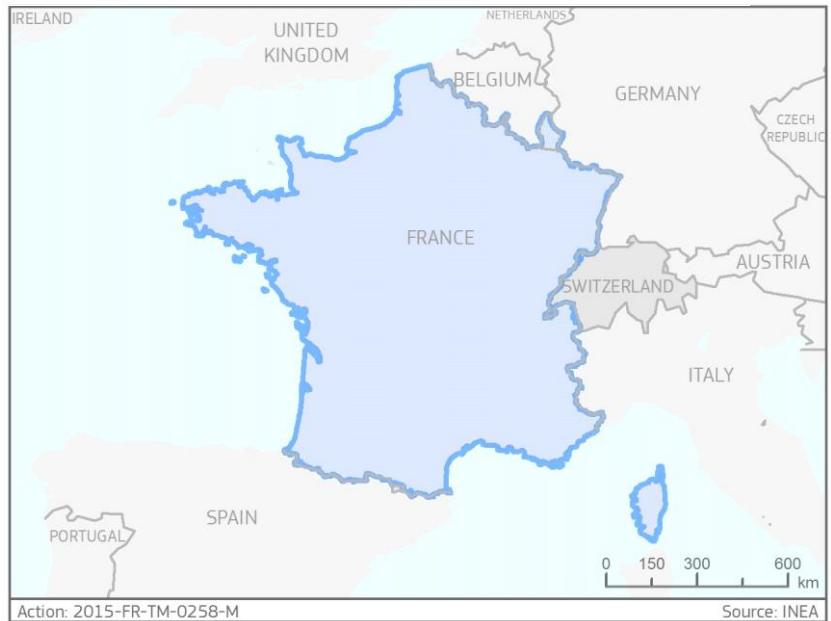
European
Commission

ERTMS on regional trains between France and Luxembourg

2015-FR-TM-0258-M

North Sea - Mediterranean

General call ERTMS	
Member State(s) concerned: France	
(Coordinating) Applicant: SNCF Mobilites	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€20 725 000
Requested funding:	€10 362 500
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€10 250 000
Recommended funding:	€5 125 000
Recommended EU support:	50.00%



The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The Action concerns the development of a prototype and subsequent retrofitting with ETCS level 2, Baseline 3 of 21 cross-border regional trains operating on the Nancy-Metz-Luxembourg section of the North Sea - Mediterranean Core Network Corridor. The Action is part of a global project for ERTMS deployment on board the cross-border trains TER 2N Ng of the Lorraine region by 2021. It will contribute to the interoperability of the Core railway Network and to the harmonisation of the railway signalling systems in Europe. It will also ensure sustainability of the passenger services and increased rail transport flows between France and Luxembourg.

Evaluation Remarks

The Action, in its reduced scope, is of very high relevance and impact. It is in line with the CEF objectives and will positively impact on rail interoperability, safety and cross-border traffic. Maturity is very good, as the technical work is already in progress. The quality of the proposal is good. Activities are coherent with the Action objectives and adequate to achieve them.



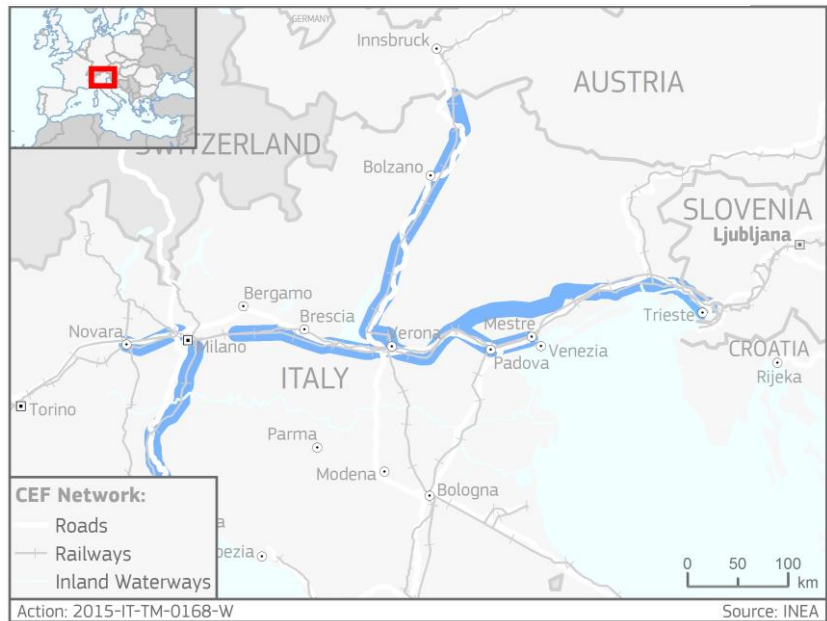
European
Commission

ERTMS track-side equipment on the Italian core network

2015-IT-TM-0168-W

Baltic - Adriatic, Mediterranean, Scandinavian - Mediterranean, Rhine - Alpine

General call ERTMS	
Member State(s) concerned: Italy	
(Coordinating) Applicant: Ministry for Infrastructure and Transport	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€170 000 000
Requested funding:	€85 000 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€91 420 000
Recommended funding:	€45 710 000
Recommended EU support:	50.00%



The proposed Action concerns the deployment of European Train Control System level 2 Baseline 3 on 1,035 km (in double-track equivalent) of railways, located on several Core Network Corridors in the north of Italy. It involves two cross-border sections and the connections to three sea core ports. The Action is divided into 6 independent sections each covered by one activity. The Action is part of a global project aiming at equipping all Italian sections of Core network Corridors with ETCS. It will contribute to the deployment of ERTMS on Italian railways having a positive impact on their safety, interoperability and capacity.

Evaluation Remarks

The Action, in its reduced scope, is of excellent relevance, as it deploys ERTMS on sections of the Core Network Corridors. Maturity is good, but the technical design has to be finalised to start the actual implementation. The impact is excellent in terms of interoperability, service quality and traffic management. The proposal's quality is good.



European
Commission

ERTMS track-side deployment on the Kijfhoek - Roosendaal - Belgian border railway line

2015-NL-TM-0264-W

North Sea - Mediterranean

General call ERTMS	
Member State(s) concerned: The Netherlands	
(Coordinating) Applicant: Ministry of Infrastructure and the Environment	
Implementation schedule: Start date: October 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€89 263 721
Requested funding:	€29 095 937
Requested EU support:	32.60%
Recommended funding:	
Recommended total eligible costs:	€33 200 000
Recommended funding:	€15 100 000
Recommended EU support:	45.48%



The proposed Action covers track-side deployment of ERTMS level 2, baseline 3, release 2 on the railway line Kijfhoek- Roosendaal- Belgian border and includes the infrastructure works to enable the deployment of the ERTMS level 2, like interlocking adjustments and GSM-R network enhancement. The section is part of the North Sea - Mediterranean Core Network Corridor. The Action is a part of a global project for implementing ERTMS in the Netherlands. It aims at removing a bottleneck mainly for freight on the Rosendaal cross-border section. The Action will generate European value through its contribution to interoperability and by providing a blue-print for implementing ERTMS on brown field lines.

Evaluation Remarks

The relevance of the proposed Action is very good as it addresses a cross-border Core Network Corridor (CNC) section. Its maturity is very good from a political, technical and financial perspective. The impact of the Action is very good as it contributes to achieving interoperability on an important rail Corridor section. The proposal has a good quality in terms of clarity.



European
Commission

ERTMS on-board deployment on NS and Arriva fleet

2015-NL-TM-0328-W

North Sea - Mediterranean

General call ERTMS

Member State(s) concerned:

The Netherlands

(Coordinating) Applicant:

Ministry of Infrastructure and the Environment

Implementation schedule:

Start date: September 2016
End date: December 2020

Requested funding:

Total eligible costs:	€126 408 200
Requested funding:	€45 490 762
Requested EU support:	35.99%

Recommended funding:

Recommended total eligible costs:	€53 129 837
Recommended funding:	€17 100 000
Recommended EU support:	32.19%



The proposed Action concerns the retrofitting of 234 locomotives (5 different types) with, and the upgrade of 13 TRAXX locomotives to ETCS baseline 3. The locomotives are operating in NL, DE and BE. The Action, which also includes the installation of GSM-R components, is part of the Dutch ERTMS Implementation Plan. The Action is divided into activities based on the locomotive type. It will contribute to the deployment of ERTMS in Netherlands having a positive impact on the safety, interoperability and capacity of their railways.

Evaluation Remarks

The Action, in its reduced scope, is of very good relevance and impact, as it concerns ETCS baseline 3 retrofitting of 4 different types of locomotives operating in NL, DE and BE. The maturity is very good since the Action is ready to start in September 2016. The quality is also very good in terms of logic, consistency and clarity.



European
Commission

ERTMS on-board deployment in Sweden

2015-SE-TM-0371-W

Scandinavian - Mediterranean, Other Sections on the Core Network

General call ERTMS	
Member State(s) concerned: Sweden	
(Coordinating) Applicant: Trafikverket	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€152 692 000
Requested funding:	€76 346 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€20 663 000
Recommended funding:	€10 331 500
Recommended EU support:	50.00%



The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action concerns the retrofit of 598 vehicles and the upgrade of another 88 ones with ERTMS Baseline 3. The vehicles are owned by 13 railway companies in Sweden and operate on the Scandinavian - Mediterranean Core Network Corridor and other sections of the Core Network in the country. The Action is a part of a global project aiming at the complete implementation of ERTMS in Sweden. It covers prototyping, NSA authorisation and serial retrofitment/upgrade. Its successful implementation will increase the interoperability and safety of railway traffic on considerable sections of the Core Network.

Evaluation Remarks

The main strengths of the Action, in its reduced scope, are its relevance and impact backed by ERTMS Baseline 3 on-board retrofit of vehicles to operate on the EU railway network. The maturity is very good with no pending issues hampering the start of activities. The overall proposal is of good quality in terms of its logic and completeness.

**2015 CEF Transport calls
Proposals recommended for funding**

**GENERAL
CALL**

Innovation



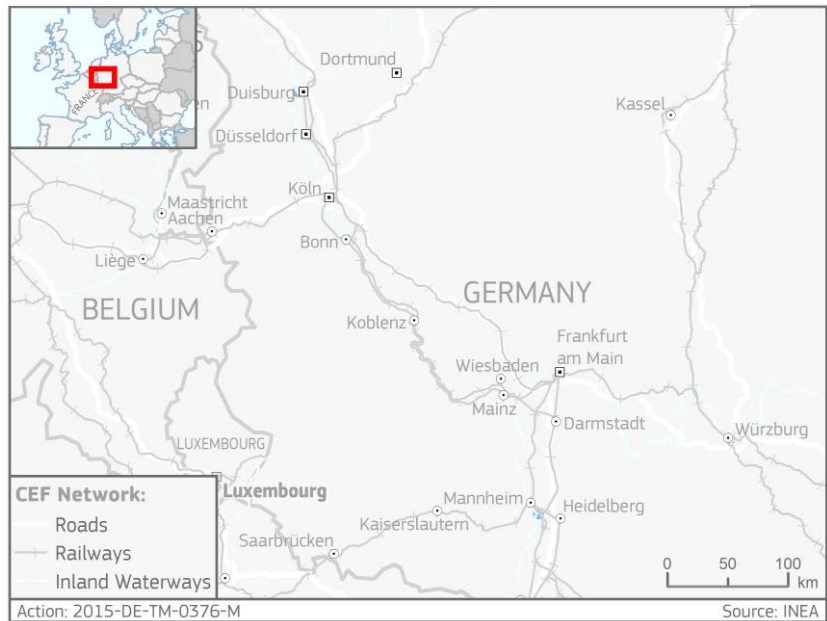
European
Commission

LNG for shipping and logistics in Europe

2015-DE-TM-0376-M

Rhine - Alpine

General call Innovation	
Member State(s) concerned: Germany	
(Coordinating) Applicant: LIQUIND 24/7 GmbH	
Implementation schedule: Start date: March 2016 End date: July 2018	
Requested funding:	
Total eligible costs:	€11 966 000
Requested funding:	€5 983 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€8 112 000
Recommended funding:	€4 056 000
Recommended EU support:	50.00%



The Action is a part of a global project, with the main objective to make LNG available for inland shipping and the logistics industry in Europe by the introduction of LNG infrastructure on the Rhine - Alpine Core Network Corridor. The project combines a feasibility study, including a demand analysis and an outline for a wide-scale roll-out of LNG distribution infrastructure in Germany, with a real-life trial including 3 mobile LNG filling stations and two small-scale LNG-terminals in the ports of Duisburg and Mannheim.

Evaluation Remarks

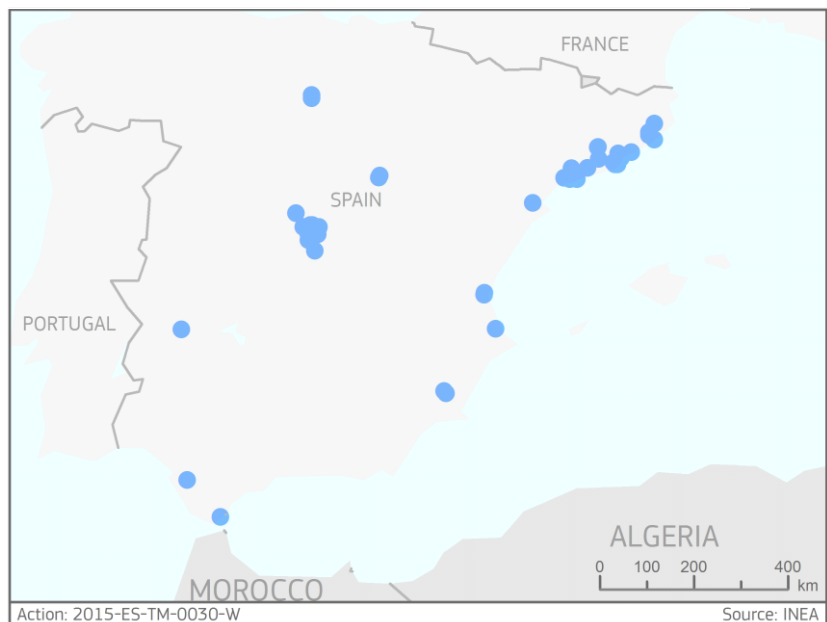
The Action in its reduced scope is very relevant as it contributes to LNG market uptake on the Rhine - Alpine Core Network Corridor. It is mature and builds on the results of the LNG Masterplan. It received all necessary approvals and the technology is available. Impacts are good with socio-economic benefits demonstrated at the EU level. The quality is good. Activities and objectives are consistent.

Deployment of Autogas refuelling stations in metropolitan areas in Spain and Portugal

2015-ES-TM-0030-W

Mediterranean, Atlantic

General call Innovation	
Member State(s) concerned:	Spain
(Coordinating) Applicant:	Repsol Butano S.A.
Implementation schedule:	Start date: February 2016 End date: December 2018
Requested funding:	
Total eligible costs:	€2 730 000
Requested funding:	€546 000
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€2 730 000
Recommended funding:	€546 000
Recommended EU support:	20.00%



The Action, consisting of works, will be implemented in Spain and Portugal along the Atlantic and Mediterranean Core Network Corridors. The main objective is to significantly strengthen the alternative fuels road infrastructure on the Corridor by increasing the density of LPG related infrastructure. This will be done through the roll-out of 69 additional LPG refuelling points in already existing refuelling stations within the Iberian peninsula. The Action is twinned with a sister action in Portugal.

Evaluation Remarks

The Action's relevance is very good as it will stimulate LPG usage in Spain and Portugal along two Core Network Corridors. The Action's maturity is excellent as it is ready to start. Its impact is good as it fills the present gap (Iberian peninsula) of LPG infrastructure in Europe. The Action's quality is very good. Activities are well described and structured in terms of budget, timing and specific objectives.



European
Commission

SiLNGT Small Scale TRANSPORT

2015-EU-TM-0104-S

General call Innovation

Member State(s) concerned:

Croatia, Slovenia

(Coordinating) Applicant:

BUTAN PLIN družba za distribucijo plina

Implementation schedule:

Start date: October 2016

End date: September 2019

Requested funding:

Total eligible costs: €3 299 400

Requested funding: €1 649 700

Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €2 475 400

Recommended funding: €1 237 700

Recommended EU support: 50.00%



The Action will be implemented on the Core road Network in Slovenia and Croatia on the Mediterranean Core Network Corridor. It aims at developing LNG availability and use in these two countries. This will be achieved through the deployment of four natural gas refuelling stations (LNG/LCNG, LPG) in Slovenia (3) and Croatia (1) along with one demonstration vehicle that will be a trailer equipped with a cryogenic container and LNG refuelling station.

Evaluation Remarks

In its reduced scope, the proposed Action's relevance is good. It entails the analysis and deployment of four natural gas (LNG/LCNG, LPG) refuelling stations in two Member States. The actions maturity is good as the technology is available and its impact is good. It will provide decision-making tools. The EU leverage effect is demonstrated. The quality of the Action is good with a realistic work plan and robust organisational structure.



European
Commission

The Causeway Study - Impact of CNG on the Irish Gas Network

2015-EU-TM-0186-S

North Sea - Mediterranean

General call Innovation

Member State(s) concerned:

Ireland, United Kingdom

(Coordinating) Applicant:

Gas Networks Ireland

Implementation schedule:

Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs: €33 478 683

Requested funding: €13 572 257

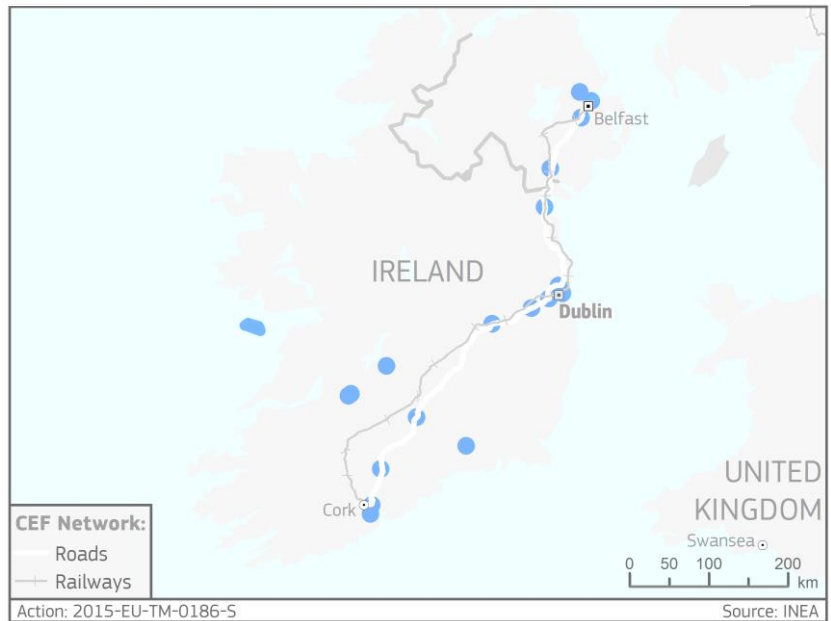
Requested EU support: 40.54%

Recommended funding:

Recommended total eligible costs: €18 264 757

Recommended funding: €7 404 531

Recommended EU support: 40.54%



This study aims to examine the impact of increased levels of CNG fast refill stations on the operation of the transmission and distribution gas networks in both the Republic of Ireland (RoI) and Northern Ireland (NI). To that end, a cross border pilot network of 17 CNG units (the global project foresees 134) along the TEN-T Core Road Network, to a large extent on the CNC North Sea - Mediterranean between the R.o.I. and N.I. will be built as a pilot activity to assess the impact on the gas network. Activities will encompass developing understanding of the operation and planning of the network, CNG equipment and user demand patterns and behaviours, and the injection of renewable gas into the gas transmission system.

Evaluation Remarks

The Action's relevance is excellent, aiming at deploying a network of 17 CNG fuelling stations in both the Republic of Ireland (RoI) and Northern Ireland (NI) along the Core Network Corridor. Its maturity is very high as thorough studies have been carried out. The Action's impact is very good with a thorough CBA already finalised. Its quality is very good being very well structured and organised in all aspects.



European
Commission

cHAMEleon

2015-EU-TM-0292-S

Mediterranean

General call Innovation

Member State(s) concerned:

Spain, Slovenia

(Coordinating) Applicant:

HAM Criogenica

Implementation schedule:

Start date: February 2016

End date: June 2019

Requested funding:

Total eligible costs: €2 729 150

Requested funding: €1 364 575

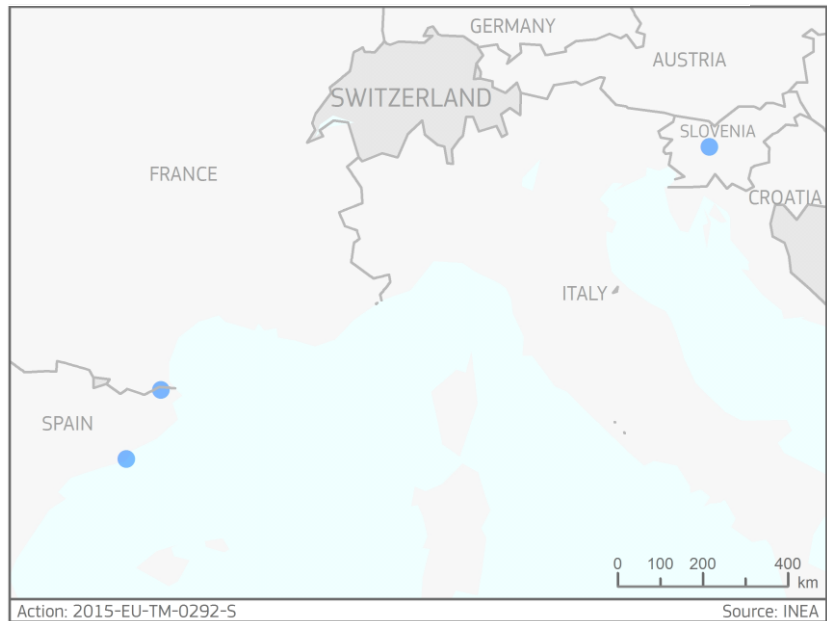
Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €2 729 150

Recommended funding: €1 364 575

Recommended EU support: 50.00%



Action: 2015-EU-TM-0292-S

Source: INEA

LNG is an alternative clean fuel solution to significantly reduce emissions from heavy duty vehicles (HDV) in road freight transport. However, its use is limited notably by potential users' reluctance due to infrastructure availability issues. The Action increases the LNG refuelling network on the Mediterranean Corridor between Barcelona (Spain) and Ljubljana (Slovenia) where currently more than 8 million HDV are circulating. It will provide three new LNG stations. It will also carry-out a study that includes a real-life trial using the three new stations, plus an existing three located at strategic points. The Action will define a deployment plan, business model and recommendations for a mass roll-out. Expected benefits are positive effects on the environment, the economy and security of supply.

Evaluation Remarks

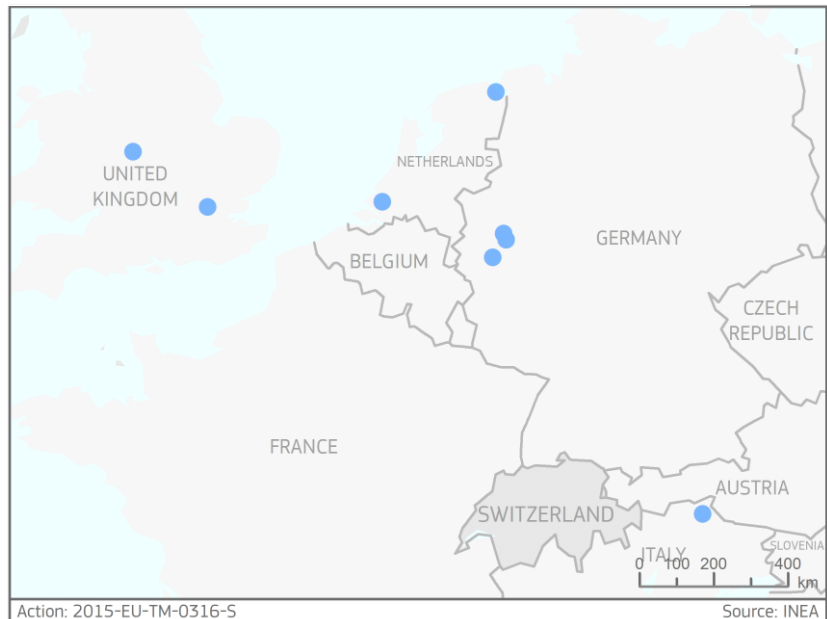
The Action is very relevant with high EU added value as it studies and deploys LNG fuelling for road freight transport across a whole Corridor. The Action is ready to start. The impact is very good as it includes preparation of a business model, deployment plan, recommendations for a mass roll-out and improvements for creating an LNG network. The results are replicable. The Action is well conceived and of good quality.

Models for economic hydrogen refuelling infrastructure

2015-EU-TM-0316-S

North Sea - Baltic, Scandinavian - Mediterranean, Rhine - Alpine, North Sea - Mediterranean

General call Innovation	
Member State(s) concerned: Germany, Italy, The Netherlands, United Kingdom	
(Coordinating) Applicant: Element Energy Ltd	
Implementation schedule: Start date: July 2016 End date: June 2020	
Requested funding:	
Total eligible costs:	€33 236 250
Requested funding:	€16 618 125
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€11 019 000
Recommended funding:	€5 509 500
Recommended EU support:	50.00%



The Action aims to demonstrate a new demand-led commercial model for the deployment of hydrogen refueling stations, by carrying out a test of economies and practicalities of operating large hydrogen refueling stations. It is part of a global project aiming to deploy 500 buses and stations by 2020. The Action consists of a study with a real-life trial of large hydrogen stations in 8 different locations in Germany, Italy, the Netherlands and the UK along the Core Road Network. A minimum of 10 operating hydrogen buses per station will operate. Buses will be co-funded by the Fuel Cell and Hydrogen Joint Undertaking. The Action includes the deployment of the stations, operation of buses and stations, studies on the bankability of the stations and dissemination for future deployment.

Evaluation Remarks

In its reduced scope, the proposed Action addresses the priorities of the call very well and is complementary to other EU funded projects for mobile equipment. It is administratively and technically ready to start. The Action will have a very good impact on investments in hydrogen through the real life trials and the studies on bankability. The proposal is of excellent quality as it is very well structured with a robust set up.



European
Commission

ULTRA-E

2015-EU-TM-0367-S

6 Core Network Corridors

General call Innovation

Member State(s) concerned:

Austria, Belgium, Germany, France, The Netherlands

(Coordinating) Applicant:

Allego BV

Implementation schedule:

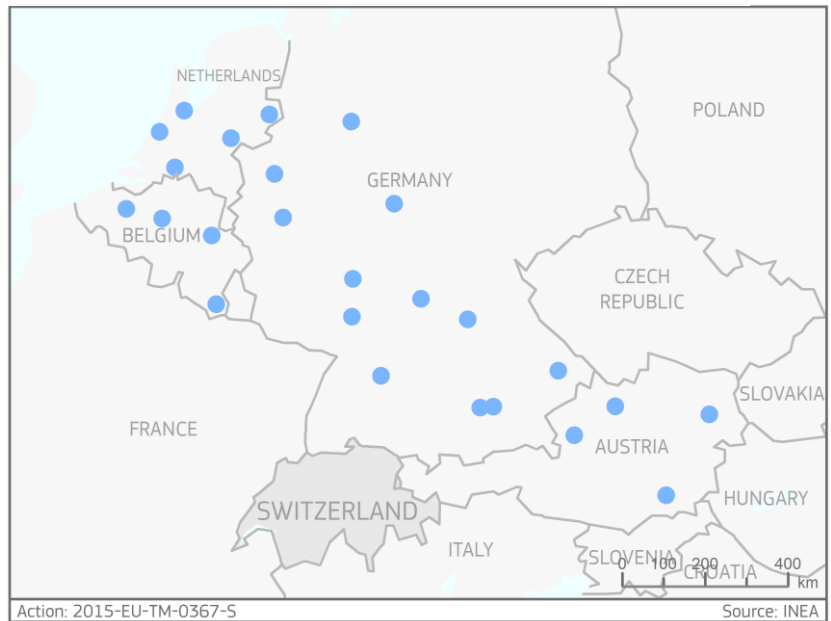
Start date: March 2016
End date: December 2018

Requested funding:

Total eligible costs:	€19 872 966
Requested funding:	€9 936 483
Requested EU support:	50.00%

Recommended funding:

Recommended total eligible costs:	€13 085 300
Recommended funding:	€6 542 650
Recommended EU support:	50.00%



Long distance electrical vehicles with driving distance of up to 500 km instead of only the 100-150 km possible today will be introduced in 2017. Charging these vehicles will take 1.5-2 hours on existing fast chargers. This Action aims to deploy a pilot of 25 Ultra-Chargers (150-300 kW) on TEN-T Corridors connecting the Netherlands, Belgium, Germany and Austria. The main activities will include (i) market & business model, (ii) ultra-charge network planning, (iii) pilot deployment and operations, (iv) trial, evaluation and EU roll-out plan. The main benefits will be increased competitiveness of electrical vehicles thanks to the reduced charging time for 300 km from 1.5 hours to 20 minutes, cost effectiveness and consumer convenience, and innovative ITS solutions.

Evaluation Remarks

The Action is very relevant, addressing many priorities of Article 33 of the TEN-T Guidelines and of the call. The Action is mature, it is widely supported and uses existing technology. It will have a positive impact on the TEN-T network, speeding up the installations of ultra-fast charging stations. The quality of the Action is very good in terms of its logic, completeness and clarity.



European
Commission

LNG Logistics

2015-EU-TM-0404-S

North Sea - Mediterranean

General call Innovation

Member State(s) concerned:

France

(Coordinating) Applicant:

TL et Associes

Implementation schedule:

Start date: October 2016

End date: October 2018

Requested funding:

Total eligible costs: €1 757 085

Requested funding: €878 543

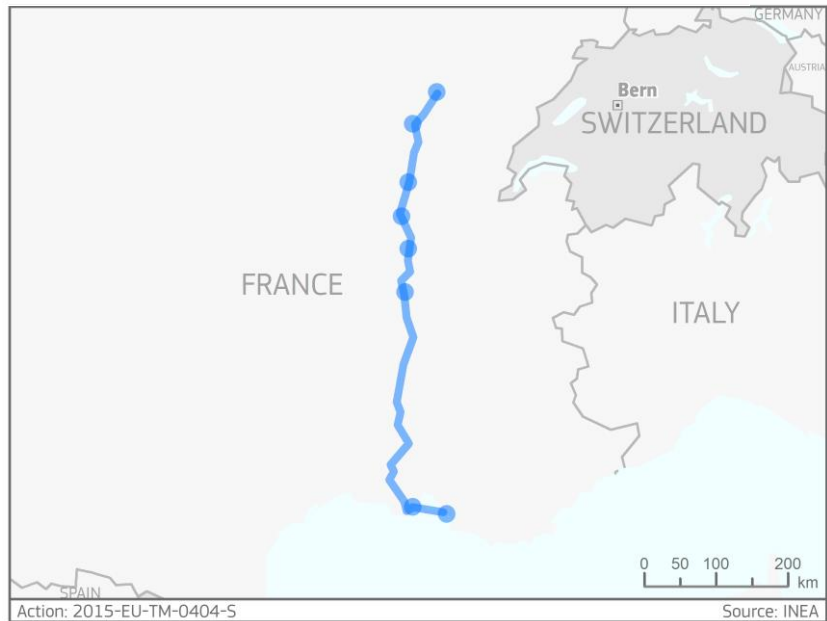
Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €1 757 085

Recommended funding: €878 543

Recommended EU support: 50.00%



The European Union called for a reduction of 60% of greenhouse gas transport emissions by 2050. In this framework, the proposed Action consists of a study to develop a European LNG supply network. In particular, it aims to study a global solution to develop LNG inland waterway distribution on the North Sea - Mediterranean section Marseille-Fos to Pagny (Dijon) via Lyon. In addition, the Action will study the Rhone-Saone basin to distribute LNG from Fos to Lyon and Dijon surroundings. At the end of the Action, it is expected that innovative solutions for transportation and the storage of LNG in inland waterways and maritime terminals will be developed.

Evaluation Remarks

The relevance of the Action is very good as it promotes decarbonisation of transport by inland waterways. The technical and technological maturity of the Action is very good. The impact on decision-making is well demonstrated and the Action will develop a specific business plan. The quality is very good, with coherent activities and objectives.



European
Commission

CIRVE Project

2015-EU-TM-0409-S

Mediterranean, Atlantic

General call Innovation

Member State(s) concerned:

Spain

(Coordinating) Applicant:

IBIL, Gestor de Carga de Vehículo Eléctrico S.A.

Implementation schedule:

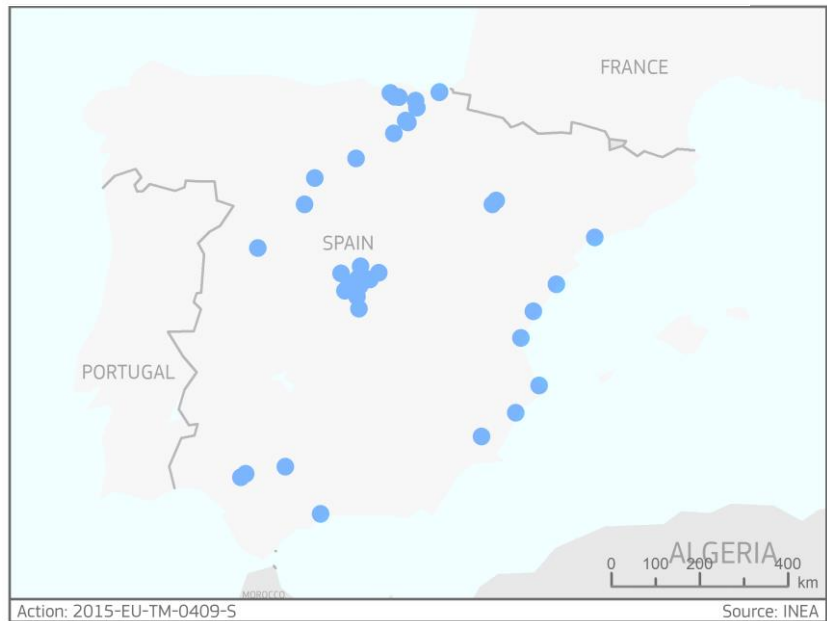
Start date: July 2016
End date: December 2020

Requested funding:

Total eligible costs:	€5 073 854
Requested funding:	€2 536 929
Requested EU support:	50.00%

Recommended funding:

Recommended total eligible costs:	€3 523 234
Recommended funding:	€1 761 621
Recommended EU support:	50.00%



The Action takes place on the Atlantic Core Network Corridor in Portugal, Spain and France. Its objective is to increase the use of electric vehicles in these three countries under a fully interoperable transboundary framework that allows electric vehicle users to transit from the North of Europe to the Iberian Peninsula, ensuring a link between the southern and northern parts of the EU. To that end, a pilot study will be carried out with 58 fast charging points located along the Iberian EU Corridors (Mediterranean and Atlantic) with special attention to cross-border areas between the three countries. It will identify the solutions to current barriers in order to progress with the implementation of charging points between them.

Evaluation Remarks

The relevance of the Action is excellent. It takes place on the Atlantic Core Network Corridor in Portugal, Spain and France. Its maturity is very good as it is ready to roll. The impact is good as it will contribute to implementing National Plans for Electric Mobility in the three countries. Its quality is good. It is comprehensive and the activities are coherent with the objectives.



European
Commission

EVA+ (Electric Vehicles Arteries in Italy and Austria)

2015-EU-TM-0415-S

5 Core Network Corridors

General call Innovation	
Member State(s) concerned: Austria, Italy	
(Coordinating) Applicant: Enel SpA	
Implementation schedule: Start date: July 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€13 567 900
Requested funding:	€6 783 950
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€8 473 290
Recommended funding:	€4 236 645
Recommended EU support:	50.00%



The Action entails a set of preparatory studies, a pilot implementation of 200 multi standard fast chargers and a Real Life Trial of Electric Vehicles on the Core Network in Italy and Austria along a major section of four multimodal Core Network Corridors. The objective of the Action is to kick start long-distance electric mobility journeys in both countries, as well as connecting main urban nodes with TEN-T Corridors, while ensuring fast charging interoperability and roaming with other EU countries.

Evaluation Remarks

The relevance of the Action is excellent. It contributes significantly to completing the TEN-T Core Network by its location and nature. Its maturity is excellent as it is fully ready to start. The impact criterion is addressed very well as the pilot deployment is of sufficient magnitude to have a leverage effect on the market. The quality of the proposed Action is very good. It is very well structured and comprehensive.



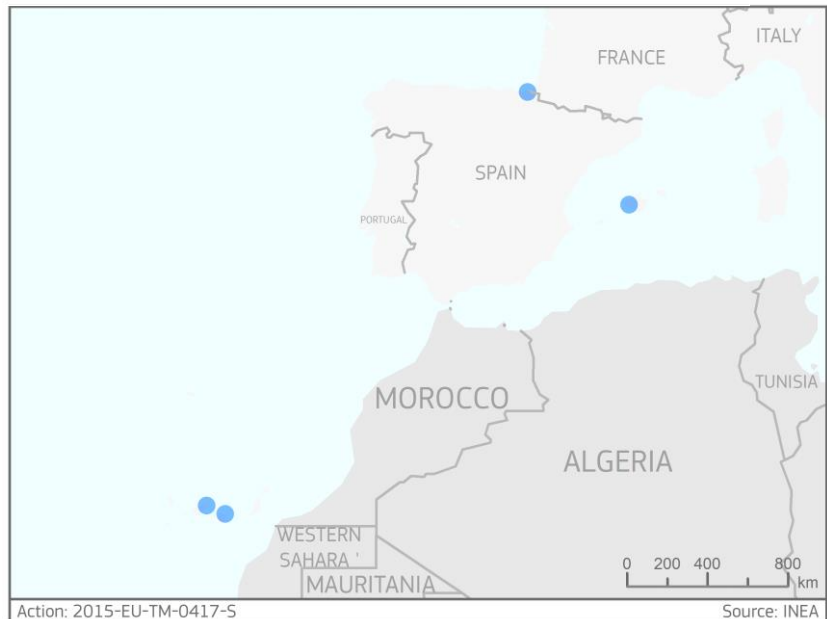
European
Commission

Masterplan for OPS in Spanish ports

2015-EU-TM-0417-S

Atlantic

General call Innovation	
Member State(s) concerned:	Spain
(Coordinating) Applicant:	Puertos del Estado
Implementation schedule:	Start date: July 2016 End date: December 2019
Requested funding:	
Total eligible costs:	€7 006 574
Requested funding:	€3 503 287
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€6 706 574
Recommended funding:	€1 741 815
Recommended EU support:	25.97%



The Action is part of a global project aiming to spread the use of electricity for ships calling at Spanish ports along CNCs. The Action aims to analyse pilot operations and fine-tune the Onshore Power Supply (OPS) system's technology. It consists of a study with pilot deployment of OPS systems in four ports and on the installation of related equipment on eight RoPax and ferry vessels. It includes the design of OPS, studies on the regulatory and legal framework, technical solutions, environmental and social impact as well the preparation of a master plan for the roll-out. The Action will pave the way for the roll out of the OPS along CNCs and contribute to the decarbonisation of maritime transport.

Evaluation Remarks

In its reduced scope, the proposed Action is highly relevant, addressing the priorities of the call. It is mature, supported by competent authorities at national and local level. The Action will have a good impact, preparing the roll out of the OPS system in Spanish ports. The proposal is of a good quality. Overall the activities are coherent with the objectives of the Action.



European
Commission

LNG motion

2015-EU-TM-0422-S

9 Core Network Corridors

General call Innovation

Member State(s) concerned:

9 Member States

(Coordinating) Applicant:

Axegaz SAS

Implementation schedule:

Start date: February 2016

End date: December 2020

Requested funding:

Total eligible costs: €60 318 200

Requested funding: €30 159 102

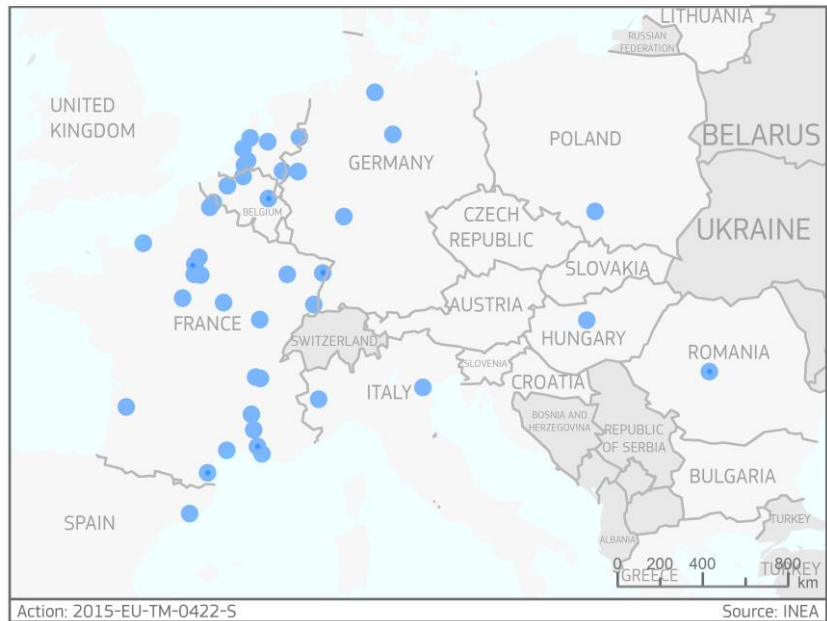
Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €55 530 200

Recommended funding: €27 765 102

Recommended EU support: 50.00%



The use of Liquefied Natural Gas (LNG) reduces CO2 emissions and supports EU policy on the development of alternative fuels. It is well-suited for long-distance truck transport for which alternatives to diesel are limited. The action aims to carry out feasibility studies and invest in 42 LNG fuelling stations and 200 trucks fuelled by LNG along six Corridors in nine Member States. It is part of the global project to establish EU wide LNG fuelling infrastructure for trucks. The activities consist of studies, building LNG infrastructure and piloting a LNG powered fleet. The Action will contribute to the deployment of alternative fuels and to a reduction in energy consumption.

Evaluation Remarks

The relevance of the Action is excellent with a high EU added value as the LNG fuelling stations network expands on six Corridors and in nine Member States. Its maturity is very good as the project is ready to start from the technical viewpoint. The impact is also very good as the CEF support will have a large leverage effect for commercial uptake. The quality is very good too: activities are clearly described.

**2015 CEF Transport calls
Proposals recommended for funding**

**GENERAL
CALL**

**Safe and secure
infrastructure**



European
Commission

Elimination of level crossings on the Core Network in Belgium

2015-BE-TM-0244-W

North Sea - Baltic, Rhine - Alpine, North Sea - Mediterranean

General call Safe and secure infrastructure	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: Infrabel	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€39 560 000
Requested funding:	€7 912 000
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€35 750 000
Recommended funding:	€7 150 000
Recommended EU support:	20.00%



Safety blackspots for rail and road traffic due to the existence of level crossings have been identified on Belgian territory. The proposed Action aims to remove 16 level crossings and improve safety of both rail and road transport. The Corridors concerned are the following: North Sea - Baltic, North Sea - Mediterranean and Rhine - Alpine. The Action is part of the global project to increase capacity and safety of the Belgian railway network by systematically reducing the number of level crossings, in particular those located on Core Network Corridors. The Action will allow for safety improvement, increased network capacity, train regularity and speed.

Evaluation Remarks

In its reduced scope, the Action is very relevant as it addresses the priority under which it has been submitted very well. The maturity is good as the Action is being widely supported. Action's impact is very good in terms of traffic management and safety of the road and rail networks. The quality is very good since the costs and timetable are coherent and the organisational structure is sound.



European
Commission

Expansion of safe truck parking spaces and information systems in Bavaria

2015-EU-TM-0261-M

Baltic - Adriatic, Orient/East-Med, Scandinavian - Mediterranean, Rhine - Danube

General call Safe and secure infrastructure	
Member State(s) concerned: Austria, Germany	
(Coordinating) Applicant: Bundesministerium für Verkehr, Innovation und Technologie	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€17 149 430
Requested funding:	€4 048 919
Requested EU support:	23.61%
Recommended funding:	
Recommended total eligible costs:	€17 149 548
Recommended funding:	€3 651 425
Recommended EU support:	21.29%



The Action covers work and a study that aim at improving traffic safety, security and reliability by reducing Heavy goods vehicles (HGV) parking deficits on major routes along the 4 Corridors of the core TEN-T network passing through Austria and Germany. It will provide information about available parking spaces, build new HGV parking spaces and study possible future extensions of parking places. It will contribute to improve road safety and cargo security.

Evaluation Remarks

The Action is highly relevant as it addresses safe and secure truck parking areas along the TEN-T network passing through Austria and Germany. The cross-border cooperation creates a high EU added value. The project is very mature and can start right away. The impact is very good as it will improve road safety and cargo security. The quality of the proposal is very good and the activities are detailed and well structured.

**2015 CEF Transport calls
Proposals recommended for funding**

**GENERAL
CALL**

SESAR



European
Commission

Navigation performance implementation toolkit

2015-BE-TM-0040-W Other Sections on the Core Network

General call SESAR	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: EUROCONTROL	
Implementation schedule: Start date: July 2016 End date: December 2019	
Requested funding:	
Total eligible costs:	€4 912 000
Requested funding:	€2 456 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€4 912 000
Recommended funding:	€2 456 000
Recommended EU support:	50.00%



The Action contributes to the deployment of SESAR (Single European Sky ATM Research) and aims at facilitating the coordinated and synchronised deployment of the Required Navigation Performance (RNP). It will develop part of a toolkit for a consistent and smooth implementation of RNP by sharing information and best practices among stakeholders. In particular, it aims at creating a web portal on performance based navigation and a data repository on Lateral Navigation Performance (LNP). The Action will foster cooperation and data sharing among stakeholders with the final aim of redesigning RNP in main European airports.

Evaluation Remarks

The relevance, maturity and quality of the proposed Action are good. It is in line with the call priorities and it is ready to start. Its overall logic and presentation are also good. The Action's impact is good. It will bring an harmonised approach, avoid duplication of efforts, enable the use of a framework of functionalities and provide training material and access to shared information.

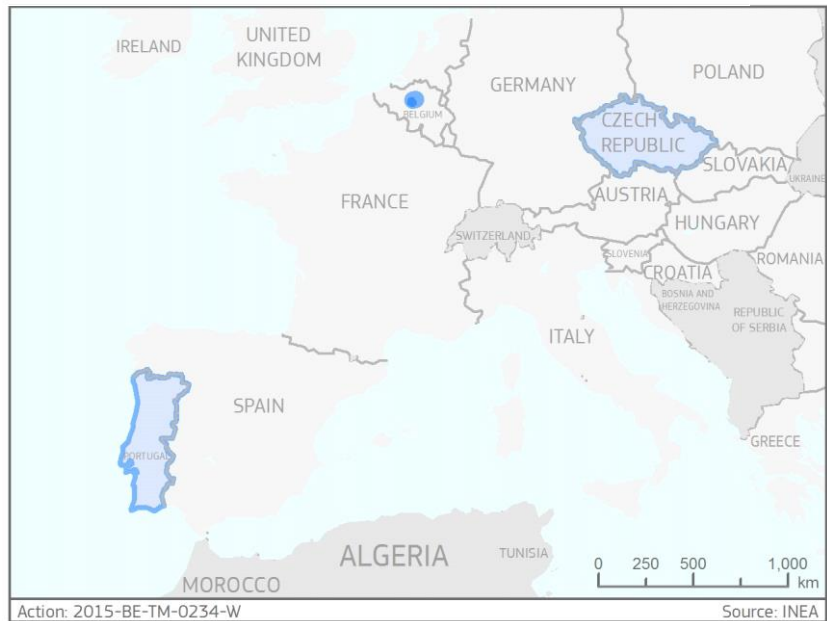


European
Commission

Deployment of European Surveillance System

2015-BE-TM-0234-W Other Sections on the Core Network

General call SESAR	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: EUROCONTROL	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€10 818 125
Requested funding:	€5 409 064
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€10 818 125
Recommended funding:	€5 409 064
Recommended EU support:	50.00%



This Action, twinned with proposal 2015-EU-TM-0242-W, aims at the deployment of upgraded EUROCONTROL Common Surveillance Products and their required validation prior to operational use by European Air Navigation Service Providers. These products are: ARTAS (ATM suRveillance Tracker And Server) - a surveillance data processing system; SDDS (Surveillance Data Distribution System) - a communication platform for the distribution of Surveillance data; SASS-C (Surveillance Analysis and Support System for Centre) - a set of harmonised methods and tools for the evaluation of Surveillance infrastructure performance. In the long run, the deployment of common components improves interoperability by using European standards. The Action also supports airport integration into the network.

Evaluation Remarks

The Action is relevant as it contributes to enhancing ATM performance. Moreover, its maturity is very good since the Action is ready to start and commitment given by relevant stakeholders. Furthermore, the expected impact is good, as it will increase service interoperability, quality, safety and security. Finally, the quality of the proposal is good as the technical objectives are well defined and organised.



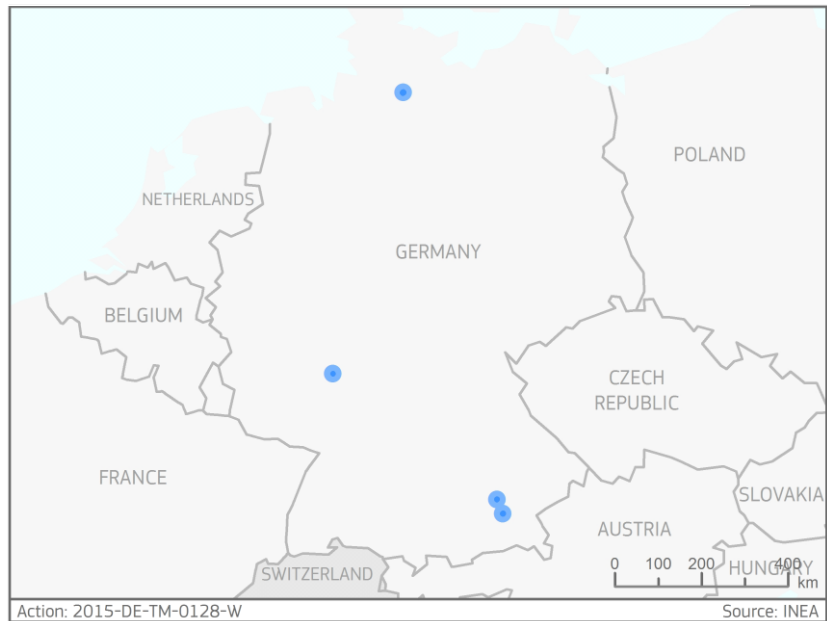
European
Commission

Deploying new radar technologies for the modernisation of air traffic management in Germany

2015-DE-TM-0128-W

Other Sections on the Core Network

General call SESAR	
Member State(s) concerned: Germany	
(Coordinating) Applicant: DFS Deutsche Flugsicherung GmbH	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€35 875 139
Requested funding:	€17 937 571
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€35 875 139
Recommended funding:	€17 937 571
Recommended EU support:	50.00%



The Action aims to deploy a new surveillance sensor infrastructure in Germany, decommissioning and replacing legacy infrastructure of the 1980s with systems enabling new functionalities and yielding performance gains. It will contribute to the implementation of the Single European Sky in particular the deployment of SESAR. The Action will improve performance of Air Traffic Management (ATM) in Europe: modernising and harmonising ATM systems; enhancing civil/military interoperability; and reducing fragmentation in order to also reduce the cost of service provision. The activities include the definition of the requisites for all activities and for rollout, the validation of the new technology and finally the full rollout and implementation of the new technology.

Evaluation Remarks

The relevance and the maturity of the Action are excellent as it addresses the call priorities and it has received the full support of the authorities. The impact and the quality are very good. The Action will improve safety, capacity and efficiency in the region and the technical activities are well described.



European
Commission

Deploying Remote Tower Control for the modernisation of air traffic management in Germany

2015-DE-TM-0268-W

General call SESAR

Member State(s) concerned:

Germany

(Coordinating) Applicant:

DFS Deutsche Flugsicherung GmbH

Implementation schedule:

Start date: February 2016

End date: December 2020

Requested funding:

Total eligible costs: €12 174 063

Requested funding: €6 087 033

Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €12 174 063

Recommended funding: €6 087 033

Recommended EU support: 50.00%



Within the EU, small airports face interruption of air transport services due to low traffic volumes, making the provision of these services financially non-viable. In order to prevent this, solutions need to be deployed to ensure sustainable service provision to these more remote regions as air transport is fundamental to boost local economies and job-markets. The Action will implement a solution defined as Remote Tower Control (RTC) at three airports in the Federal Republic of Germany, i.e. Saarbrücken, Erfurt and Dresden, bundling air traffic services at a single centre in Leipzig. Remote Tower Control provides cost efficient air traffic services for airports from a third location and in doing so it offers financially viable services to these airports.

Evaluation Remarks

The Action is very good in all four criteria, i.e. relevance, maturity, impact and quality and has already started. Objectives are clear and achievable within the planned time and costs. Implementation will reduce costs and increase operational safety performance. The milestones approval process includes quality control and the endorsement by a project steering committee.



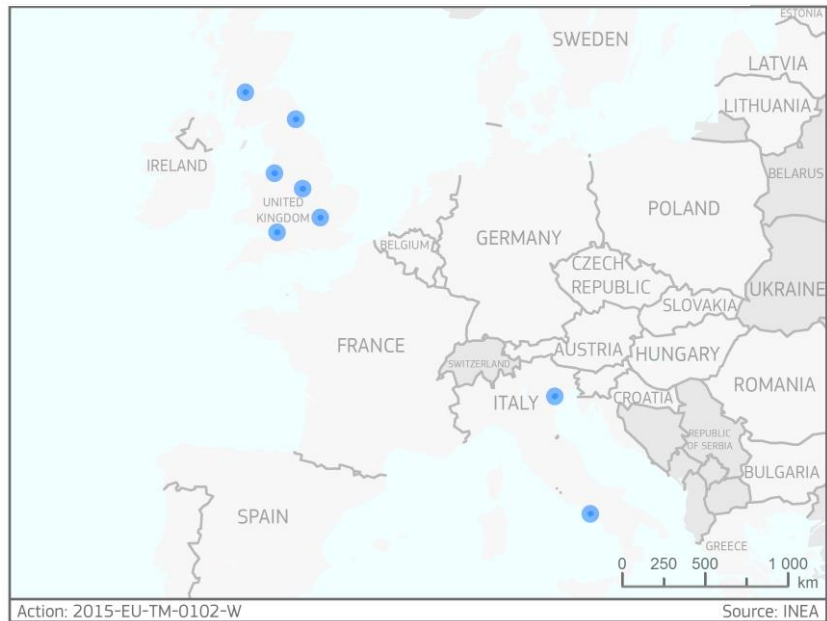
European
Commission

Upgrading of Instrument Flight Procedures to a PBN standard

2015-EU-TM-0102-W

Baltic - Adriatic, Orient/East-Med, North Sea - Mediterranean

General call SESAR	
Member State(s) concerned: Italy, United Kingdom	
(Coordinating) Applicant: Transport Systems Catapult	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€4 808 021
Requested funding:	€2 404 029
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€4 808 021
Recommended funding:	€2 404 029
Recommended EU support:	50.00%



Action: 2015-EU-TM-0102-W

Source: INEA

The Action aims at modernising aircraft departure and arrival routes into and out of the European airway structure to a Performance Based Navigation (PBN) standard. It will be implemented by a consortium composed of six UK airports with the Italian air navigation company ENAV SpA undertaking the design of procedures over two Italian airports. Modernisation of navigation routes into and out of airports to a PBN standard is the highest priority of the International Civil Aviation Organisation's Global Air Navigation Plan. SESAR's Pilot Common Project (PCP) mandates PBN implementation at Europe's 24 busiest airports. This consortium will see 8 non-PCP airports, which are critical to the European network, also upgrade their airspace infrastructure to a PBN standard.

Evaluation Remarks

The Action is very relevant as it contributes to the ATM Functionality 1 Performance Base Navigation for non-pilot common project airports. It is mature as the technology is ready. Its impact is very high because if successfully implemented the Action will underpin the deployment of 'Performance Base Navigation' at European level. The Action is of very good quality. It has clearly described and coherent activities.



European
Commission

Denmark-Sweden FAB operational harmonisation

2015-EU-TM-0103-W

General call SESAR

Member State(s) concerned:

Denmark, Sweden

(Coordinating) Applicant:

Naviair

Implementation schedule:

Start date: March 2016
End date: December 2020

Requested funding:

Total eligible costs:	€3 590 474
Requested funding:	€1 795 240
Requested EU support:	50.00%

Recommended funding:

Recommended total eligible costs:	€2 250 205
Recommended funding:	€1 125 105
Recommended EU support:	50.00%



The Action aims at developing a harmonised operational concept within the Denmark-Sweden Functional Air Block (FAB) and in particular in the three control centres in Copenhagen, Stockholm and Malmo. It serves as a preliminary activity in view of a possible future use of one single system within the FAB to support 'Free Routing Airspace' and cross-border operations. In particular, the Action intends to develop and use harmonised best practice in: deployment of ATM system updates; development of common dataset repositories; harmonisation of working methods.

Evaluation Remarks

The Action has very good relevance, as it directly contributes to the call priorities. Maturity is good, as it is technically ready to be deployed. It will have a good impact; it will generate benefits in terms of ATM performance improvements, operational costs and environmental footprint savings. The quality is good, as the Action is sound, logical and complete.

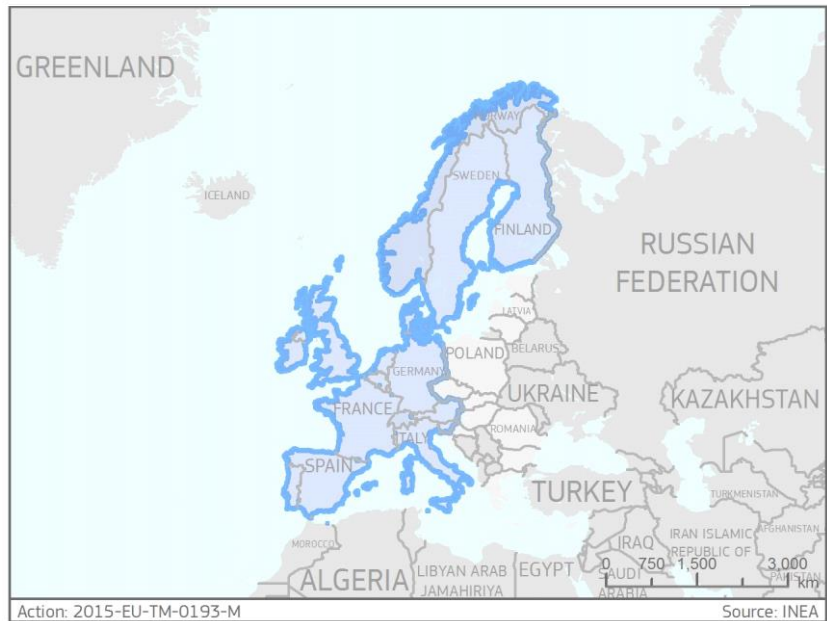


European
Commission

SESAR Deployment Programme implementation 2015 - Cluster 1

2015-EU-TM-0193-M

General call SESAR	
Member State(s) concerned: 15 Member States	
(Coordinating) Applicant: SESAR Deployment Manager (NATS (En-Route) Plc on behalf)	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€529 117 008
Requested funding:	€228 356 566
Requested EU support:	43.16%
Recommended funding:	
Recommended total eligible costs:	€262 919 198
Recommended funding:	€105 565 756
Recommended EU support:	40.15%



The Action contributes to the deployment of SESAR and is aimed at facilitating the coordinated and synchronised deployment of a cluster of Implementation Projects (IPs) in Europe. These IPs are aligned with the Pilot Common Projects (PCP), as defined in Regulation (EU) No 716/2014, and are expected to achieve enhancement in terms of ATM performance in the short term (up to 2018). This Action includes IPs in five of the six ATM Functionalities (AFs) described in the PCP. Planning of implementation is in line with the deployment target dates indicated in Regulation (EU) No 716/2014.

Evaluation Remarks

The Action has very good relevance. Most Implementing Projects (IPs) are aligned with the PCP. Maturity is very good, as demonstrated by the technical and financial analysis performed for each IP. The Action will have a very good impact in enhancing ATM performance. The quality is very good, as it is logical and complete. However, a number of IPs are not retained for funding due to low EU added value and budgetary constraints.



European
Commission

SESAR Deployment Programme implementation 2015 - Cluster 2

2015-EU-TM-0196-M

General call SESAR

Member State(s) concerned:

18 Member States

(Coordinating) Applicant:

SESAR Deployment Manager (NATS (En-Route) Plc on behalf)

Implementation schedule:

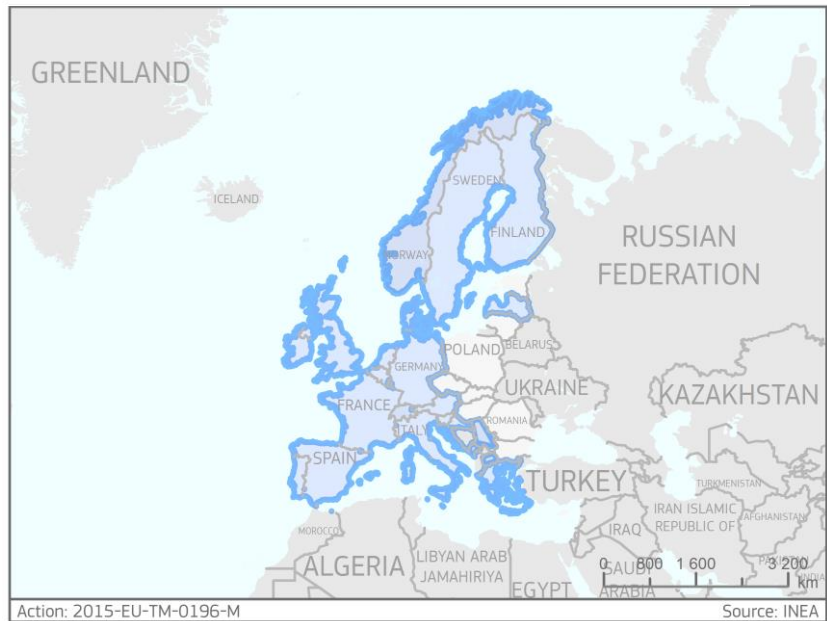
Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€1 749 354 308
Requested funding:	€847 697 359
Requested EU support:	48.46%

Recommended funding:

Recommended total eligible costs:	€859 150 589
Recommended funding:	€367 150 964
Recommended EU support:	42.73%



The Action contributes to the deployment of SESAR and is aimed at facilitating the coordinated and synchronised deployment of a cluster of Implementation Projects (IPs) in Europe. These IPs are aligned with the Pilot Common Projects (PCP), as defined in Regulation (EU) No 716/2014, and are expected to achieve enhancement in terms of ATM performance in the short and medium term (up to 2020). This Action includes IPs in all the six ATM Functionalities (AFs) described in the PCP. Planning of implementation is in line with the deployment target dates indicated in Regulation (EU) No 716/2014.

Evaluation Remarks

The Action has very good relevance. Most Implementing Projects (IPs) are aligned with the PCP. Maturity is very good, as demonstrated by the technical and financial analysis performed for each IP. The Action will have a very good impact in enhancing ATM performance. The quality is very good, as it is logical and complete. However, a number of IPs are not retained for funding due to low EU added value and budgetary constraints.



European
Commission

CODACAS 1B

2015-EU-TM-0387-S

General call SESAR

Member State(s) concerned:

Austria, Denmark, France, Croatia, Ireland, Sweden

(Coordinating) Applicant:

Ministere de l'ecologie, du developpement durable et de l'energie

Implementation schedule:

Start date: February 2016

End date: June 2018

Requested funding:

Total eligible costs: €4 635 000

Requested funding: €2 317 500

Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €4 635 000

Recommended funding: €2 317 500

Recommended EU support: 50.00%



The CODACAS Programme has been launched by DSNA and COOPANS with the objective to ensure by the mid-2020s a harmonisation of their ATM systems ('Common Build'). Phase 1A of the global project was already co-funded under Action 2013-EU-40001-S. The Action - twinned with 2015-EU-TM-0388-S - addresses the second step (Phase 1B) of the global project. The study will define the common core of the ATM System; assess its technical, operational and financial feasibility; and develop strategies for its procurement and its integration into the partners' ATM systems. In the long run, the Action is an essential contribution to the technical defragmentation and harmonisation of ATM Systems in Europe and will therefore reduce costs and increase efficiency.

Evaluation Remarks

The relevance of the Action is very good as it addresses the call objectives well. Furthermore, it is mature as it is ready to go. The expected impact of the Action is good, as it will reduce the fragmentation of European ATM Systems. Finally, the quality of the Action is very good in terms of description of objectives, project logic, technical works, and the information provided is complete.



European
Commission

Air Traffic Management (ATM) system deployment

2015-LT-TM-0155-W

General call SESAR	
Member State(s) concerned: Lithuania, Poland	
(Coordinating) Applicant: State Enterprise "Oro navigacija"	
Implementation schedule: Start date: March 2016 End date: November 2018	
Requested funding:	
Total eligible costs:	€13 550 000
Requested funding:	€6 672 020
Requested EU support:	49.24%
Recommended funding:	
Recommended total eligible costs:	€13 550 000
Recommended funding:	€6 672 020
Recommended EU support:	49.24%



The Action covers the first step of the implementation of the Development Roadmap of the Baltic Functional Airspace Block (FAB) Air Traffic Management (ATM) solution. It is in line with the Pilot Common Project and the SESAR Deployment Programme. The Action aims at deploying, in the Vilnius airport (Lithuanian part of the Baltic FAB), a new ATM system aligned with the interoperability Through European Cooperation (iTEC) platform. It will enhance the safety of air travel and will harmonise the Baltic FAB with neighbouring FABs. The new ATM system will consist of three main components: - operational system; - Air Traffic Control (ATC) simulator; - technical test platform.

Evaluation Remarks

The Action's relevance and impact are very good as it addresses the call priorities and supports the development of the Baltic Functional Airspace Block. Its maturity is good, having the agreements at Functional Airspace Block level. The quality of the Action is also good with a coherent description of the activities.



European
Commission

Advanced Surface Movement Guidance and Control System (A-SMGCS) modernisation

2015-LT-TM-0160-W

General call SESAR	
Member State(s) concerned: Lithuania	
(Coordinating) Applicant: State Enterprise "Oro navigacija"	
Implementation schedule: Start date: March 2016 End date: November 2018	
Requested funding:	
Total eligible costs:	€2 820 000
Requested funding:	€1 255 464
Requested EU support:	44.52%
Recommended funding:	
Recommended total eligible costs:	€2 820 000
Recommended funding:	€1 255 464
Recommended EU support:	44.52%



The Action aims at the modernisation of the Advanced Surface Movement Guidance and Control System (A-SMGCS) of Vilnius' airport. It is part of the Project 2.2 of the Baltic Functional Airspace Block. The Action consists of: - enhancing the safety of air travel by providing controllers with enhanced information on flights; - implementing Advanced Approach Control, Tower and A-SMGCS functionalities; - synchronising flight plan information between these functionalities and with the future Vilnius Area Control Center system; - deploying preliminary Deployment plan functionalities of the ATM system. In the long term, the action will promote the optimal provision of Air Navigation Services and seamless functioning of the ATM system.

Evaluation Remarks

The relevance of the Action is very good as it addresses the call priorities and the deployment of ATM Functionality 2 ('Airport Integration and Throughput'). The maturity and impact are good. The technology is mature and the Action will have an impact at Functional Airspace Block level. The quality is good. The description is coherent.

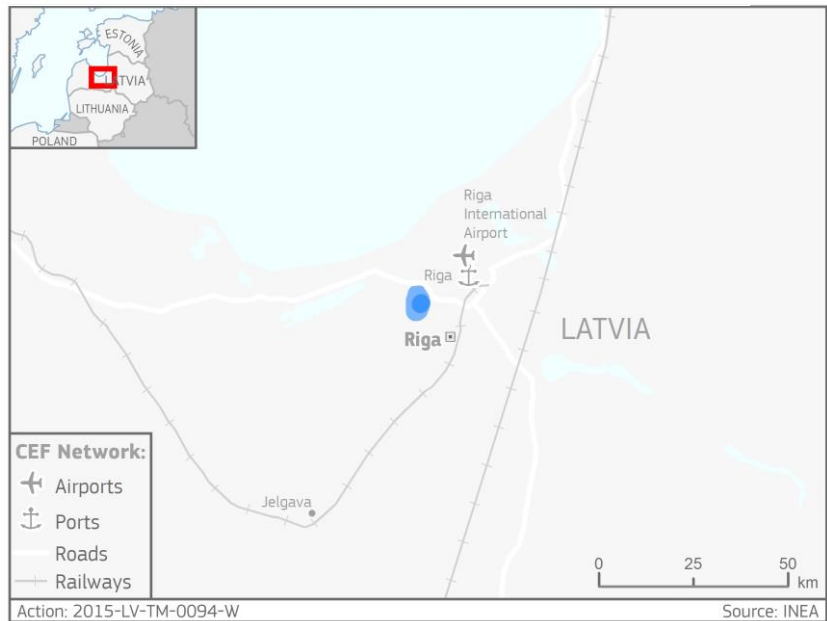


European
Commission

A-CDM Riga

2015-LV-TM-0094-W

General call SESAR	
Member State(s) concerned: Latvia	
(Coordinating) Applicant: State Joint Stock Company Latvijas gaisa satiksme	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€1 930 000
Requested funding:	€965 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€1 930 000
Recommended funding:	€965 000
Recommended EU support:	50.00%



Airport Collaborative Decision Making (A-CDM) is a key element of ATM Functionality 2 'Airport Integration and Throughput'. It aims at integrating processes and systems to improve the overall efficiency of operations at European airports. The proposed Action concerns A-CDM implementation at Riga airport. All six A-CDM elements (information sharing; milestone approach; variable taxi times; pre-departure sequencing; adverse conditions; collaborative management of flight updates - network connection), will be implemented. In the long term, the project will contribute to improving operational efficiency with positive effects on safety, capacity and cost effectiveness, reducing uncertainty as well as negative emissions.

Evaluation Remarks

The relevance of the Action is good as it supports the implementation of ATM Functionality 2 ('Airport Integration and Throughput') under a geographical scope not covered by Regulation (EU) No 716/2014. Its maturity is also good as the technology is ready. The impact is good. Finally, the quality of the proposal is very good as it provides a sound description of the project and the implementation plan.



European
Commission

Civil and military co-location at Schiphol

2015-NL-TM-0402-W

General call	
SESAR	
Member State(s) concerned:	
The Netherlands	
(Coordinating) Applicant:	
Luchtverkeersleiding Nederland (Air Traffic Control The Netherlands)	
Implementation schedule:	
Start date:	February 2016
End date:	July 2018
Requested funding:	
Total eligible costs:	€10 407 839
Requested funding:	€5 203 922
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€9 933 934
Recommended funding:	€4 966 970
Recommended EU support:	50.00%



The Action is aimed at civil-military centre consolidation by the co-location of the Air Operations Control Station of the Ministry of Defence at the Amsterdam Area Control Centre. Presently, the civil and military ATM services are provided from separated control centres using different systems. The Action will allow for greater co-operation and for the integration of civil and military air traffic services in Dutch airspace which will contribute to an optimum use of airspace and will increase the performance and cost efficiency of Air Traffic Services. The Action comprises seven activities including changes to ATC systems, operational working positions, infrastructure facilities for the training and support of military personnel at the control centre.

Evaluation Remarks

In its reduced scope, the Action is very relevant as it focuses on enhancing civil-military co-ordination in the centre of the European ATM Network Core Area. Its maturity is also very good as the Action has already started. Its impact is very high, filling the gap in a core area of Europe on civil/military co-ordination in FAB Europe Central where there is high density traffic. The Action is of very good quality.



European
Commission

Implementation of functional TWR at Goteborg Landvetter airport

2015-SE-TM-0016-W

General call SESAR	
Member State(s) concerned: Sweden	
(Coordinating) Applicant: Swedavia AB	
Implementation schedule: Start date: March 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€5 835 000
Requested funding:	€2 917 500
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€5 835 000
Recommended funding:	€2 917 500
Recommended EU support:	50.00%



The Action aims at updating the ATM systems of the Goteborg Landvetter Airport in order to improve the cost-effectiveness and efficiency of the operations. The outcome would be an integrated infrastructure that will meet the current and future requirements and standards to assure the high level of safety and performance levels. The Action is in line with the PCP although geographically Goteborg is not part of the SESAR Deployment Programme for these functionalities. The Action is structured in three parts: - Functional Tower (TWR); - Advanced Surface Movement Guidance and Control System (A-SMGCS); - Preparation for Airport Collaborative Decision Making (A-CDM). It improves the management of the information coming from the Functional Tower and the A-AMGCS.

Evaluation Remarks

The relevance of the Action is very good as it addresses the call priorities and meets the objective PCP ATM Functionality 2 (Airport Integration and Throughput). The maturity, impact and quality of the Action are good. Two activities out of three are mature and well described.

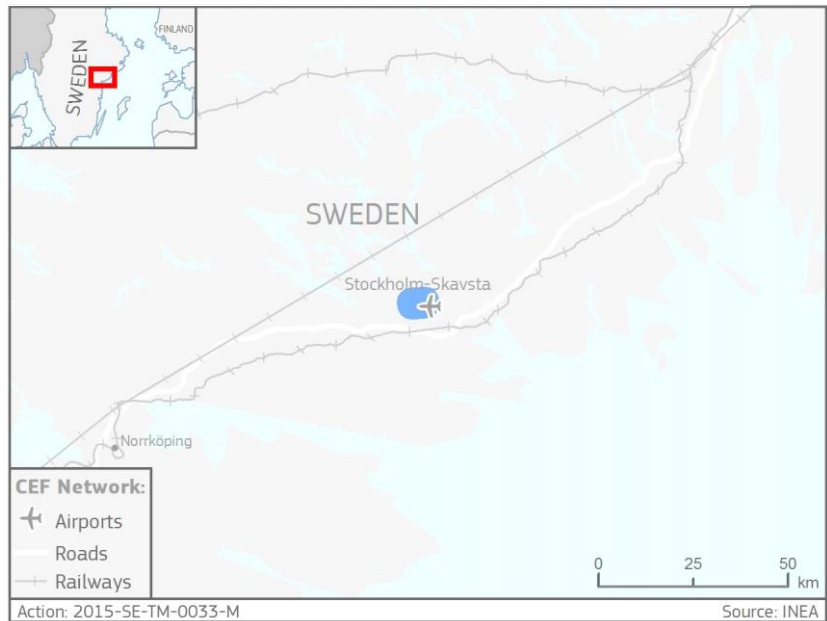


European
Commission

Skavsta Access 2.0

2015-SE-TM-0033-M

General call SESAR	
Member State(s) concerned: Sweden	
(Coordinating) Applicant: Stockholm Skavsta Flygplats AB	
Implementation schedule: Start date: April 2016 End date: December 2019	
Requested funding:	
Total eligible costs:	€5 393 904
Requested funding:	€2 696 952
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€5 393 904
Recommended funding:	€2 696 952
Recommended EU support:	50.00%



The Action aims at increasing capacity and accessibility of Stockholm Skavsta Airport and consolidating the provision of air navigation services in the Greater Stockholm region to enable safe, efficient and environmentally friendly air traffic operations. This is only possible if the ATM system can rely on accessible airports at the end of the aviation transport chain. At present, Stockholm Skavsta airport is underutilised and only Stockholm Arlanda airport can provide close to 100% accessibility during low visibility conditions in the Greater Stockholm region. The Action consists of three activities including upgrading the airport's landing systems and transport node analysis and development planning.

Evaluation Remarks

The Action is very relevant as it addresses the objective Pilot Common Project ATM Functionality 2 on 'Airport Integration and Throughput'. The maturity of the Action is also very good since it relies on a technology already available and used at other airports. The Action's impact is good as the safety case of the Action is very high. The Action is of good quality. Activities are coherent and costs are reasonable.



European
Commission

One synchronised ATM system - Contingency ATCC at OS/MM

2015-SE-TM-0097-W

General call SESAR	
Member State(s) concerned: Sweden	
(Coordinating) Applicant: Luftfartsverket	
Implementation schedule: Start date: November 2015 End date: December 2019	
Requested funding:	
Total eligible costs:	€13 950 000
Requested funding:	€6 325 000
Requested EU support:	45.34%
Recommended funding:	
Recommended total eligible costs:	€13 950 000
Recommended funding:	€6 325 000
Recommended EU support:	45.34%



The Action aims at the implementation of a single synchronised ATM system covering all air traffic operations throughout the entire Swedish airspace, defragmenting it and harmonising the ATM system within Sweden. This will include the expansion of the two existing 'Air Traffic Control Centres' at Stockholm Arlanda and Malmo airports allowing them to function independently and be capable of running radar and airspace monitoring, radio, telephone and other services across the entirety of Swedish airspace. Activities include the extension and upgrade of the central ATM system, upgrade of 'Voice Communication Systems', extension of interfaces and ATCC sites, and commissioning of systems. The Action will contribute to improving flight safety, efficiency, fuel and CO2 savings.

Evaluation Remarks

The Action's relevance is very good, as it addresses the call priorities. Its maturity is very good as it is ready to start. It will have a good impact at national/regional levels improving interoperability in Swedish airspace. The quality of the proposal is also good. The implementation plan is realistic and achievable within the foreseen timetable.



European
Commission

FRA high seas primary surveillance infrastructure

2015-SE-TM-0185-W

General call SESAR	
Member State(s) concerned: Sweden	
(Coordinating) Applicant: Luftfartsverket	
Implementation schedule: Start date: December 2015 End date: December 2019	
Requested funding:	
Total eligible costs:	€6 362 000
Requested funding:	€3 181 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€6 198 000
Recommended funding:	€3 099 000
Recommended EU support:	50.00%



The increasing activity of non-transponder equipped aircrafts within the Free Route Airspace (FRA) of Southern Sweden causes a rising number of separation infringements. The proposed Action covers therefore the implementation of a Primary Surveillance Radar (PSR), capable of detecting non-transponder equipped aircraft within Swedish FRA. This allows to warn aircraft over high seas areas (i.e. within Swedish airspace, but over international waters) and to ensure the safe separation of civil aircraft from other aircraft. The implementation of the PSR will increase safety and allows continued operation of FRA within Swedish airspace.

Evaluation Remarks

The relevance of the Action is good as it contributes to the deployment of the surveillance roadmap defined in the ATM Master Plan. Moreover, the maturity is very good as the technology readiness is high. The impact of the Action is good as it will increase safety by reducing separation infringements. Finally, the quality of the proposal is also good as the objectives, the activities, and the planned resources are coherent.

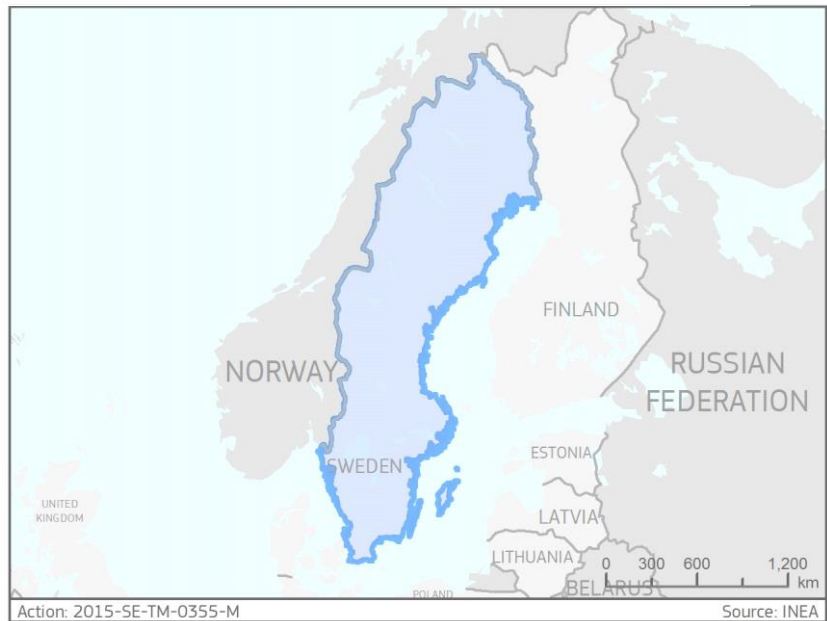


European
Commission

Expansion of Remote Tower Services

2015-SE-TM-0355-M

General call SESAR	
Member State(s) concerned: Sweden	
(Coordinating) Applicant: Luftfartsverket	
Implementation schedule: Start date: January 2016 End date: December 2019	
Requested funding:	
Total eligible costs:	€23 991 000
Requested funding:	€11 995 500
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€18 247 000
Recommended funding:	€9 123 500
Recommended EU support:	50.00%



The Action aims to expand the Remote Tower Services (RTS) that Luftfartsverket is already operating. Remote towers are recognised as a high profile SESAR solution and defined in the European ATM Master Plan. This Action will enhance the cost efficiency in the provision of RTS and contribute to the deployment of RTS in Europe. The foreseen activities are: - expand the geographical scope of RT facilities; - establish a new RT Centre and a contingency service to the existing one; - deploy "multi-mode" operations to 6 airports; -establish a RT based contingency solution for Air Traffic Services serving a multi-runway airport; - develop the operational concept for flexible service provision of Air Traffic Control and Airborne Flight Information System; - enhance standardisation.

Evaluation Remarks

In its reduced scope, the relevance and the maturity of the Action are very good. The Action addresses the call priorities and has the support of the authorities. The impact and the quality are good. The Action will impact the sustainability of airports at national level. The level of coherence between objectives, activities and resources is good

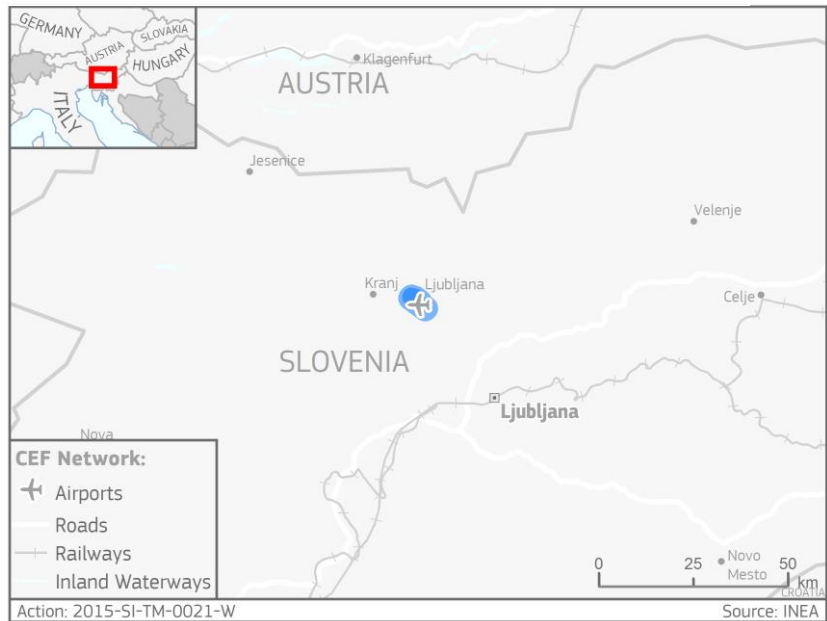


European
Commission

Initial airport operation plan

2015-SI-TM-0021-W

General call	
SESAR	
Member State(s) concerned:	
Slovenia	
(Coordinating) Applicant:	
Aerodrom Ljubljana, d.o.o.	
Implementation schedule:	
Start date:	April 2016
End date:	May 2017
Requested funding:	
Total eligible costs:	€890 733
Requested funding:	€445 369
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€890 733
Recommended funding:	€445 369
Recommended EU support:	50.00%



The Action aims to implement a centralised database sharing information among all stakeholders which will be fundamental for the future implementation of Airport-Collaborative Decision Making. The Action will improve information sharing between partners at Ljubljana airport, enabling them to work together more efficiently and transparently allowing for better decision making, based on more accurate, timely information. The Action comprises seven activities including tendering for the initial airport operation plan, data testing for the airport operators database and bringing the new database into operation.

Evaluation Remarks

The Action is very relevant as it relates to Pilot Common Project ATM Functionality 2 (Airport Integration and Throughput). The maturity of the Action is good since the Action is ready to start and the technology is available. The Action's impact is good. The quality of the Action is also good as there is a good coherence between the Action's objectives although it lacks details for the description of the activities.

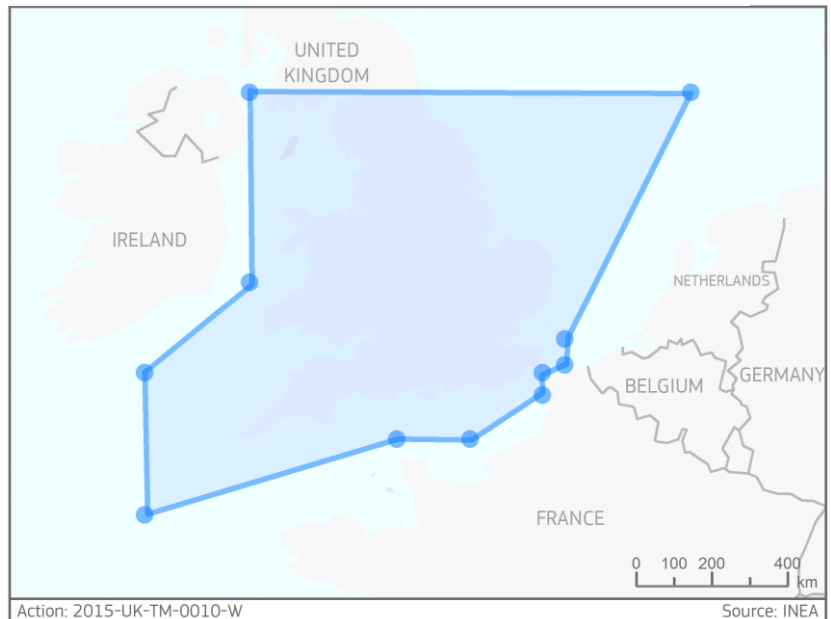


European
Commission

New NERL operational facilities

2015-UK-TM-0010-W

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: NATS (En Route) plc	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€16 918 500
Requested funding:	€8 459 250
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€16 918 500
Recommended funding:	€8 459 250
Recommended EU support:	50.00%



The Action is located at Swanwick Air Traffic Control Centre. It aims at installing new Air Traffic Controller Working Positions (CWP) delivered via a new single combined Operations Room at Swanwick. This will consist of a common workstation design and a common strategic technology platform, hence increasing resource allocation efficiency. The main activities of the Action include the creation of the combined Swanwick operations room. In the long term, the Action will enable operational efficiencies and improve civil-military coordination.

Evaluation Remarks

The relevance, impact and quality of the Action are good. The Action addresses the call priorities and serves as a long-term enabler for SESAR deployment. It merges control centres and provides operational harmonisation, which can be used to promote best practices and it is consistent with overall objectives. In addition, the maturity of the Action is very good due to high political commitment and governance.



European
Commission

Enablers to support SESAR deployment

2015-UK-TM-0012-W

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: NATS (En Route) plc	
Implementation schedule: Start date: February 2016 End date: June 2019	
Requested funding:	
Total eligible costs:	€21 514 300
Requested funding:	€10 757 150
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€21 514 300
Recommended funding:	€10 757 150
Recommended EU support:	50.00%



The Action is located at Swanwick and Prestwick Air Traffic Control Centres. The Action aims to deploy European surveillance trackers, a new system for Air Traffic Controller (ATCO) rostering, a safety net server and new synchronised replay service. These will provide increased operational flexibility, ATCO productivity, cost-efficiency, and will support both civil and military replay requirements for incident investigation and other purposes. The main activities of the Action include the management of the Action, the implementation of a commercial off the shelf (COTS) resourcing tool for operational staff, together with new surveillance tracker services and a new safety net server.

Evaluation Remarks

The relevance, maturity, impact and quality of the Action are very good. The Action addresses the call priorities and the technology and systems to be deployed are mature and substantially motivated. The Action creates low level enablers, essential to the further development of the Nats En - Route Ltd ATM system. Moreover, risk management, communication and dissemination activities are well defined and complete.



European
Commission

CNS rationalisation and upgrade within the UK

2015-UK-TM-0013-W

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: NATS (En Route) plc	
Implementation schedule: Start date: February 2016 End date: September 2020	
Requested funding:	
Total eligible costs:	€11 230 000
Requested funding:	€5 615 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€11 230 000
Recommended funding:	€5 615 000
Recommended EU support:	50.00%



The Action, to be implemented in the UK, aims at rationalising and upgrading CNS equipment. It aims to: switch off 33 navigation aids that are no longer required due to improved navigation capabilities on board aircraft; replace eight obsolete navigation aids and associated monitoring equipment at sites that are to be retained as back-up to the aircraft fleet's own navigation equipment; and convert the Voice Frequencies at ten En Route sectors from 25Khz Channel Spacing to 8.33kHz for aeronautical Voice High Frequencies (VHF) communications, freeing up frequencies for use elsewhere in Europe.

Evaluation Remarks

The Action is relevant as it aims to free frequencies. The maturity of the Action is very good, as technology readiness is high and implementation can begin. The impact of the Action is good since CEF funding will accelerate the implementation. The quality of the proposal is very good. Activities are coherent with objectives and costs are reasonable.



European
Commission

Design of new NATS systems to support SESAR implementation

2015-UK-TM-0047-S

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: NATS (En Route) plc	
Implementation schedule: Start date: January 2016 End date: September 2017	
Requested funding:	
Total eligible costs:	€32 742 300
Requested funding:	€16 371 150
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€7 290 700
Recommended funding:	€3 645 350
Recommended EU support:	50.00%



Action: 2015-UK-TM-0047-S

Source: INEA

The Action aims to implement cloud computing/virtualised systems at the Swanwick and Prestwick Area Control Centres (ACCs) in the UK, using an innovative company-wide Systems Integration approach. This covers Systems Architecture and Human Machine Interface design work for an integrated solution, ensuring commonality and interoperability between UK civil and military En Route air traffic controllers. This is essential for the efficient and integrated implementation of the new SESAR concepts. The Action supports the delivery of new technologies and best practices, including the new generation of flight and radar data processing systems, the implementation of interoperable and harmonised ATM equipment and the increased commonality of technical systems between major ACCs.

Evaluation Remarks

In its reduced scope, the Action is good as it addresses the call priorities. However only Activity 5 is considered as a study. The Action's maturity is very good as the technology is ready to be used. The Action's impact is good as it will be used as a decision-making tool. The quality of the Action is also good. Activities are well described.



European
Commission

PBN implementation

2015-UK-TM-0067-M Other Sections on the Core Network

General call SESAR		<p>CEF Network: ✈ Airports ⚓ Ports 🛣 Roads 🚊 Railways</p> <p>Action: 2015-UK-TM-0067-M Source: INEA</p>
Member State(s) concerned: United Kingdom		
(Coordinating) Applicant: Heathrow Airport Limited		
Implementation schedule: Start date: February 2016 End date: February 2019		
Requested funding:		
Total eligible costs:	€8 439 492	
Requested funding:	€4 219 747	
Requested EU support:	50.00%	
Recommended funding:		<p>Performance Based Navigation (PBN) implementation is a SESAR requirement and part of the ATM Master Plan. The aim of the Action is to understand how the local community understands respite and its different applications. It will define a respite that can be taken forward into the design of routes. The Action is divided in two parts: 1) Respite Research. It aims at determining the key characteristics to be considered to offer effective respite for arrivals and departures; to develop a set of principles to provide effective respite from aviation noise; and to test practical implications of the above principles. 2) Independent Parallel Approaches (IPA). It will deal with the introduction of IPA at Heathrow airport, enabling the optimisation of the Air Traffic Control operations.</p>
Recommended total eligible costs:	€8 439 492	
Recommended funding:	€4 219 747	
Recommended EU support:	50.00%	

Evaluation Remarks

The Action's relevance, maturity, impact and quality are good. The Action addresses the call priorities and has the necessary political commitments. Its impact will be good, improving Heathrow's capacity and ATM performance. The project logic is good and well described.

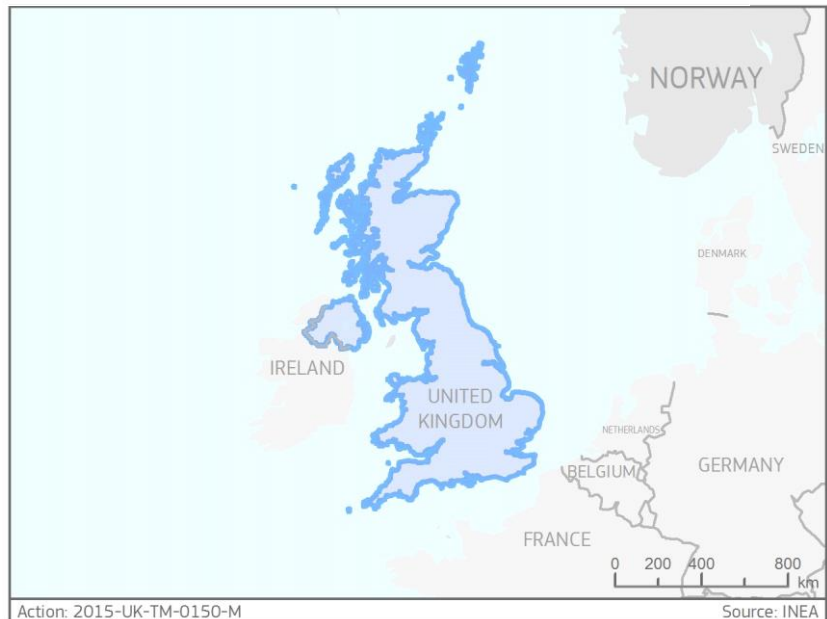


European
Commission

8.33kHz radio equipage for UK General Aviation fleet

2015-UK-TM-0150-M

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: Civil Aviation Authority	
Implementation schedule: Start date: April 2016 End date: February 2018	
Requested funding:	
Total eligible costs:	€21 728 866
Requested funding:	€4 345 773
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€21 728 866
Recommended funding:	€4 345 773
Recommended EU support:	20.00%



The objective of the Action is to define and implement a mechanism for encouraging the timely transition of the UK General Aviation aircraft fleet, from existing 25 kHz spacing VHF radio equipment to 8.33 kHz. This transition, mandated under EC Regulation 1079/2012 must be completed by 31 December 2017 (EC 1079/2012). This transition allows airspace improvements such as increased capacity, decreased delays and reduced costs. The Action consists of putting into place a model to assist aircraft operators with a proportion of the total cost of equipment purchase and associated installation. This Action is therefore expected to facilitate the transition, smoothing the demand and reducing occurrences of non-compliance.

Evaluation Remarks

The relevance, maturity and quality of the Action are very good. The Action addresses the call priorities. It has the necessary approvals and commitments and has a detailed and clear description. The Action's impact is good as it will ensure compliance with EU regulations.



European
Commission

Upgrading UK Military Terminal ATM VHF radios

2015-UK-TM-0281-S

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: Ministry of Defence	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€4 500 314
Requested funding:	€2 250 157
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€4 500 314
Recommended funding:	€2 250 157
Recommended EU support:	50.00%



The Action, is part of the Global 'Project Marshall' that aims at upgrading all UK Lower Airspace Radar Service (LARS) Military Terminal ATM VHF radios to 8.33 kHz standard in order to meet the requirements of the Commission Implementing Regulation (EU) No 1079/2012 by the deadline of 31/12/2017. As part of their overall State responsibilities, 29 UK Military Terminal ATM units provide LARS to a large numbers of civilian aircrafts, which are the primary users of the VHF band. Therefore their upgrade is needed in order not to compromise their safety. The Action covers the activities 4 to 8 of the Project: - Site design reviews; - Rolling programme of installation and testing in site; - Site specific acceptance and Commissioning board; - In service; - Decommission of old equipment.

Evaluation Remarks

The relevance of the Action is very good as it complies with EU regulations. The maturity is excellent with a technology ready to be implemented and all the relevant permits. The impact is good covering UK airspace and impacting aircraft safety. The quality is good with a coherent description.

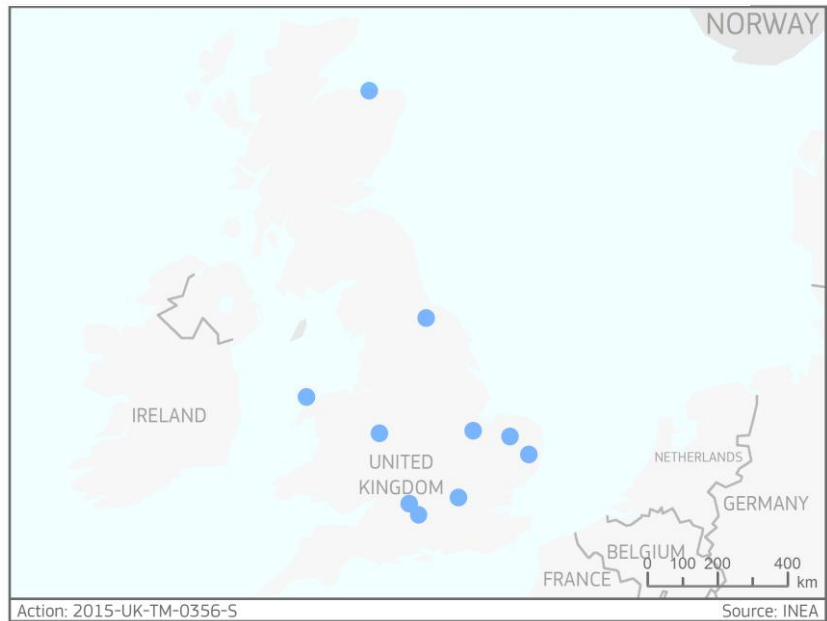


European
Commission

Provision of Short-Term Conflict Alert systems at 10 Royal Air Force Terminal ATM facilities

2015-UK-TM-0356-S

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: Ministry of Defence	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€15 749 585
Requested funding:	€7 874 793
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€15 749 585
Recommended funding:	€7 874 793
Recommended EU support:	50.00%



The Action aims to introduce radar data processor and associated displays at 10 Royal Air Force Terminal facilities located throughout the UK, and support infrastructure rationalisation by providing centralised radar services to an additional 10 airfields. This new radar display system will provide the facility for short term conflict alert to detect and display potential conflicts to the radar controller. This new system will: (i) improve warning times leading to increased safety; (ii) reduce the number of nuisance alarms and maintain the genuine alerts rate (iii) increase human performance through a reduced workload for air traffic controllers, generating a higher level of confidence by staff and an increased trust in the system.

Evaluation Remarks

The Action has a good relevance and quality while the maturity is excellent and the impact is very good. Activities are underway, phase 1 is already completed. Investments have been secured and technologies are mature. Short Term Conflict Alert will significantly improve warning times for potentially hazardous situations within the en-route and Terminal Area airspace leading to increased safety.

**2015 CEF Transport calls
Proposals recommended for funding**

**GENERAL
CALL**

RIS



European
Commission

Upgrading Flemish RIS Infrastructure

2015-BE-TM-0024-W

North Sea - Mediterranean

General call RIS

Member State(s) concerned:

Belgium

(Coordinating) Applicant:

Waterwegen en Zeekanaal NV

Implementation schedule:

Start date: February 2016

End date: December 2019

Requested funding:

Total eligible costs: €2 350 000

Requested funding: €1 175 000

Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €2 350 000

Recommended funding: €1 175 000

Recommended EU support: 50.00%



The Flemish TEN-T network of waterways contains about 600 km of waterways located on the North Sea - Mediterranean and other Core Network Corridors. The proposed Action is part of a global project aiming to implement RIS in Flanders. It aims to modernise and adapt RIS to constantly evolving needs and standards. Main activities include: lock planning, adapting RIS applications and improving data quality, and renewing gauges on waterways. The main benefit of the Action will be the improved and extended RIS in Flanders.

Evaluation Remarks

The proposed Action is highly relevant in upgrading RIS infrastructure, systems and services as part of a global project relating to the Flemish TEN-T waterways. It is mature and will have a positive impact by improving the quality of RIS. The overall quality of the Action is very good, with precise goals and well defined deliverables.



European
Commission

Advanced implementation of RIS in Seville port and Guadalquivir Euroway

2015-ES-TM-0260-M

Mediterranean

General call RIS	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Port Authority of Seville	
Implementation schedule: Start date: January 2017 End date: December 2018	
Requested funding:	
Total eligible costs:	€2 850 000
Requested funding:	€1 425 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€2 850 000
Recommended funding:	€1 425 000
Recommended EU support:	50.00%



Port of Seville is the only core inland port in Spain. It is connected to the sea by the 90 km inland waterway Guadalquivir EuroWay. The proposed Action is part of a global project aiming to fit with RIS the port and waterway which are located on the pre-identified section Sevilla/Valencia of the Mediterranean Corridor. Main activities include RIS implementation studies, RIS pilots, integration phase, test, study for large-scale implementation. The main benefits of the Action are the careful and detailed planning of the full implementation of RIS which, once completed, will improve the navigation conditions and the use of the infrastructure.

Evaluation Remarks

The proposed Action is very relevant, preparing the implementation of RIS in the port and waterway. It is mature and the impact of the Action will be considerable as it will serve as a tool for decision-making and guide to implementation. The quality is good, activities are well defined and structured and are coherent with the objectives of the Action.



European
Commission

RIS COMEX

2015-EU-TM-0038-W

5 Core Network Corridors

General call RIS

Member State(s) concerned:

Austria, Belgium, Germany, France,
Luxembourg, The Netherlands, Romania

(Coordinating) Applicant:

Bundesministerium für Verkehr, Innovation
und Technologie

Implementation schedule:

Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€19 773 358
Requested funding:	€9 886 679
Requested EU support:	50.00%

Recommended funding:

Recommended total eligible costs:	€19 773 358
Recommended funding:	€9 886 679
Recommended EU support:	50.00%



Action: 2015-EU-TM-0038-W

Source: INEA

Harmonised implementation of River Information Services made considerable progress during the last years but actual cross-border interworking is still limited, especially concerning data exchange. The project which involves all Member States with connected TEN-T waterways as well as a third country Serbia, aims to implement and operate cross-border river information services based on operational exchange of RIS data. The Action involves activities focused on the preparation, implementation and sustainability of RIS Corridors. Main benefits are a more coherent deployment of EU-wide harmonised information services contributing to safer, more efficient, and environmentally friendly inland navigation.

Evaluation Remarks

The Action is extremely relevant as it aims at a coordinated and harmonised cross-border RIS implementation and operation on the multi-Corridor level. It is of very good quality, particularly from the technical view point, and is ready to start. The Action will provide Corridor-wide and reliable data, positively impacting traffic management and reduction of congestion at locks, ports and critical sectors.

**2015 CEF Transport Calls
Projects recommended for funding**

**GENERAL
CALL**

ITS



European
Commission

C-Roads Austria

2015-AT-TM-0291-S

Rhine - Danube

General call ITS

Member State(s) concerned:

Austria

(Coordinating) Applicant:

Bundesministerium für Verkehr, Innovation und Technologie

Implementation schedule:

Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€19 100 000
Requested funding:	€9 550 000
Requested EU support:	50.00%

Recommended funding:

Recommended total eligible costs:	€19 100 000
Recommended funding:	€9 550 000
Recommended EU support:	50.00%



The action is part of the C-Roads Platform and takes place in Austria. C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day-1" applications as recommended by EC "C-ITS platform". Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots. Austria will act as coordinator of the overall C-Roads platform. The Austrian C-ITS pilot includes test sites in the Vienna area, the motorway section from Vienna to Salzburg, as well as around Innsbruck and the greater Graz area.

Evaluation Remarks

The relevance of the Action is very good and clearly responds to the call priorities, through the piloting and evaluation of C-ITS services. The maturity and impact is good. Political commitment is clear. The action will have impact on future C-ITS policy, best practices and decision-making. The quality is also good. Objectives are clearly stated and coherent for the development of harmonised C-ITS services.



European
Commission

C-ITS for Trucks (CITRUS)

2015-BE-TM-0391-S

Rhine - Alpine, North Sea - Mediterranean

General call	
ITS	
Member State(s) concerned:	
Belgium	
(Coordinating) Applicant:	
Be-Mobile NV	
Implementation schedule:	
Start date:	October 2016
End date:	September 2019
Requested funding:	
Total eligible costs:	€1 822 745
Requested funding:	€911 373
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€1 822 745
Recommended funding:	€911 373
Recommended EU support:	50.00%



The Action takes place in Belgium and studies the technical and economic viability of a companion app for truck drivers. It envisages the development of the app as well as a pilot deployment involving trucks from Colruyt. The app will provide some services relating to "Day 1 services" as identified by the C-ITS platform, like giving safety-related warnings or advice as regards speed, routing and other information. It will contribute to improve road safety and reduces CO2 emissions of truck traffic.

Evaluation Remarks

The Action is relevant to the C-ITS call as it develops and includes a pilot on "Day 1 and 1.5 services" and parking availabilities for trucks. There is strong commitment from all relevant stakeholders and the major technological components are mature. The Action's impact on the environment and economy is good. Project management and control procedures suggested are sound and a strong dissemination campaign is envisaged.



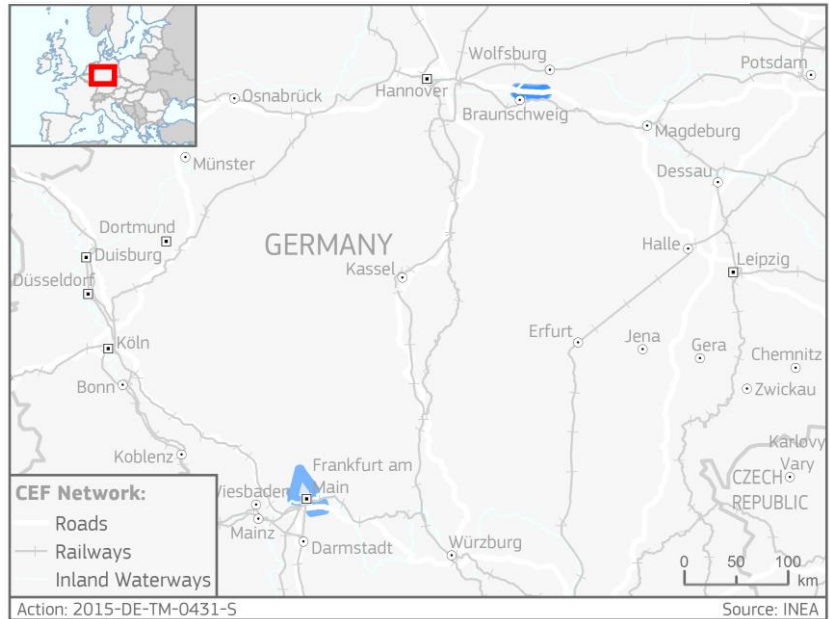
European
Commission

C-Roads Germany

2015-DE-TM-0431-S

North Sea - Baltic, Orient/East-Med, Rhine - Alpine, Other Sections on the Core Network

General call ITS	
Member State(s) concerned: Germany	
(Coordinating) Applicant: ITS automotive nord GmbH	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€9 930 884
Requested funding:	€4 965 442
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€9 930 884
Recommended funding:	€4 965 442
Recommended EU support:	50.00%



C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day 1" applications as recommended by EC "C-ITS platform". Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots. Germany will deploy C-ITS services in two different sites: the ongoing Hessian C-ITS Corridor and the Lower Saxony C-ITS pilot. Key players regarding the C-ITS technology/infrastructure are committed and involved in the project.

Evaluation Remarks

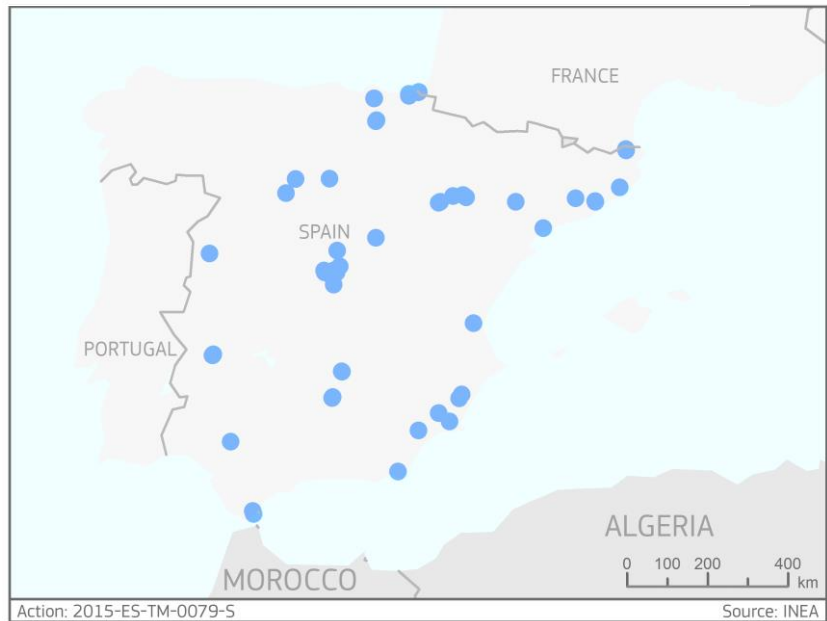
The relevance of the action is excellent, as it clearly responds to the call priorities for C-ITS, through the piloting and evaluation of C-ITS services. Maturity and impact is very good. Political support and commitment of all relevant stakeholders is given and "Day-1" C-ITS applications will be deployed on three Core Network Corridors. Quality is very good and implementation plans are realistic and consistent.

SOLRED C-ITS Monitoring Network (SolC-ITS)

2015-ES-TM-0079-S

Mediterranean, Atlantic

General call	
ITS	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
SOLRED, S.A.	
Implementation schedule:	
Start date:	March 2016
End date:	June 2019
Requested funding:	
Total eligible costs:	€1 811 000
Requested funding:	€905 500
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€1 811 000
Recommended funding:	€905 500
Recommended EU support:	50.00%



The Action will enhance the deployment of "Day 1.5" C-ITS services recommended by the "C-ITS platform" for road freight transport by studying the implementation of an integrated C-ITS monitoring network. The Action consists of a study with pilot implementation of a C-ITS system merging telematics fleet management with an automated refueling system. Pilot sites with V2I communication will be located in 53 filling stations along the Atlantic and Mediterranean Core Network Corridors for operation and later evaluation. The Action will provide feedback of the results to the C-ITS platform, thus supporting the interoperability of C-ITS systems. It will also contribute to improve efficiency, safety, security and sustainability of the road transport.

Evaluation Remarks

The relevance of the proposed Action is very good as a C-ITS solution and pilots will be conducted along two Core Network Corridors. The maturity is excellent. The technology to be used is mature and hardware has already been installed in 6 stations. The Action's impact is good and quality is very good. Recommendations for policy-making and interoperability are expected and activities are adequate to achieve the objectives.



European
Commission

InterCor

2015-EU-TM-0159-S

North Sea - Mediterranean

General call ITS

Member State(s) concerned:

Belgium, France, The Netherlands, United Kingdom

(Coordinating) Applicant:

ERTICO - ITS Europe

Implementation schedule:

Start date: June 2016

End date: May 2019

Requested funding:

Total eligible costs: €29 999 999

Requested funding: €15 000 000

Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €29 999 999

Recommended funding: €15 000 000

Recommended EU support: 50.00%



Action: 2015-EU-TM-0159-S

Source: INEA

C-ITS services need to be interoperable across member states, allowing continuity of service to enhance user trust and satisfaction. The proposed Action aims to streamline C-ITS implementation in four Member States linking the different national initiatives towards a harmonized strategic rollout and common specification. C-ITS pilot sites to communicate data through cellular and/or ITS G5 networks will be installed in the Netherlands, Belgium, UK and France, for operation and later evaluation of "Day 1" services as recommended by EC "C-ITS platform". The Action will also cooperate with C-ITS platform's working groups, such as the "C-ITS platform" and "C-Roads", to contribute to interoperability and harmonisation of C-ITS services at EU level.

Evaluation Remarks

The relevance of the proposed Action is excellent as it enhances mobility within the core network and interoperability of C-ITS services. In particular, it focuses on the development and deployment of harmonised C-ITS "Day 1" services. The maturity is very good as the Action is ready to start. The Action's quality and impact are also very good. It is expected to support decision and policy-making and generate best practices.

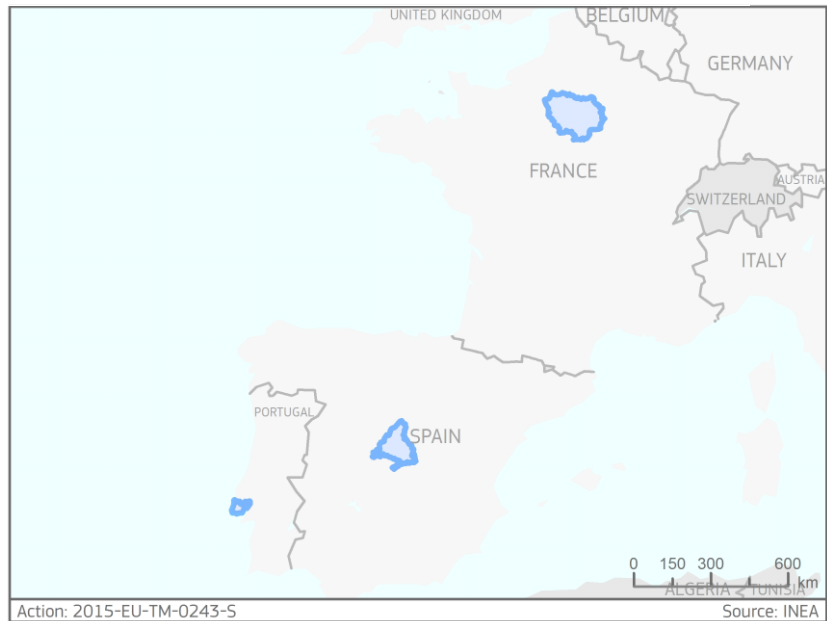


European
Commission

AUTOCITS

2015-EU-TM-0243-S

General call	
ITS	
Member State(s) concerned:	
Spain, France, Portugal	
(Coordinating) Applicant:	
Indra Sistemas S.A	
Implementation schedule:	
Start date:	November 2016
End date:	December 2018
Requested funding:	
Total eligible costs:	€2 606 550
Requested funding:	€1 303 275
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€2 606 550
Recommended funding:	€1 303 275
Recommended EU support:	50.00%



The aim of the study is to contribute to the deployment of C-ITS in Europe by enhancing interoperability for autonomous vehicles as well as to boost the role of C-ITS as catalyst for the implementation of autonomous driving. Pilots will be implemented in three major core urban nodes (Paris, Madrid and Lisbon) located along the Atlantic Core Network Corridor. The Action consists of analysis and design, pilots deployment and assessment, dissemination and communication as well as project management and coordination activities. The three pilots will test and evaluate C-ITS services for autonomous vehicles under the applicable traffic regulation, study its extension to other European countries and contribute to the C-ITS platform and other European standards organisations.

Evaluation Remarks

The proposed Action is very relevant to demonstrate that the deployment of C-ITS can contribute to a higher level of automation. The maturity is very good as the Action is ready to start and builds on consolidated technology. The Action's impact is good. It will contribute to a European harmonised regulatory framework. Quality is also good concerning the description of initiatives, regulations and autonomous vehicle market.



European
Commission

C-Roads Belgium/Flanders

2015-EU-TM-0380-S

North Sea - Baltic, North Sea - Mediterranean

General call ITS	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: Flemish Department of Mobility and Public Works (MOW)	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€3 176 500
Requested funding:	€1 588 250
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€3 176 500
Recommended funding:	€1 588 250
Recommended EU support:	50.00%



The Action is part of the C-Roads platform and takes place in Belgium. C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day 1" applications as recommended by EC "C-ITS platform". Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots. The pilot in Belgium consists of a cloud-based solution to connect road users to traffic management centres. It involves 1,000 drivers and it tests the performance and suitability of 4G/LTE network for C-ITS safety services.

Evaluation Remarks

The relevance of the Action is excellent. It will deliver strong EU added value by piloting C-ITS services identified by the EU C-ITS platform. The maturity and impact is good as project partners provide high potential for the deployment of harmonised C-ITS and engages relevant stakeholders. The quality is very good, the proposed Action also aims to define the roles of the private companies and public authorities.



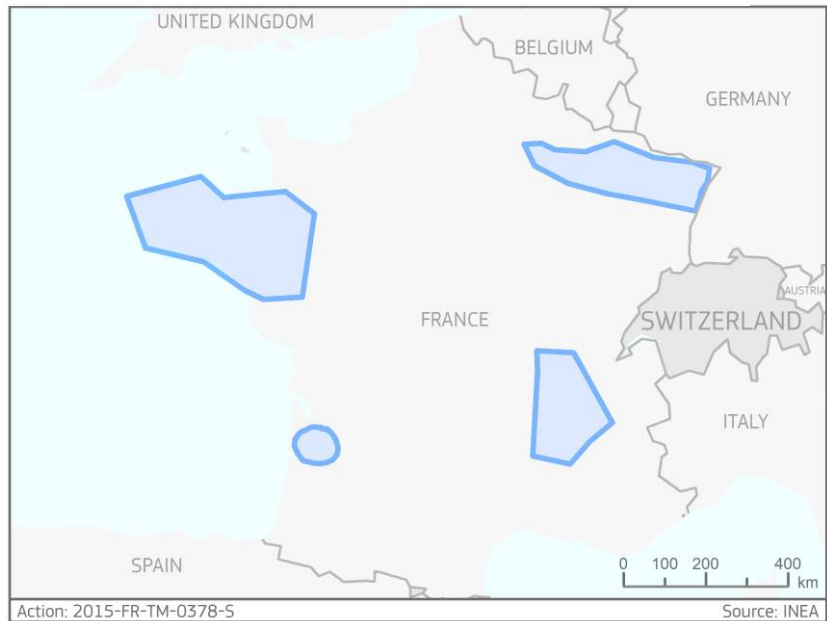
European
Commission

C-Roads France

2015-FR-TM-0378-S

Mediterranean, Atlantic, North Sea - Mediterranean

General call	
ITS	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
Ministere de l'ecologie, du developpement durable et de l'energie	
Implementation schedule:	
Start date:	February 2016
End date:	December 2020
Requested funding:	
Total eligible costs:	€14 413 213
Requested funding:	€7 206 615
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€14 413 213
Recommended funding:	€7 206 615
Recommended EU support:	50.00%



The action is part of the C-Roads platform and takes place in France. C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day 1" applications as recommended by EC "C-ITS platform". Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots. Adding to SCOOP@F, C-Roads France provides two types of services: urban/interurban interface (such as GLOSA), and information on transit stretches (such as smart routing). Services are based on hybrid communication technology.

Evaluation Remarks

The relevance and the impact of the Action are excellent. The Action demonstrates EU added value and contributes to the C-Roads platform. It is expected to generate results for the C-ITS community (e.g. on interoperability and security). The maturity is very good as C-Roads France is linked to ITS national strategies and SCOOP@F. It has commitment from all stakeholders for pilot deployment. The quality of Action is very good.



European
Commission

C-Roads Slovenia

2015-SI-TM-0286-S

General call ITS	
Member State(s) concerned: Slovenia	
(Coordinating) Applicant: Ministry of Infrastructure	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€2 314 000
Requested funding:	€1 157 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€2 314 000
Recommended funding:	€1 157 000
Recommended EU support:	50.00%



The Action is part of the C-Roads platform and takes place in Slovenia. C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day 1" applications as recommended by EC "C-ITS platform". Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots. The Slovenian pilot will take place on 100 km of Core Network, equipped with C-ITS. Both G5 and cellular communications will be tested, mainly using the vehicle as source and the driver as target of information.

Evaluation Remarks

The relevance of the Action is very good. It will contribute to the C-Roads platform, thus delivering a high EU added value. The Action is very mature and engages relevant stakeholders to harmonise implementation of C-ITS. The pilot location (congested road with heavy traffic) is suitable to show the positive impact of the Action. Quality is very good and the action activities are appropriate to harmonise the national pilots.

**2015 CEF Transport calls
Proposals recommended for funding**

**GENERAL
CALL**

Motorways of the Sea



European
Commission

Winter navigation Motorways of the Sea II, WINMOS II

2015-EU-TM-0014-M

Other Sections on the Core Network

General call Motorways of the Sea	
Member State(s) concerned: Estonia, Finland, Sweden	
(Coordinating) Applicant: Finnish Transport Agency	
Implementation schedule: Start date: December 2015 End date: October 2019	
Requested funding:	
Total eligible costs:	€20 567 000
Requested funding:	€7 441 500
Requested EU support:	36.18%
Recommended funding:	
Recommended total eligible costs:	€18 967 000
Recommended funding:	€6 641 500
Recommended EU support:	35.02%



Secure icebreaking in the Baltic Sea is important for shipping operations in winter. This Action with impact on the North Sea - Baltic Sea Corridor aims to further develop cooperation between Finland, Estonia and Sweden for icebreaking services. Through ten activities, the Action will design the next Swedish icebreaker, further develop an icebreaking dedicated information and communication system, upgrade and extend life of existing Swedish and Finnish icebreakers, pilot a removable bow for icebreakers, develop required training and prepare life extension of Estonian icebreakers. In the long term, it will safeguard continuous and sustainable maritime services in winter conditions, which is crucial for the region's industries and trade.

Evaluation Remarks

In its reduced scope, the Action's relevance is very good as it will support reliable maritime transport services in the Baltic Sea all year round. The maturity is good as the Action has received formal approval at relevant levels. The impact is good with important benefits for the environment and the regional economy. The quality is good, with activities clearly described and coherent with the proposed objectives.



European
Commission

DOOR2LNG

2015-EU-TM-0098-M

General call Motorways of the Sea

Member State(s) concerned:

Finland, The Netherlands, United Kingdom

(Coordinating) Applicant:

Containerships Ltd Oy

Implementation schedule:

Start date: February 2016
End date: December 2018

Requested funding:

Total eligible costs:	€73 860 000
Requested funding:	€22 738 000
Requested EU support:	30.79%

Recommended funding:

Recommended total eligible costs:	€56 060 000
Recommended funding:	€17 038 000
Recommended EU support:	30.39%



The Action aims at upgrading MoS links established between the Helsinki (Finland), Rotterdam (the Netherlands) and Teesport (UK) core ports. It relates to the North Sea - Baltic, Scandinavian - Mediterranean, North Sea - Mediterranean and Rhine - Alpine Core Network Corridors. Being part of a global project for introducing LNG fuel for door-to-door supply chain, the Action covers works and studies for environmental upgrade of four new LNG powered container vessels, port infrastructure development and cargo handling equipment, future LNG supply in the Helsinki and Lübeck ports. The Action will result in environmentally friendly MoS links, thus enhancing modal shift and reducing NO_x, CO₂ and PM emissions. In addition, it will increase the efficiency of the port operations.

Evaluation Remarks

In its reduced scope, the relevance of the Action to the call priorities is good as it addresses upgrade and infrastructure developments of two MoS links between the Helsinki, Rotterdam and Teesport core ports. It will reduce the environmental impact of shipping beyond the SECA Regulation and will enable the ship owner to sustain cost-efficient operations. The maturity of the Action and the quality of the proposal are good.



European
Commission

Preventing incident and accident by safer ships on the oceans - PICASSO

2015-EU-TM-0108-S

General call Motorways of the Sea

Member State(s) concerned:

Cyprus, Greece, Spain, Italy, Malta,
Portugal, Sweden, United Kingdom

(Coordinating) Applicant:

Sociedad de Salvamento y Seguridad
Maritima

Implementation schedule:

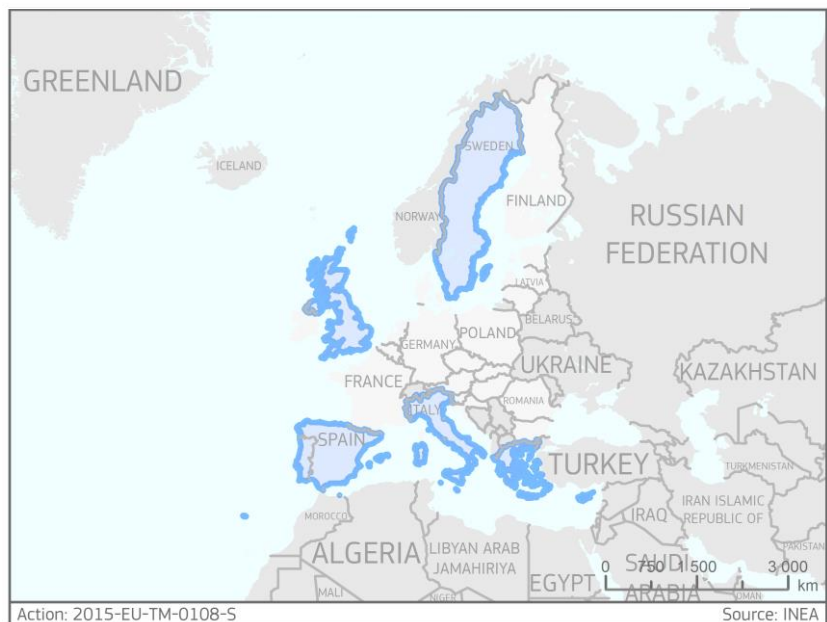
Start date: May 2016
End date: November 2018

Requested funding:

Total eligible costs:	€10 314 834
Requested funding:	€5 157 417
Requested EU support:	50.00%

Recommended funding:

Recommended total eligible costs:	€3 848 834
Recommended funding:	€1 924 417
Recommended EU support:	50.00%



The global framework where the proposal is placed aims at achieving a modern and developed maritime sector, with a capable and up-to-date work force that enables the sector to become greener, safer and more efficient and sustainable. PICASSO is a study with pilots actions which aims at tackling the challenges and opportunities related to maritime safety and security of on board and on shore operations. PICASSO is organized in four core activities: on-board safe, efficient and secure operations, on-shore safety and security, event management, and training and human factors. PICASSO will provide solutions for improving safety and security conditions in shipping.

Evaluation Remarks

In its reduced scope, the Action is of good relevance as it addresses the objectives of the call and falls within its priorities. The Action is very mature and ready to start from a technical point of view. The Action will have a positive impact, however the added value to the existing knowledge and to the state of the art is limited. The quality of the proposal is overall good.



European
Commission

FAMOS Odin: Finalising Surveys for the Baltic Motorways of the Sea

2015-EU-TM-0132-M

General call Motorways of the Sea

Member State(s) concerned:

Germany, Denmark, Estonia, Finland, Lithuania, Latvia, Sweden

(Coordinating) Applicant:

Swedish Maritime Administration / Sjöfartsverket

Implementation schedule:

Start date: February 2016
End date: December 2018

Requested funding:

Total eligible costs:	€29 589 500
Requested funding:	€11 148 590
Requested EU support:	37.68%

Recommended funding:

Recommended total eligible costs:	€29 589 500
Recommended funding:	€11 148 590
Recommended EU support:	37.68%



This wider benefit Action will contribute to the completion of hydrographic surveys in the Baltic Sea. It will employ complete digital information infrastructure to support highly accurate vessel navigation and improve the production chain from survey to navigational chart in order to provide the navigators with the most complete and up-to-date information. It is part of global project on re-surveying the Baltic Sea. The Action will comprise studies (hydrographic surveys, production navigation charts and data processing) and works (purchase of surveying infrastructure). The Action will improve transport safety and efficiency.

Evaluation Remarks

The proposed Action is relevant as it will contribute to more fuel efficient shipping and safety of navigation. The maturity is very good, complementing an ongoing EU funded project and having no pending administrative or legal issues. The impact is good, as a result of the accidents prevented and efficiency of navigation in Baltic Sea. Quality is very good with clear description and organisational structure.



European
Commission

Bothnia Bulk - Environmental upgrade of year-round supply in the northern Baltic Sea

2015-EU-TM-0178-M

Other Sections on the Core Network

General call Motorways of the Sea	
Member State(s) concerned: Finland, Sweden	
(Coordinating) Applicant: ESL Shipping Ltd	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€30 820 000
Requested funding:	€9 354 000
Requested EU support:	30.35%
Recommended funding:	
Recommended total eligible costs:	€22 536 000
Recommended funding:	€6 840 000
Recommended EU support:	30.35%



A more energy-efficient, low-emission and regular year-round supply chain of dry bulk cargo in the Baltic Sea generated the need for a global project that aims to increase efficiency, to reduce overall logistics costs and to make raw material logistics more sustainable and environmentally friendly. The Action will upgrade the maritime link between the ports of Luleå (SE), Oxelosund (SE) and Raahe (FI) by introducing LNG-fuelled bulk carriers. The port's infrastructure and efficiency will be developed to remove bottlenecks of insufficient capacity to handle larger vessels in the ports. Availability of on-shore power supply will be developed.

Evaluation Remarks

In its reduced scope, the Action is very relevant as it addresses the priorities of the MoS call for the upgrade of the maritime links and promotion of clean fuels. The Action is very mature and ready to start. The impact of the Action is very good as it reduces gas emissions. Overall the proposal is of good quality.



European
Commission

Blue Baltics - LNG infrastructure facility deployment in the Baltic Sea Region

2015-EU-TM-0179-W

North Sea - Baltic

General call Motorways of the Sea	
Member State(s) concerned: Estonia, Lithuania, Sweden	
(Coordinating) Applicant: Klaipėdos Nafta SC	
Implementation schedule: Start date: March 2016 End date: June 2019	
Requested funding:	
Total eligible costs:	€50 465 000
Requested funding:	€16 596 500
Requested EU support:	32.89%
Recommended funding:	
Recommended total eligible costs:	€47 605 000
Recommended funding:	€15 046 500
Recommended EU support:	31.61%



Blue Baltics provides investments into liquefied natural gas infrastructure and mobile equipment in Lithuania, Sweden and Estonia making LNG available for maritime transport. Blue Baltics is part of a global project of an LNG bunkering network in the ports of the Baltic Sea Region. It deploys industrial solutions for ship-to-ship and shore-to-ship LNG bunkering and reloading in a series of ports. It foresees a maritime LNG mobile multifunctional refilling station in Klaipėda, the installation of LNG fuelling infrastructure in Estonia and the upgrade of the LNG terminal Nynashamn. The Action consists of the following activities: project coordination, preparation for deployment, deployment and start-up phase. Blue Baltics contributes to the reduction of greenhouse gases in the maritime transport.

Evaluation Remarks

The relevance of the Action is very good as it is in line with the priorities of the call promoting the use of alternative fuels. Its maturity, impact and quality are good. The Action has all necessary permissions in place. It will have positive environmental impact due to the reduction of greenhouse gas emissions. The proposed activities are well described and are coherent with the objectives of the Action.

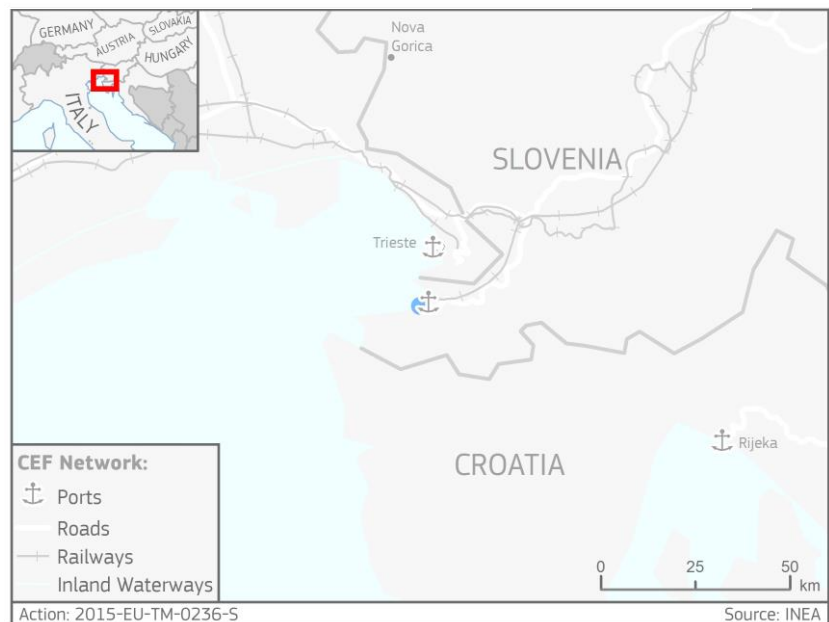


European
Commission

ELEMED - ELectrification of the Eastern MEDiterranean area

2015-EU-TM-0236-S Mediterranean, Orient/East-Med

General call Motorways of the Sea	
Member State(s) concerned: Slovenia	
(Coordinating) Applicant: Hellenic Lloyd's SA	
Implementation schedule: Start date: April 2016 End date: March 2018	
Requested funding:	
Total eligible costs:	€194 500
Requested funding:	€97 250
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€151 600
Recommended funding:	€75 800
Recommended EU support:	50.00%



This twinned Action (with 2015-EU-TM-0235-S) will introduce onshore power supply as propulsion alternative for ships in the Eastern Mediterranean. It includes 4 ports in 3 EU countries: Cyprus (Limassol port), Greece (Port of Killini, Port of Piraeus) and Slovenia (Port of Koper). The Action consists of background and preparatory studies with a pilot implementing cold ironing at the Port of Killini. It falls on the Orient/East-Med Corridor and is part of a global project on implementing environmental friendly maritime transportation on Adriatic-Ionian Sea and on the Orient/East-Med Corridor. It will promote ship electrification therefore improving the environmental performance of shipping.

Evaluation Remarks

The Action's relevance as a wider benefit MoS study is good. Maturity is good without legal or other conditions hindering an immediate start. The impact is good because the onshore power supply will have environmental benefits for the East Mediterranean. Quality is good, but budget redistributions are necessary to ensure the implementation of the pilot with a real vessel plug-in.



European
Commission

CarEsmatic

2015-EU-TM-0250-M

Baltic - Adriatic, Mediterranean, Orient/East-Med

General call	
Motorways of the Sea	
Member State(s) concerned:	
Greece, Spain, Slovenia	
(Coordinating) Applicant:	
Luka Koper, d.d.	
Implementation schedule:	
Start date:	March 2016
End date:	December 2018
Requested funding:	
Total eligible costs:	€18 564 300
Requested funding:	€5 935 750
Requested EU support:	31.97%
Recommended funding:	
Recommended total eligible costs:	€17 154 000
Recommended funding:	€5 230 600
Recommended EU support:	30.49%



Koper, Barcelona and Piraeus are core ports situated on the Baltic - Adriatic, Mediterranean and Orient/East-Med Corridors respectively. The Action will improve an existing MoS service to increase transport of electrical cars by sea. To this end the Action will: develop access infrastructure in two ports (Koper and Barcelona) to improve port access and railways connections. Vehicle traceability during transportation using radio frequency identification will be developed as well. Further, Koper and Barcelona will study and prototype installation of columns for electrical charging and one study will assess environmental performance of Neptune line, the operator of the link. Overall benefits will include decongestion of roads and promotion of cleaner sources of energy.

Evaluation Remarks

In its reduced scope, the Action's relevance is good as it will enable better port access and improve railway connections. Maturity and impact are good with satisfactory technical readiness and positive impact on the environment, congestion, modal split, inter-operability, service quality, safety and security. Also quality of the proposal is good in terms of logic, completeness and clarity.



European
Commission

S/F SamueLNG

2015-EU-TM-0307-M

Atlantic

General call Motorways of the Sea

Member State(s) concerned:

Spain, France

(Coordinating) Applicant:

GIE Dragages Ports

Implementation schedule:

Start date: February 2016

End date: March 2019

Requested funding:

Total eligible costs: €21 546 000

Requested funding: €10 773 000

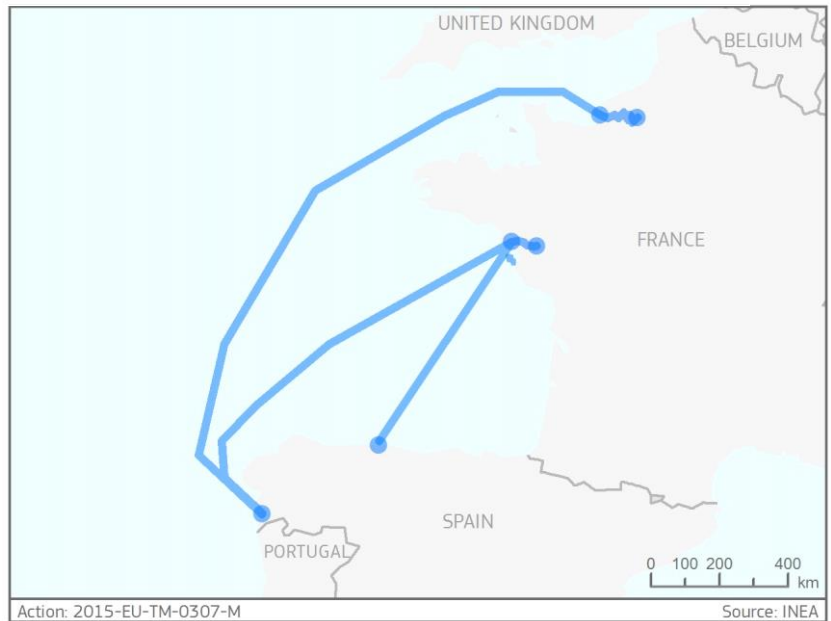
Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €19 724 199

Recommended funding: €9 862 100

Recommended EU support: 50.00%



In line with the EU policy for development of alternative fuels, the global project promotes marine Liquefied Natural Gas (LNG) as environmental friendly and cost effective fuel. The Action aims to kick off the deployment of marine LNG in the Atlantic Corridor through the first of the kind LNG retrofit of a dredger and the development of solutions for LNG distribution at berth. Several ports are involved: the ports of Rouen, Le Havre, Nantes Saint-Nazaire, Gijon and Vigo. The expected results are: the pilot deployment of LNG dual fuel engine on a dredger and its assessment, a good knowledge of the LNG supply chain, the deployment of LNG distribution from truck to ship, the study of an LNG storage floating device.

Evaluation Remarks

The proposed Action is very relevant as it fits the priorities of the call for promotion of alternative fuels. The Action is mature and ready to start. The impact of the Action is good as it can be transposed to similar market solutions. Overall the proposal is of good quality even though the costs are high.



European
Commission

ADRI-UP - Adriatic MoS Upgraded Services

2015-EU-TM-0310-M

Baltic - Adriatic, Orient/East-Med, Scandinavian - Mediterranean

General call Motorways of the Sea	
Member State(s) concerned: Greece, Italy	
(Coordinating) Applicant: Igoumenitsa Port Authority S.A.	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€25 120 000
Requested funding:	€8 542 000
Requested EU support:	34.00%
Recommended funding:	
Recommended total eligible costs:	€22 725 000
Recommended funding:	€7 130 500
Recommended EU support:	31.38%



ADRI-UP develops a port and logistics infrastructures enhancing the regular waterborne transport logistics services along the Adriatic-Ionian MoS Corridor between the core ports of Trieste, Ancona and Igoumenitsa. This enables the connection and integration of four TEN-T Corridors. The Action consists of the following activities: construction of Igoumenitsa freight village and link to hinterland, studies for the railway infrastructure and the RoPax terminal at Ancona port, restructuring of pier VI in Trieste, Integration of the maritime link and the dry port of Ferneti, ICT innovative tool. The Action improves the connection of the ports with their hinterland, increasing the modal shift and the use of sustainable transport modes.

Evaluation Remarks

In its reduced scope, the relevance, maturity, impact and quality of the Action are good. It is in line with the call requirements as it foresees the upgrade of a MoS link. The Action is ready to start from a technical point of view. It will increase traffic capacity and will result in improved efficiency and modal shift. Risks assessment has been carried out, and risks are clearly identified.



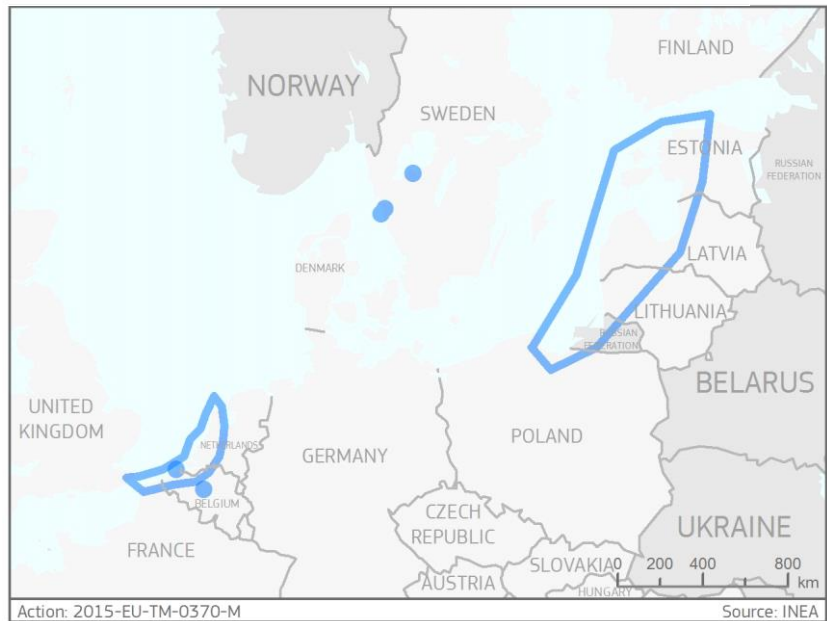
European
Commission

LNG 2.0 - The CO2laborative SO2lution

2015-EU-TM-0370-M

9 Core Network Corridors and Other Sections of the Core Network

General call Motorways of the Sea	
Member State(s) concerned: Belgium, Sweden	
(Coordinating) Applicant: Furetank Rederi AB	
Implementation schedule: Start date: February 2016 End date: November 2019	
Requested funding:	
Total eligible costs:	€28 370 000
Requested funding:	€11 185 000
Requested EU support:	39.43%
Recommended funding:	
Recommended total eligible costs:	€5 707 000
Recommended funding:	€2 853 500
Recommended EU support:	50.00%



The Baltic and North Seas (including the English Channel) have been designated as Sulphur Emission Control Areas (SECA). As a wider benefit Action, the project aims at improving the LNG infrastructure in these areas therefore contributing to the compliance with sulphur emission. Specifically it entails the construction of four dual fuel LNG tankers (Activity 1 as a pilot, 2, 3 and 4 as works) and two LNG bunker vessels (pilot Activities 5 and 6) combining innovative solutions on-board. It is part of a global project on promoting green investments in the maritime industry of the SECA. In the long term it will contribute to the diversification of energy supply therefore reducing the cost of marine LNG for ship operators.

Evaluation Remarks

In its reduced scope, the Action has good relevance as it aims at supporting the uptake of LNG fuelled vessels and the LNG bunker infrastructure in the Baltic Sea. The maturity is good and the activities are at advanced stages of procurement. The impact is good as it will stimulate the demand for alternative fuels. The quality is good as activities are well described.

Motorway of the Sea Nantes Saint Nazaire - Gijon

2015-EU-TM-0375-M

Other Sections on the Core Network

General call Motorways of the Sea	
Member State(s) concerned:	Spain, France
(Coordinating) Applicant:	Port Authority of Gijon
Implementation schedule:	Start date: February 2016 End date: December 2020
Requested funding:	
Total eligible costs:	€5 120 000
Requested funding:	€1 579 000
Requested EU support:	30.84%
Recommended funding:	
Recommended total eligible costs:	€3 599 200
Recommended funding:	€1 079 760
Recommended EU support:	30.00%



The proposed Action aims at establishing a maritime roll-on/roll-off passenger (RoPax) link between the core ports of Gijon (Spain) and Nantes Saint-Nazaire (France). The Action will connect this maritime service to other transport modes on the TEN-T network, in particular the Atlantic core network Corridor. It entails: - Port of Gijon: studies for safety and security plan and design of an ITMS for MoS terminal operations; purchase of handling and security equipment and IT systems; construction of a RoRo ramp; - Port of Nantes Saint Nazaire: ancillary infrastructure works; - Upgrade of the vessel with modern equipment and technology (engine adaptation, new ramps, hull refurbishment, etc). The Action will result in efficient, safer and secure MoS link that will provide high quality service to the users.

Evaluation Remarks

In its reduced scope, the relevance of the Action to the call is good as it aims at re-establishing the RoPax link between the core ports of Gijon and Nantes Saint-Nazaire, with adequate ports and vessel investments. The maturity of the Action is good and it is ready to start. Its main impact will be reflected in the positive environmental benefits and enhanced intermodality. Overall, the quality of the proposal is good.

**2015 CEF Transport calls
Proposals recommended for funding**

**GENERAL
CALL**

Urban nodes



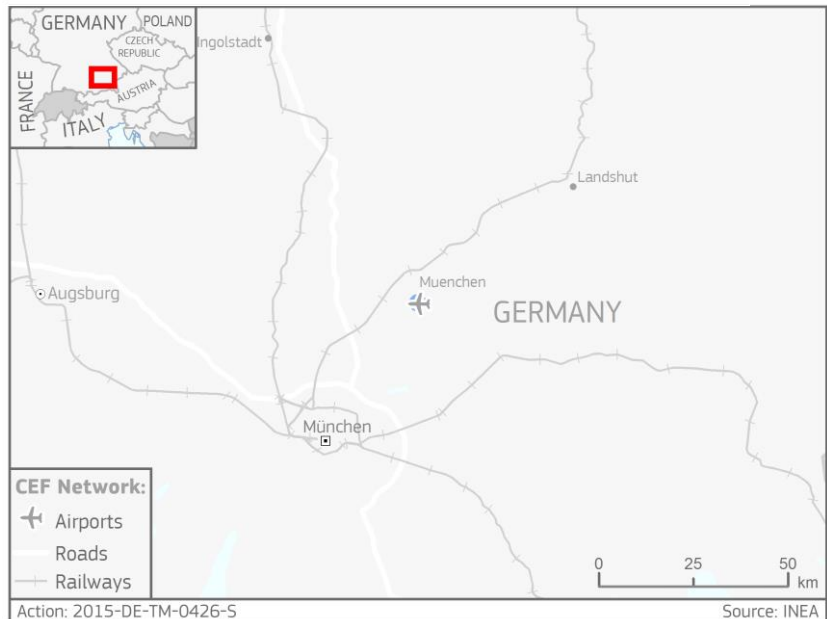
European
Commission

Erdinger Ringschluss

2015-DE-TM-0426-S

Rhine - Danube

General call	
Urban nodes	
Member State(s) concerned:	
Germany	
(Coordinating) Applicant:	
Flughafen Munchen GmbH	
Implementation schedule:	
Start date:	March 2016
End date:	December 2019
Requested funding:	
Total eligible costs:	€1 802 200
Requested funding:	€901 100
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€1 802 200
Recommended funding:	€901 100
Recommended EU support:	50.00%



The proposed Action concerns a study for a new train connection of Munich airport with the Bavarian railway network. The Core Network airport of Munich is Germany's second largest hub and ranks 7th among Europe's airports. The Action concerns only the section within the airport's perimeter. It is part of the global project "Erdinger Ringschluss" that aims to connect the airport with the wider railway network, especially connecting it to the Rhine - Danube Core Network Corridor, allowing a direct (high-speed) train connection of the airport. The Action will undertake all necessary preparatory studies before construction can begin.

Evaluation Remarks

Relevance, maturity and quality of the proposed Action are excellent. There are no risks identified that could delay the start of the Action and the results will serve as a decision-making tool for the works. The activities will allow timely fulfilment of the objectives. Its impact is very good with some minor limitations in terms of the overestimated impact on rail freight transport.



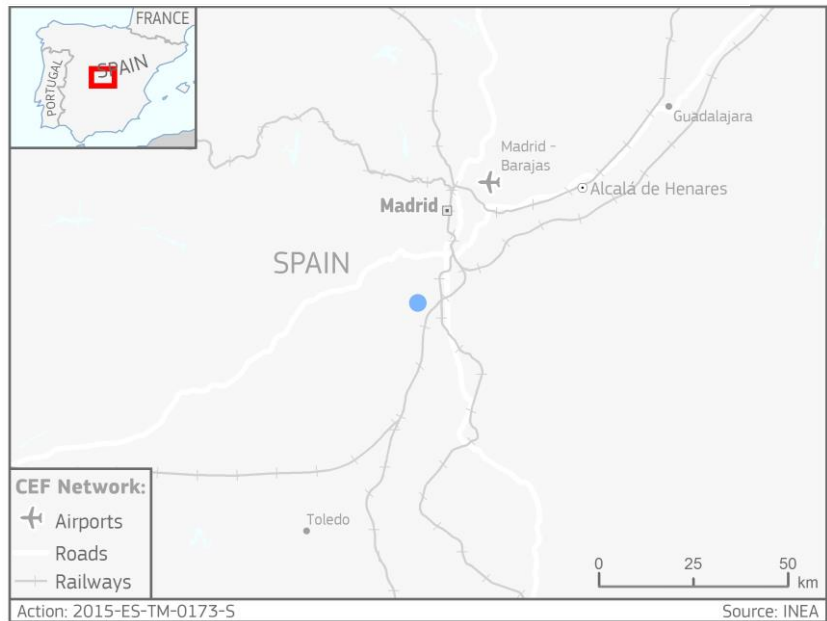
European
Commission

Improving the intermodal adapting of Chamartin station and access to Madrid airport

2015-ES-TM-0173-S

Atlantic

General call	
Urban nodes	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
Ministerio de Fomento	
Implementation schedule:	
Start date: April 2016	
End date: December 2017	
Requested funding:	
Total eligible costs:	€1 677 110
Requested funding:	€838 555
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€1 000 000
Recommended funding:	€500 000
Recommended EU support:	50.00%



The new high speed rail line (HSRL) connecting the Madrid stations of Atocha and Chamartin requires the adaptation of these stations as well as the improvement of the connection to the rest of transport modes in Madrid. The proposed Action comprises basic and design studies to adapt the Chamartin station to the new HS services as well as to improve its intermodal access. It will also include a feasibility study for the HSR connection to the airport and an informative study concerning the adaption of the airport station to HS services. The Action is part of a global project aiming at connecting the HSR network in the core urban node of Madrid. The Action will contribute to ensuring permeability of the HSR lines through the node of Madrid, promoting sustainable and environmental friendly transport.

Evaluation Remarks

In its reduced scope, the proposed Action is highly relevant. It will eliminate barriers in the transfer between two Core Network Corridors (Atlantic and Mediterranean) and one core node. The maturity, impact and quality of the Action are good. Studies are either leading directly to works or will support decision-making. Furthermore, activities are coherent with the objectives of the Action and adequate to achieve them.



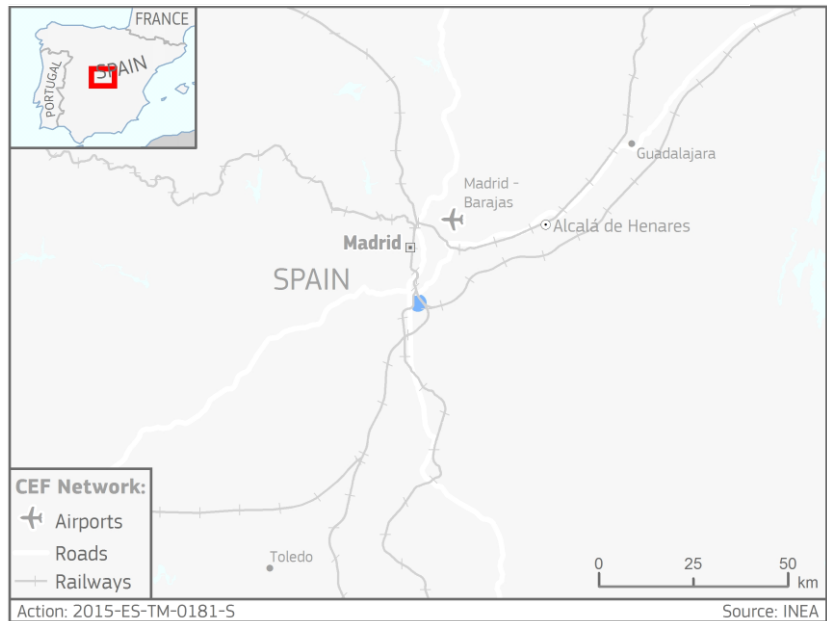
European
Commission

Study of the railway complex of Atocha station

2015-ES-TM-0181-S

Atlantic

General call	
Urban nodes	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
ADIF Alta Velocidad	
Implementation schedule:	
Start date: April 2016	
End date: December 2017	
Requested funding:	
Total eligible costs:	€2 200 000
Requested funding:	€1 100 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€2 200 000
Recommended funding:	€1 100 000
Recommended EU support:	50.00%



The new high speed rail line (HSRL) connecting the Madrid stations of Atocha and Chamartin requires the adaptation of these stations as well as the improvement of the connection to the rest of transport modes in Madrid. The proposed Action comprises the basic and design studies to adapt the Atocha station to the new HS services. It concerns interventions both in the railway infrastructure and in the station building. The Action is part of a global project aiming at connecting the HSR network in the core urban node of Madrid and is the follow up of the expansion of the Madrid Atocha Station (phase 1) project. The Action will contribute to ensuring permeability of the HSR lines through the node of Madrid, promoting sustainable and environmental friendly transport.

Evaluation Remarks

The relevance of the proposed Action is very good. It will eliminate barriers in the transfer between two Core Network Corridors (Atlantic and Mediterranean) and one core node. The maturity is good as the Action is ready to start. Impact is also good as the studies are leading directly to works and expected improved interoperability and capacity. The quality is good as activities are adequate to achieve the objectives.



European
Commission

POSTLowCIT

2015-ES-TM-0239-S

Mediterranean

General call Urban nodes

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Sociedad Estatal de Correos y Telegrafos SA

Implementation schedule:

Start date: February 2016

End date: May 2019

Requested funding:

Total eligible costs: €2 066 544

Requested funding: €1 033 275

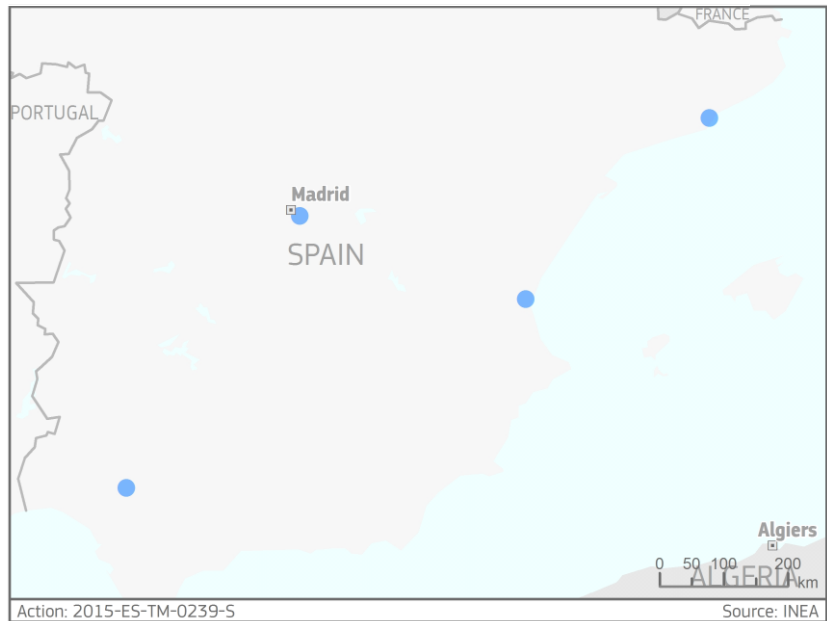
Requested EU support: 50.00%

Recommended funding:

Recommended total eligible costs: €2 066 544

Recommended funding: €1 033 275

Recommended EU support: 50.00%



The Action concerns a feasibility study covering four main urban nodes within the Mediterranean Corridor in Spain, namely, Madrid, Barcelona, Seville and Valencia and its inter-urban links. The objective is to develop an efficient urban freight delivery service for the Spanish universal postal operator, Correos. For that purpose, a feasibility study will be done to investigate the implementation of a smart fleet and logistics control system that ensures smooth last mile connections and the deployment of electric vehicles and softer modes in urban areas and of vehicles powered by autogas for long distance transport between urban nodes. The Action will improve efficiency and will contribute to reduce CO2 emissions, noise and congestion.

Evaluation Remarks

The Action is very relevant as it promotes low carbon urban freight delivery and seamless connections on the Mediterranean Corridor. The proposal is very mature as it has already started. The expected impact is very good, ranging from increase in efficiency to improvement of the environment. The overall quality is good as the activities are coherent with the objectives.



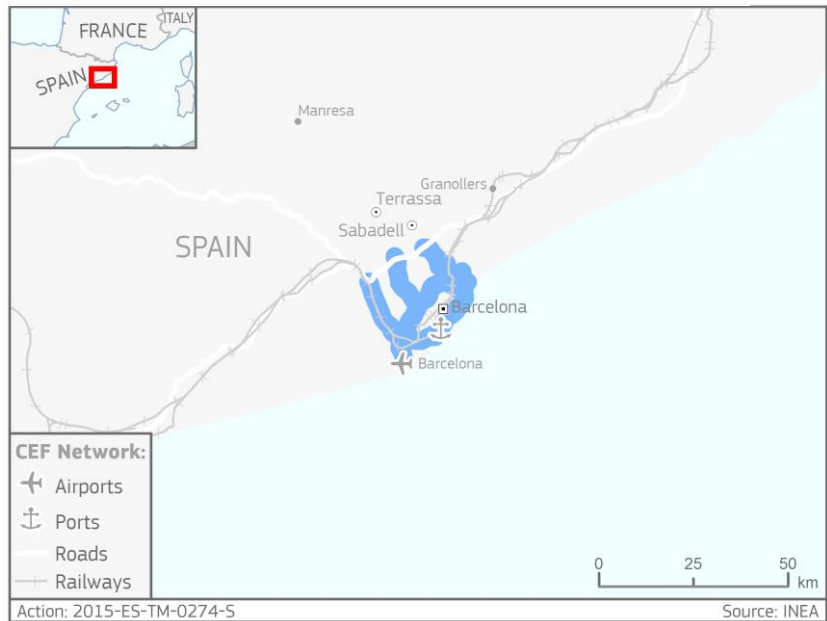
European
Commission

INMAB

2015-ES-TM-0274-S

Mediterranean

General call	
Urban nodes	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
Ayuntamiento de Barcelona	
Implementation schedule:	
Start date: April 2016	
End date: September 2020	
Requested funding:	
Total eligible costs:	€2 500 000
Requested funding:	€1 250 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€2 500 000
Recommended funding:	€1 250 000
Recommended EU support:	50.00%



The Barcelona Rondas, an urban node along the Mediterranean Corridor, is a high capacity route connecting the port, the airport, the E-9 and E-90 motorways and the Sagrera station on the high speed railway line Madrid-Barcelona-French border. The proposed Action aims to reduce congestion, pollution and noise. It is part of a global project on improving the functionality, safety and sustainability of the traffic within Barcelona metropolitan area. Activities include technical studies on improving mobility, structures and facilities and preparation for future works. The Action will contribute to increasing more sustainable forms of mobility and the overall safety and security of road transport.

Evaluation Remarks

The Action has excellent relevance, as it will promote intermodality and relieve a bottleneck and decrease pollution. Maturity and impact are very good, as the Action is ready to start and socio-economic and environmental benefits are clearly identified. The overall quality is good, with a feasible timeline for activities, satisfactory information on management procedures and structures and visibility to EU financial support.



European
Commission

Rhine - Alpine integrated and seamless travel chain

2015-EU-TM-0028-S

Rhine - Alpine

General call Urban nodes

Member State(s) concerned:

Germany, Italy, The Netherlands

(Coordinating) Applicant:

Interregional Alliance for the Rhine - Alpine
Corridor EGTC

Implementation schedule:

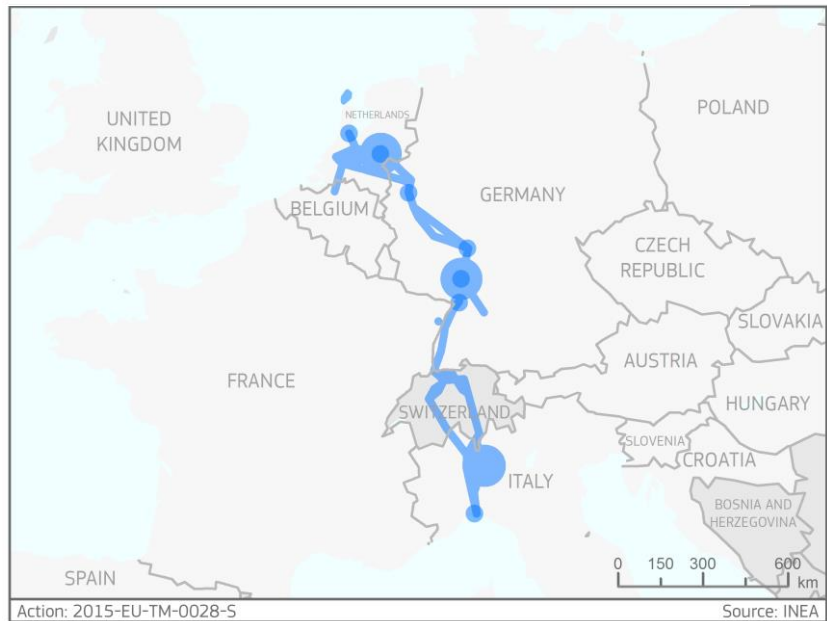
Start date: January 2017
End date: December 2019

Requested funding:

Total eligible costs:	€2 113 614
Requested funding:	€1 056 809
Requested EU support:	50.00%

Recommended funding:

Recommended total eligible costs:	€1 672 691
Recommended funding:	€836 348
Recommended EU support:	50.00%



The proposed Action concerns a study on the improvement of seamless and accessible transport operations on the entire Rhine - Alpine Core Network Corridor. It builds on the results of the EU funded initiative "CODE24 - Corridor 24 Development Rotterdam Genova". The objective is to optimise the network in terms of accessibility and interoperability and to raise the capacity and speed on this densely populated corridor with minimum interventions in terms of new construction and environmental impact. The Action will undertake case studies for various selected urban nodes and connections between urban nodes.

Evaluation Remarks

The excellent relevance and very good maturity are the strong points of this proposed Action. The impact and quality are good. Some minor shortcomings are the limited involvement of stakeholders, especially from the railway operator and infrastructure manager side, as well as the not satisfactory justification for the cost for the activities' case studies part.



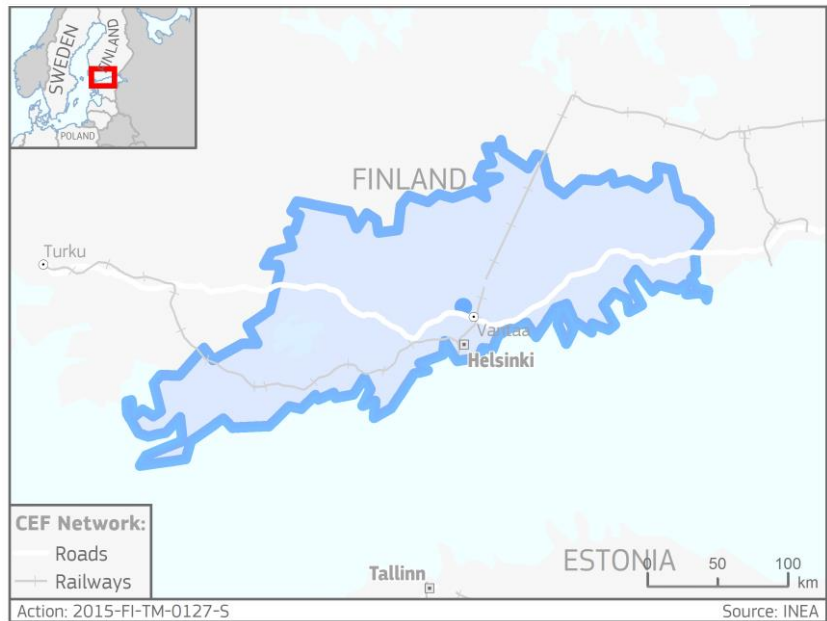
European
Commission

Helsinki multimodal urban node

2015-FI-TM-0127-S

North Sea - Baltic, Scandinavian - Mediterranean

General call Urban nodes	
Member State(s) concerned: Finland	
(Coordinating) Applicant: Finavia corporation	
Implementation schedule: Start date: April 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€4 500 000
Requested funding:	€2 250 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€4 500 000
Recommended funding:	€2 250 000
Recommended EU support:	50.00%



The Helsinki urban node is located at the junction of the Mediterranean - Scandinavian and the North Sea - Baltic Corridors. It constitutes an initial point for several corridor sections. The proposed Action will provide planning studies to allow the construction of a new travel centre at Helsinki airport, to combine different modes of transport and offer direct connections to local trains, bus and taxi terminals. The Action is part of a global project on increasing the capacity of Helsinki airport departure, arrival and transit traffic. In the long term the Action will allow that the airport is more accessible by public transport from around Greater Helsinki and Finland as a whole.

Evaluation Remarks

The Action's relevance is very good as it will alleviate transfer congestion between flight and train/bus transport modes at Helsinki airport. The maturity is excellent without pending legal or technical issues. The impact is very good as the studies will contribute to construction of the travel centre. Quality is excellent, with robust plans for organisational structure, control procedures and quality management.



European
Commission

Lyon urban node - elimination of the railway bottleneck

2015-FR-TM-0074-M

Mediterranean, North Sea - Mediterranean

General call Urban nodes		
Member State(s) concerned: France		
(Coordinating) Applicant: Ministry of the Environment, Energy and Marine Affairs		
Implementation schedule: Start date: February 2016 End date: April 2020		
Requested funding:		
Total eligible costs:	€20 880 000	
Requested funding:	€7 770 000	
Requested EU support:	37.21%	
Recommended funding:		<p>The Lyon urban node is challenged by railway congestion around the Part Dieu station and limited multi-modal access to the port of Lyon Edouard Herriot. This creates the second biggest bottleneck on the French rail network and one of the most significant along the Mediterranean network. The proposed Action is part of a global project on relieving a bottleneck in the center of Lyon and integrating transport modes. Activities include detailed technical studies for civil works and railway equipment at Lyon Part-Dieu station and works completing the railway access to the Port of Lyon Edouard Herriot logistics hub. The Action will ensure operating robustness and quality of service for both freight and passengers.</p>
Recommended total eligible costs:	€20 880 000	
Recommended funding:	€7 770 000	
Recommended EU support:	37.21%	

Evaluation Remarks

The Action has excellent relevance as it promotes seamless connection between TEN-T long-distance/urban-regional traffic and multimodality. Its maturity is very good as it is ready to start and works do not depend on studies. The impact is good, with positive socio economic and environmental benefits. Quality is very good, with reasonable costs and satisfactory information on activities, quality management and publicity.



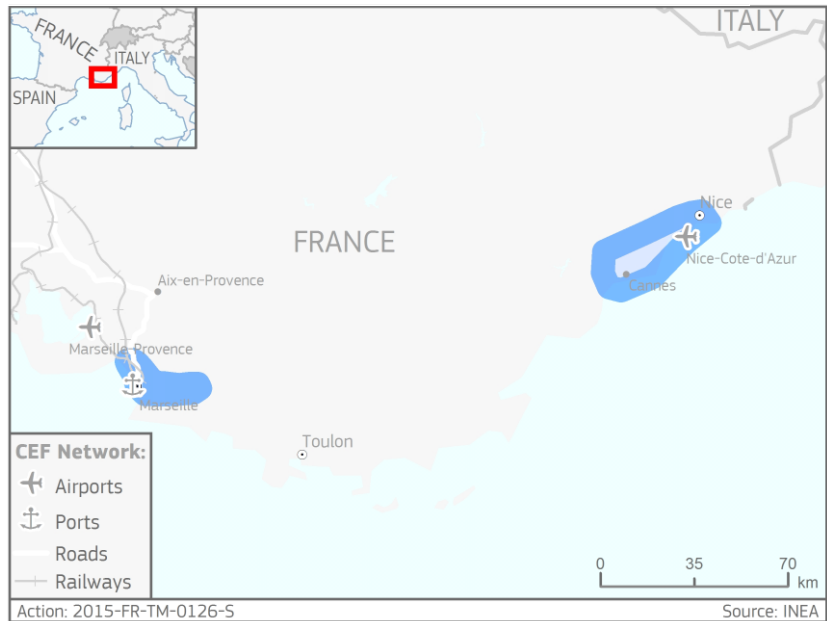
European
Commission

Elimination of bottlenecks at the Marseille and Nice railway nodes

2015-FR-TM-0126-S

Other Sections on the Core Network

General call	
Urban nodes	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
Ministry of the Environment, Energy and Marine Affairs	
Implementation schedule:	
Start date:	March 2016
End date:	June 2018
Requested funding:	
Total eligible costs:	€11 367 000
Requested funding:	€5 683 500
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€11 367 000
Recommended funding:	€5 683 500
Recommended EU support:	50.00%



The proposed Action aims at relieving bottlenecks on the Marseille and Nice railway nodes. The capacity of this rail network will increase, providing an alternative route to the line along the coast, which currently is amongst the most heavily trafficked in France. The Action is part of a global project, which will link urban and regional traffic to national network and fill the missing link along the Barcelona-Marseille-Genoa Mediterranean Arc. Activities include technical and environmental studies and preparation for the public enquiry. The Action will contribute to increase the capacity of a rail network which is used by both commuters and long distance passengers.

Evaluation Remarks

The Action has excellent relevance as it promotes seamless connection between TEN-T long-distance/urban-regional traffic and multimodality. Its maturity is good as demonstrated by the given political and financial support. Studies will have an excellent impact as a decision-making tool. Quality is very good, with satisfactory information on activities, quality management, publicity and control procedures.



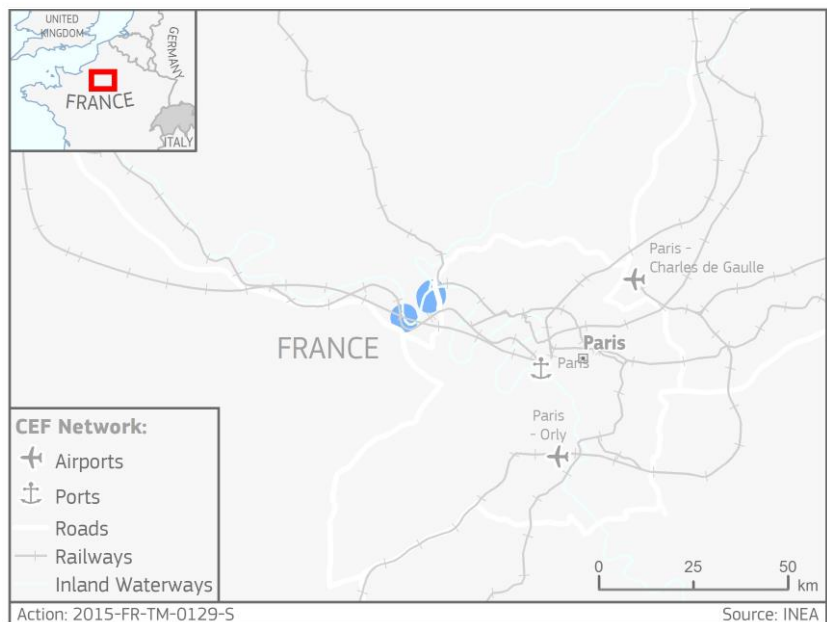
European
Commission

Seine Métropole West Port and "2 Rives de Seine" Eco-port

2015-FR-TM-0129-S

Atlantic

General call	
Urban nodes	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
Port Autonome de Paris	
Implementation schedule:	
Start date:	February 2016
End date:	December 2020
Requested funding:	
Total eligible costs:	€3 409 000
Requested funding:	€1 704 500
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€3 409 000
Recommended funding:	€1 704 500
Recommended EU support:	50.00%



The proposed Action will encourage modal shift towards inland waterways to supply the Paris Region. It is located along the Paris-Le Havre pre-identified section of the Atlantic Corridor. The Action is part of a global project, developing Le Havre, Rouen and Paris Ports along the Seine to increase traffic and competitiveness as a maritime hub. Activities include studies and organization of public hearings, which will lead to the final approval of future works for increasing the capacity of Port Seine-Métropole Ouest and Eco-port des 2 Rives de Seine. The Action will contribute to the objectives of modal split to water transport in 2030 by more than 25% and enhance the overall safety and security on waterway transport.

Evaluation Remarks

The Action has excellent relevance as it addresses a missing link between transport modes of the TEN-T urban areas and promotes cleaner urban freight. Its maturity is very good as demonstrated by the given political and financial support. Studies will have high impact as a decision-making tool. Quality is very good, with a clear description of activities, quality management and control procedures, publicity.



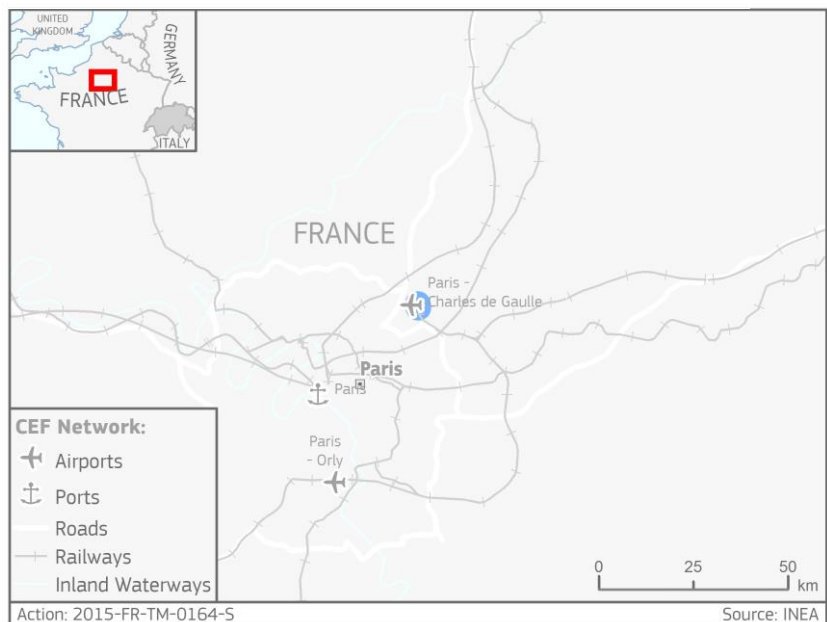
European
Commission

TGV rail station at Paris Charles de Gaulle Airport

2015-FR-TM-0164-S

Atlantic

General call	
Urban nodes	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
Ministry of the Environment, Energy and Marine Affairs	
Implementation schedule:	
Start date:	September 2016
End date:	February 2019
Requested funding:	
Total eligible costs:	€3 550 000
Requested funding:	€1 775 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€3 550 000
Recommended funding:	€1 775 000
Recommended EU support:	50.00%



The proposed Action will improve the accessibility of the Charles-de-Gaulle Airport high speed line (HSL) station with Ile-de-France and south of the Nord-Pas de Calais-Picardy. This will relieve congestion at Gare du Nord station and facilitate the development of regional train services towards Picardy and connection to main French and European cities. It is located on the Atlantic and North Sea Mediterranean Corridors and part of a global project on connecting the Paris urban node to the TEN-T network. Studies will design the additional platform, its access and railway equipment. Activities also include the preparation of the tender for future works. The Action will contribute to the objectives of improving multimodal transport efficiency and enhancing service quality levels.

Evaluation Remarks

The Action is highly relevant as it eliminates a bottleneck on the Paris node, located along Atlantic and North Sea Mediterranean CNC. Maturity is very high with received political and financial support. Impact is excellent, as studies will be used as a decision-making tool to finalise works' costs and future works implementation timeline. Quality is very high in terms of logic and completeness.



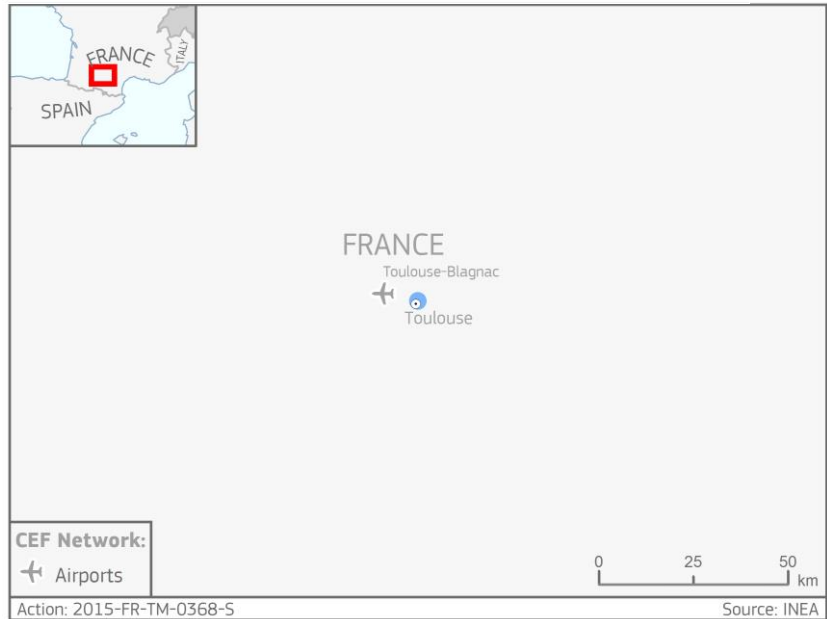
European
Commission

Toulouse Aerospace Express

2015-FR-TM-0368-S

Other Sections on the Core Network

General call Urban nodes	
Member State(s) concerned: France	
(Coordinating) Applicant: Syndicat Mixte des Transports en Commun de l'agglomération toulousaine	
Implementation schedule: Start date: June 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€19 600 000
Requested funding:	€9 800 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€19 600 000
Recommended funding:	€9 800 000
Recommended EU support:	50.00%



The proposed Action will enhance the capacity of the Toulouse urban node, responding to increasing demands for long distance transport and high capacity for both regional and local traffic. Located along the Atlantic Corridor, the Action is part of a global project providing the Toulouse metropolitan area with a 21 km new metro line, which will complete the existing network and promote modal shift from road towards alternative modes. Preliminary studies will lead to the final approval of the project and its construction. The Action will contribute to ensuring sustainable mobility over the entire metropolitan area, and reinforce access and attractiveness for economy and employment opportunities in the metropolitan area.

Evaluation Remarks

The Action has very good relevance as it improves seamless connections between long-distance and regional/local traffic and intermodality within a Core Urban Node. Its maturity is very good with given political and financial support. Impact is very good, as studies will lead the implementation of the global project and quality is very good, with clear activities' description and adequate resources to achieve the objectives.



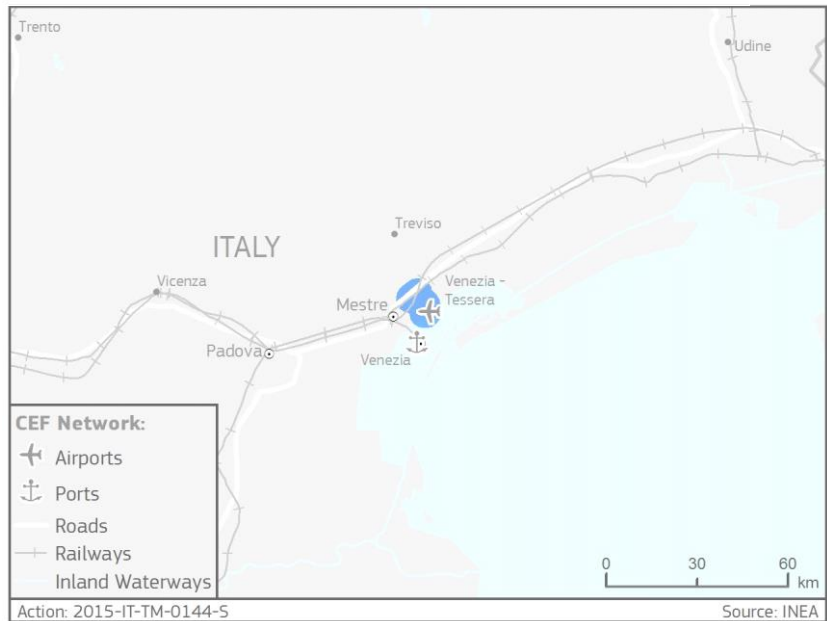
European
Commission

Design of a railway link to Venice airport

2015-IT-TM-0144-S

Baltic - Adriatic, Mediterranean

General call	
Urban nodes	
Member State(s) concerned:	
Italy	
(Coordinating) Applicant:	
Ministry for Infrastructure and Transport	
Implementation schedule:	
Start date:	March 2016
End date:	June 2017
Requested funding:	
Total eligible costs:	€8 000 000
Requested funding:	€4 000 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€8 000 000
Recommended funding:	€4 000 000
Recommended EU support:	50.00%



The international airport of Venice is located 12 km North-East of the city and at present is only connected by road and water. The Action will deliver a final design study for a railway link to the airport, which is not connected to the railway network. The Action is located in the Core airport of Venice. It is part of a global project concerning the design and construction of the railway connection to the airport in accordance with the National Airports Plan. It entails a single activity consisting of the final design for the new railway link to Venice Airport. It will provide benefits in terms of an increased catchment area, contributing in particular to tourism, and promotion of modal shift.

Evaluation Remarks

The Action's relevance is very good as it provides a direct rail access and contributes to the seamless connection between the TEN-T network and urban/regional transport. The maturity is good as the Action is ready to start and there is a political commitment. The impact is good as the study is necessary for future works. The Action's quality is also good. The proposal is logic and the project management is sound.



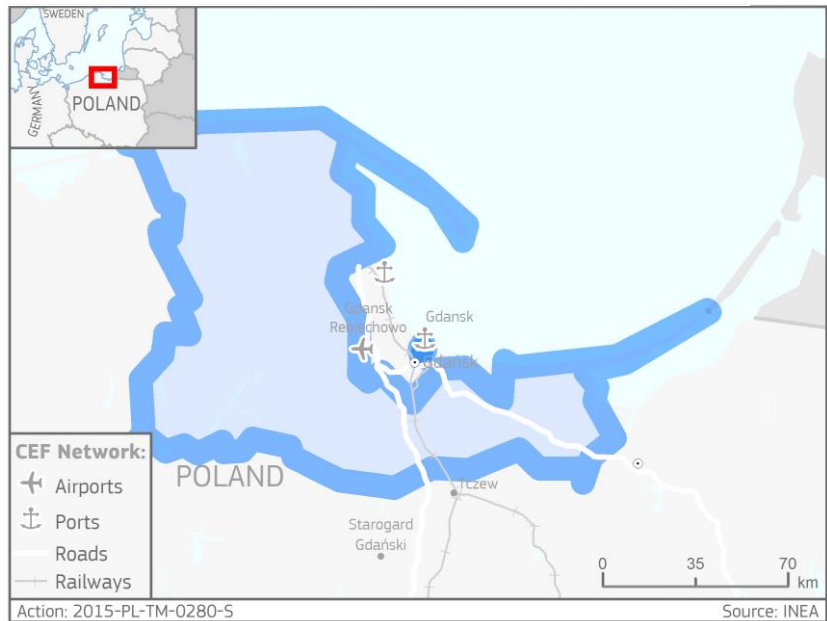
European
Commission

Expansion and modernisation of Gdansk port

2015-PL-TM-0280-S

Baltic - Adriatic

General call	
Urban nodes	
Member State(s) concerned:	
Poland	
(Coordinating) Applicant:	
Zarząd Morskiego Portu Gdansk SA	
Implementation schedule:	
Start date:	October 2015
End date:	December 2017
Requested funding:	
Total eligible costs:	€1 054 983
Requested funding:	€527 492
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€1 054 983
Recommended funding:	€527 492
Recommended EU support:	50.00%



The Action is part of the global project for the Port of Gdansk and concerns the urban node. It covers the development of design concept, environmental documentation, construction and work designs together with cost estimates of the Activities planned for the expansion and modernization of the Core Network Node at the Port of Gdansk. It concerns both sea-side and land-side investments. By optimizing connections between sea port node, road and rail, the Action will improve in the long term the interoperability and convergence of the entire Corridor.

Evaluation Remarks

The Action is highly relevant, addressing very well the connection between transport modes in a Core Network Node. It demonstrates a good level of maturity with tenders foreseen in 2016 and 2017. The Action's implementation is a pre-requisite to the construction permit. Quality is good, with the implementation plans and technical specifications realistic and consistent from a technical point of view.

**2015 CEF Transport calls
Proposals recommended for funding**

**GENERAL
CALL**

**Multimodal logistics
platforms**



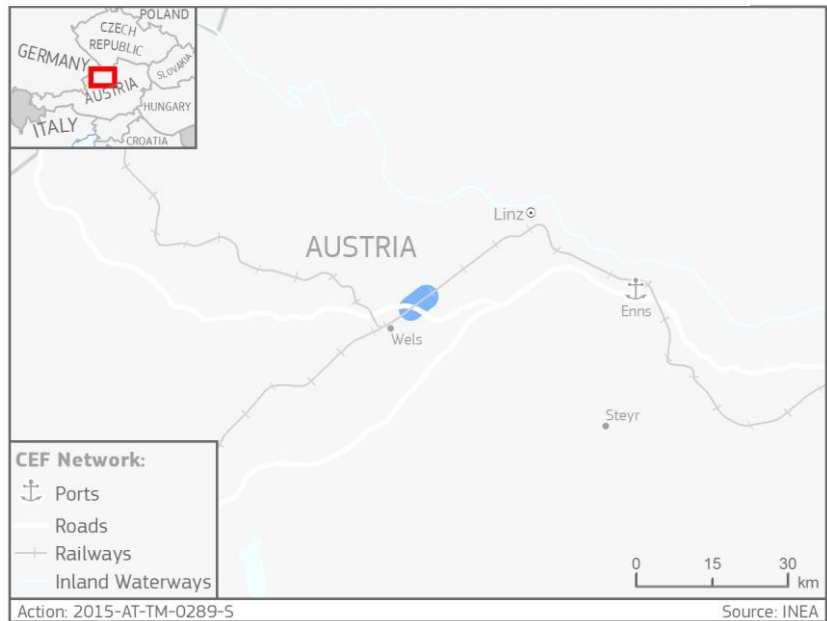
European
Commission

Multimodal interconnection to the Wels freight terminal

2015-AT-TM-0289-S

Rhine - Danube

General call	
Multimodal	
Member State(s) concerned:	
Austria	
(Coordinating) Applicant:	
Bundesministerium für Verkehr, Innovation und Technologie	
Implementation schedule:	
Start date:	February 2016
End date:	December 2019
Requested funding:	
Total eligible costs:	€2 792 885
Requested funding:	€1 396 444
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€2 792 885
Recommended funding:	€1 396 444
Recommended EU support:	50.00%



The Wels freight terminal is a core rail-road terminal located on the Rhine - Danube Corridor. The Action aims to create a new eastern access to the terminal, interconnecting the rail infrastructure towards Linz. The Action is part of the global project which will upgrade the rail connection on the Wels-Marchtrenk-Linz subsection. The activities focus on launching and completing the EIA procedures and finalising the detailed planning leading to the works. In the long term, the enhanced interconnection between the RRT and other modes of transport such as IWWs will improve the performance of the terminal. Reduction of CO2 emissions is also considered as a future positive effect.

Evaluation Remarks

The relevance of the Action is very good, as it fully addresses the call priorities. Its maturity and quality are very good. The Action is ready to start, it has a clear political commitment and the proposed activities are coherent and adequate to achieve its objectives. Moreover, the Action will have an excellent impact as the studies will serve as a decision-making tool at a technical level.



European
Commission

Improving the multimodal logistic platform of the Zeebrugge port

2015-BE-TM-0248-W

Rhine - Alpine, North Sea - Mediterranean

General call Multimodal	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: Infrabel	
Implementation schedule: Start date: March 2016 End date: January 2019	
Requested funding:	
Total eligible costs:	€7 990 000
Requested funding:	€3 196 000
Requested EU support:	40.00%
Recommended funding:	
Recommended total eligible costs:	€7 990 000
Recommended funding:	€1 598 000
Recommended EU support:	20.00%



The Action is a multimodal logistics terminal in the Core Maritime Port of Zeebrugge located on the Rhine - Alpine Core Network Corridor. It aims at optimising and developing the terminal by installing 4 new tracks to adapt to the 740 m trains which will increase a modal shift from road to rail. By eliminating the existing infrastructure bottleneck, the Action as a part of a global project, will contribute to the economic development of the region. It will promote a better connectivity, interoperability and use of the Core Network Corridor and it will foster the use of transport modes which have lesser environmental footprint.

Evaluation Remarks

The relevance of the Action is very good, as it fully addresses the call priorities. Its maturity and quality are very good. The Action is ready to start, it has a clear political commitment and the proposed activities are coherent and adequate to achieve its objectives. The impact of the Action is good, there will be positive socio-economic effects on the local, regional and national level.



European
Commission

Upgrade of the railway system in the Bremerhaven seaport (Imsumer Deich Plus)

2015-DE-TM-0050-W

North Sea - Baltic, Orient/East-Med, Scandinavian - Mediterranean

General call	
Multimodal	
Member State(s) concerned:	
Germany	
(Coordinating) Applicant:	
Stadtgemeinde Bremen	
Implementation schedule:	
Start date:	February 2016
End date:	December 2018
Requested funding:	
Total eligible costs:	€16 538 100
Requested funding:	€3 307 620
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€16 538 100
Recommended funding:	€3 307 620
Recommended EU support:	20.00%



The core maritime port of Bremerhaven relates to the North Sea - Baltic, Orient/East-Med and Scandinavian - Mediterranean TEN-T core network Corridors. The Action is part of the twin-port Bremen/Bremerhaven global project. It aims to improve the completion of the railway capacity and quality infrastructure upgrade of the shunting rail yard. The main activities are project management and the doubling of the shunting yard capacity at 'Imsumer Deich'. This Action will improve access to the terminal by eliminating an existing bottleneck related with the actual capacity and therefore improves hinterland access, contributes to modal shift of freight, reduction of traffic congestion and improved service quality.

Evaluation Remarks

The Action is of excellent relevance as it fully addresses the call priorities for multimodality. The maturity of the Action is very good as all necessary decisions have been taken. The Action's impact is good due to high expected socio-economic benefits and positive environmental impact. The overall quality of the Action is very good as the proposed activities are coherent with the objectives.



European
Commission

Improving the accessibility of Regensburg port

2015-DE-TM-0133-W

Scandinavian - Mediterranean, Rhine - Danube

General call	
Multimodal	
Member State(s) concerned:	
Germany	
(Coordinating) Applicant:	
Bayernhafen GmbH & Co. KG	
Implementation schedule:	
Start date:	March 2016
End date:	August 2018
Requested funding:	
Total eligible costs:	€5 480 000
Requested funding:	€1 096 000
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€5 480 000
Recommended funding:	€1 096 000
Recommended EU support:	20.00%



The terminal of Regensburg is located on the Rhine - Danube Corridor and Regensburg is listed in the Annex II part 2 of Regulation 1315/2013 as a core rail-road terminal. The Action aims at improving the accessibility of the port. It is part of the global project, which aims at enhancing the port of Regensburg. Activities focus on the works for construction and the electrification of new railway tracks, and the improvement of some level crossing points. The Action will enhance the modal shift from road to rail. CO2 emissions reduction is also considered as a future effect.

Evaluation Remarks

The relevance and the maturity of the Action are excellent. It fully addresses the call priorities, it is ready to start and has received strong political commitment. The Action has a very good impact and a good quality. It will enhance the multimodality between road, rail and inland waterways and its environmental impact will be high. Activities are coherent with the aim of the Action.



European
Commission

Huelva port intermodal platform

2015-ES-TM-0061-W

Other Sections on the Core Network

General call Multimodal	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Autoridad Portuaria de Huelva	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€12 301 539
Requested funding:	€2 460 308
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€12 301 539
Recommended funding:	€2 460 308
Recommended EU support:	20.00%



The Action is a Rail-Road terminal of the Core maritime Port of Huelva linked to Core Mediterranean and Atlantic Corridors. It aims at optimising the intermodal terminal by adapting it to trains with a 750 m length, improving the road accessibility to the terminal by redevelopment of the access points and improving the safety systems and flows of information by installing high speed network and integration of systems into the Smart Port tool. The Action, as a part of a global project, will contribute to the economic development of the region and it will promote a better connectivity and interoperability of the Core Network Corridors as well as promoting the use of transport modes which have lesser environmental footprint.

Evaluation Remarks

The relevance, maturity and quality of the Action are excellent. It fully addresses the call priorities, it has a clear political commitment and it is ready to start from a technical point of view. Activities are clearly described, realistic and consistent. The impact of the Action is very good with positive socio-economic effects on the local, regional and the national level.



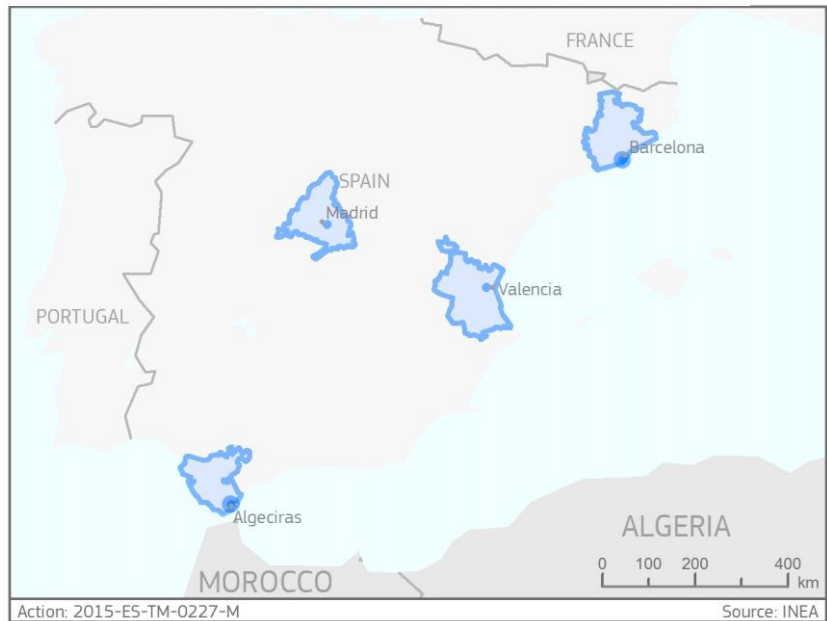
European
Commission

Railway connection of four freight terminals along the Mediterranean Corridor in Spain

2015-ES-TM-0227-M

Mediterranean

General call	
Multimodal	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
Servicios Terrestres y Maritimos, SA	
Implementation schedule:	
Start date:	February 2016
End date:	December 2018
Requested funding:	
Total eligible costs:	€23 105 154
Requested funding:	€5 872 560
Requested EU support:	25.42%
Recommended funding:	
Recommended total eligible costs:	€21 064 134
Recommended funding:	€5 173 191
Recommended EU support:	24.56%



The Action concerns Core terminals in Barcelona, Valencia, Algeciras and Madrid located on the Mediterranean Core Network Corridor. It aims at creating a strategic network of 4 existing intermodal terminals in Spain. The Action will be implemented in 5 activities, mixed with studies and works. It will start with preparations for the works aiming at building the missing railway connection links to 4 terminals. The Action, as a part of a global project, will contribute to the better connectivity, interoperability and use of the Mediterranean Core Network Corridor. It will boost the economic development of the region and will foster the use of transport modes which have lesser environmental footprint.

Evaluation Remarks

In its reduced scope, the Action's relevance, impact and quality are very good, as it fully addresses the call priorities, it will serve as a decision-making tool for the global project. Activities are clearly described, realistic, consistent and adequate. The maturity of the Action is good. Political support is provided.



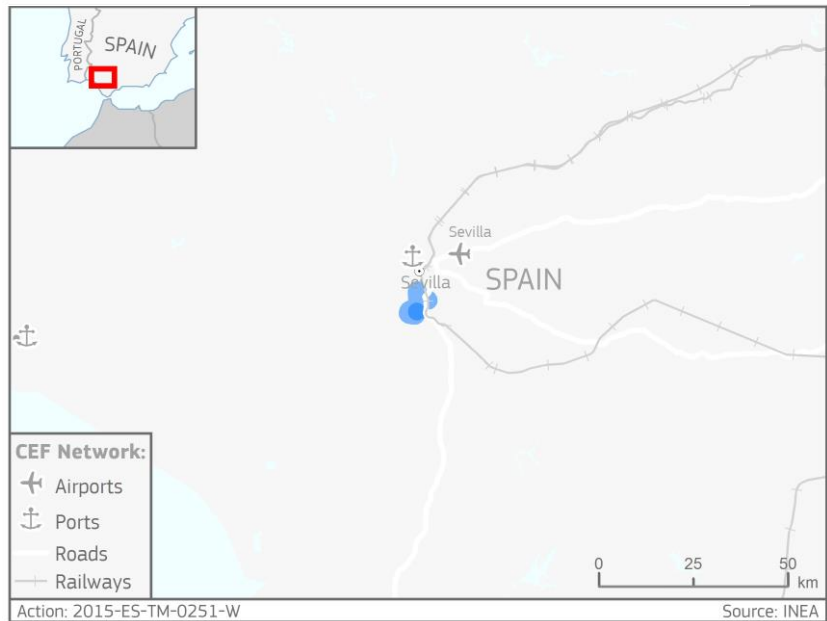
European
Commission

Improving the interconnectivity of the multimodal logistics platform of the Seville port

2015-ES-TM-0251-W

Mediterranean

General call Multimodal	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Port Authority of Seville	
Implementation schedule: Start date: July 2016 End date: June 2017	
Requested funding:	
Total eligible costs:	€16 226 573
Requested funding:	€3 245 314
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€16 226 573
Recommended funding:	€2 680 631
Recommended EU support:	16.52%



The port of Seville is located on the Mediterranean Corridor, as a core maritime and inland port. The Action aims at improving accesses to the Port. It is part of the port's Master Plan 2020 (the global project) which consists in the development of the infrastructure by improving sea access and connection to the core network. In this context, the Action consists in (i) adapting the existing internal port's rail network to new traffic growth and building a missing link and (ii) establishing a new road access to the port from the SE-40 highway. Overall the Action is expected to contribute to the effective interconnection and integration of the port to the core network and to the absorption of the expected traffic growth.

Evaluation Remarks

The relevance and maturity of the Action are very good by providing a connection of the port to the network which is in line with the call's priority. It has received political endorsement and it is the final phase of the global project. The impact and quality of the Action are very good. The economic indicators demonstrate an economically viable project and the Action is very good in terms of completeness and clarity.



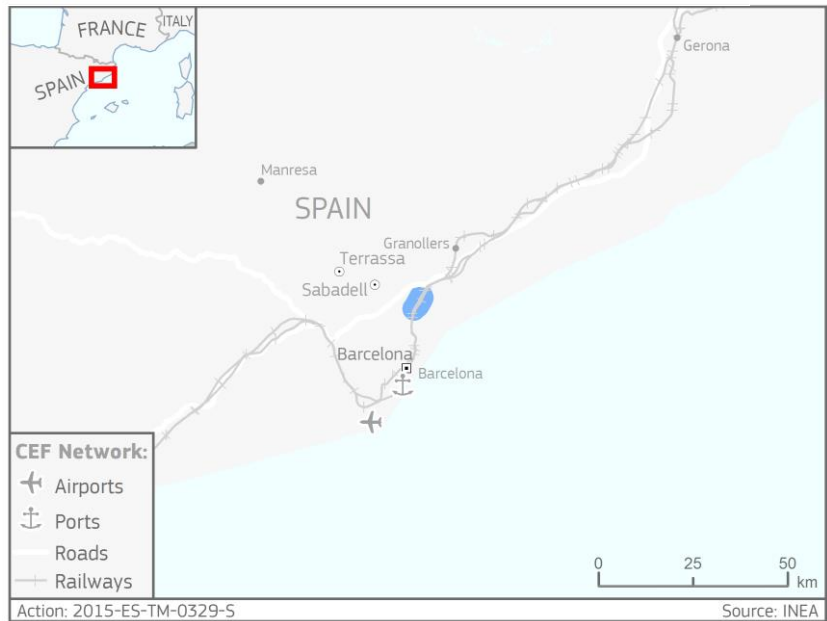
European
Commission

Access to the Barcelona-La Llagosta railway freight terminal

2015-ES-TM-0329-S

Mediterranean

General call	
Multimodal	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
ADIF	
Implementation schedule:	
Start date:	October 2016
End date:	December 2018
Requested funding:	
Total eligible costs:	€1 080 000
Requested funding:	€540 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€1 080 000
Recommended funding:	€540 000
Recommended EU support:	50.00%



The Action concerns the Rail-Road Terminal Barcelona "La Llagosta" located on the Mediterranean Core Network. It aims at developing a detailed technical feasibility study which will lead to further investment to bridge the missing rail links of the terminal to the Mediterranean Corridor as well as enhancing the interoperability of the terminal by allowing modal transfer of 750m standard track gauge trains. The Action is a part of the global project aiming at better logistics strategy of Spain, better connectivity and increase of the multimodality of the Port. In the long term, the Action will allow a promotion of the use of the sustainable transport modes with less environmental footprint.

Evaluation Remarks

The relevance and the maturity of the Action are excellent. It addresses the call priorities. The investment decision has already been taken and the future works are close to implementation. The Action is ready to start from the technical point of view. The Action's impact is very good. It will have a positive socio-economic impact. The Action's quality is good, the activities are coherent and adequate.



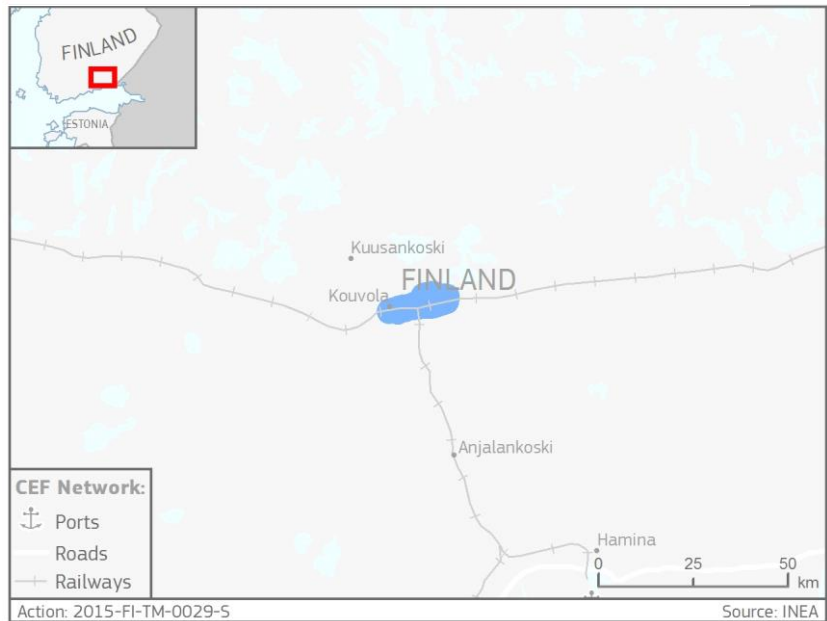
European
Commission

Development of open access and intermodality in Kouvola rail-road terminal

2015-FI-TM-0029-S

Scandinavian - Mediterranean

General call Multimodal	
Member State(s) concerned: Finland	
(Coordinating) Applicant: City of Kouvola	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€3 390 000
Requested funding:	€1 695 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€3 390 000
Recommended funding:	€1 695 000
Recommended EU support:	50.00%



The core rail-road terminal of Kouvola is located on the Scandinavian - Mediterranean Corridor. The Action is a set of studies concerning the development of open access, last mile connection and intermodality in this platform (the global project). The main outcome of the Action will be (i) finalized master and technical plans, (ii) a governance model for an open access of the terminal and (iii) improved visibility, cooperation and clustering of stakeholders. A cost benefit analysis for the subsequent investments will also be carried out. In the long term the Action is expected to increase the market share of rail transport, decrease road congestion, noise, accidents and pollution.

Evaluation Remarks

The relevance of the Action is good, by studying the improvement of last mile connection of Kouvola RRT, it is in line with the call's priority. The maturity of the Action is excellent: it has already started. The impact of the Action is very good. Its contribution as a decision-making tool will be important. The quality of the Action is good, the activities are sufficiently described and consistent to achieve the objectives.



European
Commission

Enhancing Padova multimodal logistics platform (Interporto di Padova)

2015-IT-TM-0247-M

Baltic - Adriatic, Mediterranean

General call	
Multimodal	
Member State(s) concerned:	
Italy	
(Coordinating) Applicant:	
Interporto Padova S.p.A.	
Implementation schedule:	
Start date:	February 2016
End date:	December 2020
Requested funding:	
Total eligible costs:	€5 935 600
Requested funding:	€1 352 120
Requested EU support:	22.78%
Recommended funding:	
Recommended total eligible costs:	€5 935 600
Recommended funding:	€1 352 120
Recommended EU support:	22.78%



Interporto of Padova is located on the Mediterranean and Baltic - Adriatic Core Network Corridors and Padova is listed in the Annex II part 2 of Regulation 1315/2013 as a core rail-road terminal. The Action aims to support the ICT development and ancillary works in the terminal and it is part of the global project for the enhancement of the Interporto. The activities concern the ICT infrastructure, gate automation, rail tracks improvements, safe and security upgrading as well as a study on the optimization of freight flows. In the long term, the Action will contribute to modal shift of freight, improved quality of service and CO2 emissions reduction.

Evaluation Remarks

The relevance, maturity and impact of the Action are very good. It addresses the call priorities and it has received support from national, regional and local authorities. Moreover, it will have benefits in terms of socio-economic results, especially in relation to environment. The quality of the Action is good. Activities are coherent with the Action's objectives and adequate to achieve them.

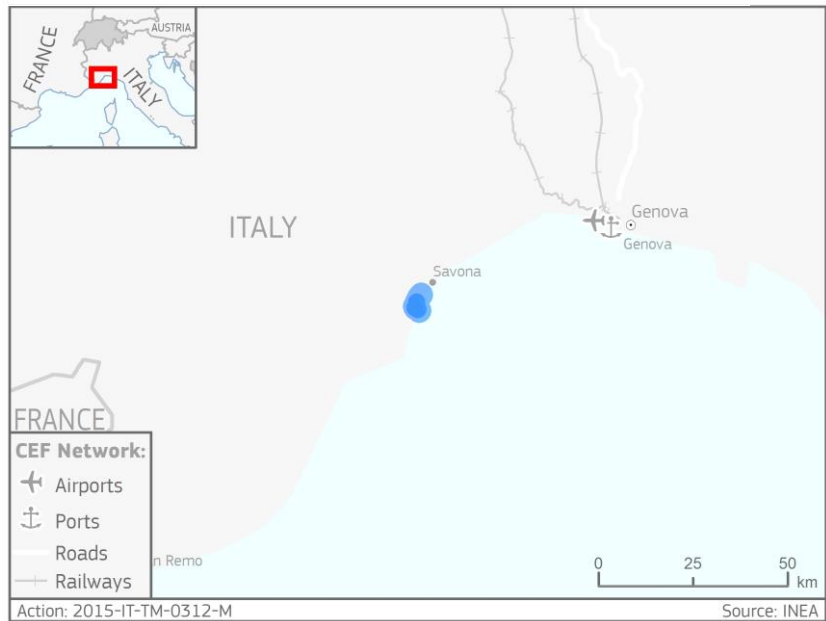


European
Commission

Intermodal connections optimization and upgrade of Vado Multimodal Platform (VAMP UP)

2015-IT-TM-0312-M

General call Multimodal	
Member State(s) concerned: Italy	
(Coordinating) Applicant: Autorita Portuale di Savona	
Implementation schedule: Start date: April 2016 End date: March 2019	
Requested funding:	
Total eligible costs:	€10 720 000
Requested funding:	€2 300 000
Requested EU support:	21.46%
Recommended funding:	
Recommended total eligible costs:	€10 720 000
Recommended funding:	€1 815 200
Recommended EU support:	16.93%



The Action concerns the Core multimodal logistics terminal in Vado Ligure and aims at enhancing its integration with the core Rhine - Alpine and Mediterranean network Corridors by improving the last-mile connections and interconnecting SSS services of the port of Vado Ligure. The Action will be implemented in 4 activities, mixed with studies and works. The terminal will be optimised by installing 4 railway tracks with a length of 450 m, an automatized Railway Gate and a bridge allowing road access to the terminal. The study aims at elaborating a technical documentation for the last mile connection solutions. The Action, as a part of a global project, will contribute to the economic development of the region. It will foster the use of transport modes which have smaller environmental footprint.

Evaluation Remarks

The relevance, maturity and the quality of the Action are very good. It fully addresses the call priorities and it is ready to start from a technical point of view. Activities are clearly described, realistic and consistent. The impact of the Action is excellent, it will have positive socio-economic effects on the local, regional and national level.



European
Commission

Improvement of the rail-road accessibility of the Leixoes port

2015-PT-TM-0385-S

Atlantic

General call	
Multimodal	
Member State(s) concerned:	
Portugal	
(Coordinating) Applicant:	
Ministerio do Planeamento e das Infraestruturas	
Implementation schedule:	
Start date:	October 2016
End date:	January 2018
Requested funding:	
Total eligible costs:	€1 500 000
Requested funding:	€750 000
Requested EU support:	50.00%
Recommended funding:	
Recommended total eligible costs:	€1 500 000
Recommended funding:	€750 000
Recommended EU support:	50.00%



The Action concerns the core port of Leixoes and it is located on the Atlantic Corridor. It aims at developing two detailed technical studies which will prepare the multimodal platform for further investments to bridge the missing road and rail connections, enhance the interoperability and remove the existing bottlenecks to operate 740 m trains in the Port. The Action is a part of the global project aiming at better rail connectivity at the Atlantic Corridor and a better use of the Port and its multimodality. In the long term, the Action will result in a boost of the economic development of the region and a promotion of the use of the sustainable transport modes with less environmental footprint.

Evaluation Remarks

In its reduced scope, the Action's relevance is good, it addresses the call priorities. The maturity and the impact of the Action are very good. Political support is ensured. It will serve as a decision-making tool for further investments and it will have positive socio-economic effects on the local, regional and national level. The quality of the Action is good, the proposed activities are coherent and adequate.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

Core Network Corridors



European
Commission

Modernisation of the Kostenets - Septemvri railway section

2015-BG-TM-0045-W

Orient/East-Med

Cohesion call Core Network Corridors

Member State(s) concerned:

Bulgaria

(Coordinating) Applicant:

National Railway Infrastructure Company

Implementation schedule:

Start date: October 2016

End date: December 2020

Requested funding:

Total eligible costs: €184 653 626

Requested funding: €156 955 582

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €178 257 626

Recommended funding: €151 518 982

Recommended EU support: 85.00%



The Sofia-Plovdiv railway line, located on the Orient/East-Med Core Network Corridor, represents a major bottleneck because several sections do not meet the technical standards for passenger and freight transport. The proposed Action entails the modernisation of the Kostenets - Septemvri section, which is part of a global project to modernise the Sofia - Septemvri railway line. The foreseen activities are, inter alia, project management, detailed design, construction works and related supervision, interoperability compliance, information and publicity. The Action will reduce congestion and have a positive effect on modal split and the environment. It will also contribute to the interoperability of the Corridor, consequently increasing service quality and safety.

Evaluation Remarks

In its reduced scope, the Action's relevance is very good, as it is in line with the call priorities. The maturity is good, since the preliminary design is approved and the EIA consent issued. The impact is very good, as it will generate important socio-economic and environmental benefits. The quality is good because the activities are coherent with the Action's objectives.



European
Commission

Modernisation of the Plzen - Domazlice - German border railway line

2015-CZ-TM-0058-S

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)

Implementation schedule:

Start date: April 2016

End date: December 2020

Requested funding:

Total eligible costs: €13 079 032

Requested funding: €11 117 178

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €13 079 032

Recommended funding: €11 117 178

Recommended EU support: 85.00%



The Praha-Plzen-Domazlice/Cheb-CZ/DE border railway line is a part of the pre-identified section Munchen/Nurnberg-Praha of Rhine - Danube Core Network Corridor. The proposed Action addresses preparatory studies for upgrading the section of the line between Plzen and Czech/German border. It is part of a global project that aims to modernise the whole railway line. The Action concerns preparatory and design studies, as well as land acquisition, necessary for commencement of the construction works. The Action will contribute to completion of the global project, which is expected to generate positive socio-economic benefits through improved safety and reliability, higher capacity and increased travel speeds.

Evaluation Remarks

The relevance of the Action is very good, as it addresses the objectives of the work programme by increasing capacity and interoperability of the core rail network. The Action is very mature and ready to start from a technical point of view. The impact is very good as the outcomes of the studies will be used for the subsequent stages of implementation of the works. The quality of the proposal is good.



European
Commission

Upgrade of the Valasske Mezirici - Hustopece nad Becvou railway line

2015-CZ-TM-0088-M

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)

Implementation schedule:

Start date: July 2016

End date: December 2019

Requested funding:

Total eligible costs: €55 072 446

Requested funding: €46 304 912

Requested EU support: 84.08%

Recommended funding:

Recommended total eligible costs: €55 072 446

Recommended funding: €46 304 912

Recommended EU support: 84.08%



The Hranice na Morave-Vsetín-Horní Lidec-CZ/SK border railway line is part of the Rhine - Danube Corridor. The proposed Action addresses an upgrade of the section of the line between Valasské Meziríci and Hustopece nad Bečvou. It is an important part of the global project which aims to modernise the whole railway line in order to increase its speed, capacity, and interoperability. The Action covers studies to elaborate the project documentation, land acquisition, as well as construction works. As part of the global project, the Action is expected to generate positive socio-economic benefits through improved safety and reliability, higher capacity and increased travel speeds.

Evaluation Remarks

The relevance of the Action is very good. It is in line with the objectives of the work programme, since it concerns studies and works that aim to remove an existing bottleneck on the core rail network. The maturity is good, as the studies subject to the Action are ready to start. The impact of the Action is good and it is supported by the cost-benefit analysis. The quality of the proposal is good.



European
Commission

Modernisation of the Pardubice - Ceska Trebova railway line

2015-CZ-TM-0099-M

Orient/East-Med, Rhine - Danube

Cohesion call Core Network Corridors	
Member State(s) concerned: Czech Republic	
(Coordinating) Applicant: Sprava zeleznicni dopravnı cesty, statni organizace (SZDC, s.o.)	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€338 335 342
Requested funding:	€278 686 820
Requested EU support:	82.37%
Recommended funding:	
Recommended total eligible costs:	€17 097 292
Recommended funding:	€14 532 699
Recommended EU support:	85.00%



The proposed Action is part of a global project to modernise the Praha-Brno pre-identified section, located both on the Orient/East-Med and the Rhine - Danube Corridors. Specifically, the Action comprises studies and works for the Pardubice and Ceska-Trebova junctions, as well as project design for the track section Ústi nad Orlici-Chocen. The Action aims to upgrade specific sections of the railway line in order to increase its capacity and ensure interoperability. Furthermore, it will increase the track speed up to 160 km/h, reduce travel times and equip the section with a new signalling system. By removing this bottleneck, the Action will contribute to a more efficient international rail connection between Berlin - Praha - Vienna/Bratislava.

Evaluation Remarks

In its reduced scope, the Action is highly relevant as it addresses a bottleneck on the pre-identified section Praha-Breclav of the Orient/East-Med CNC. The studies are mature and are expected to have a high impact as a decision-making tool. Nevertheless, the works have not reached a sufficient level of maturity. The proposal is of good quality.



European
Commission

Modernisation of the Brno - Prerov railway line

2015-CZ-TM-0121-M

Baltic - Adriatic

Cohesion call Core Network Corridors

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)

Implementation schedule:

Start date: April 2016
End date: December 2020

Requested funding:

Total eligible costs: €571 438 352

Requested funding: €467 950 869

Requested EU support: 81.89%

Recommended funding:

Recommended total eligible costs: €45 475 486

Recommended funding: €38 654 163

Recommended EU support: 85.00%



The Brno - Prerov railway line is part of the pre-identified section Katowice-Ostrava-Brno-Wien of Baltic - Adriatic Core Network Corridor and it currently represents a bottleneck in terms of insufficient capacity, speed and interoperability. The proposed Action addresses an upgrade of the mentioned railway line, with the exception of Brno and Prerov railway junctions. The Action covers preparatory studies, land acquisition, as well as construction works for the modernisation of the railway section. The Action is expected, through the global project (which includes the modernisation of the two mentioned junctions), to generate positive socio-economic benefits by improving safety and reliability, and increasing the capacity as well as travel speed.

Evaluation Remarks

In its reduced scope, the relevance of the Action is very good, as it aims to remove a bottleneck on the Core Network Corridor. The maturity is good, since the studies are ready to start from a technical point of view. The impact is good as the outcomes of the studies will be used as a decision-making tool for further development of the global project. The quality of the proposal is good.



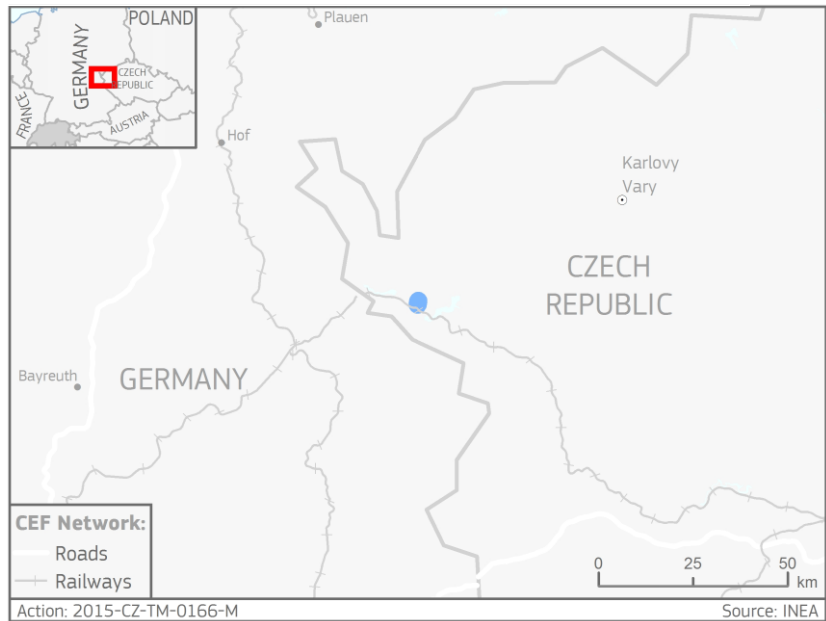
European
Commission

Modernisation of Cheb railway station

2015-CZ-TM-0166-M

Rhine - Danube

Cohesion call Core Network Corridors	
Member State(s) concerned: Czech Republic	
(Coordinating) Applicant: Sprava zeleznicni dopravní cesty, statni organizace (SZDC, s.o.)	
Implementation schedule: Start date: March 2016 End date: February 2019	
Requested funding:	
Total eligible costs:	€18 387 309
Requested funding:	€15 351 564
Requested EU support:	83.49%
Recommended funding:	
Recommended total eligible costs:	€18 387 309
Recommended funding:	€15 351 564
Recommended EU support:	83.49%



The Praha-Plzen-Domazlice/Cheb-CZ/DE border railway line is a part of the pre-identified section Munchen/Nurnberg-Praha of Rhine - Danube Core Network Corridor. The proposed Action addresses an upgrade of the Cheb railway station located on the mentioned line. It is part of the global project which aims at modernisation of the whole railway line in order to increase its speed, capacity, safety and interoperability. The Action covers preparatory studies, as well as construction works addressing reconstruction of platforms, superstructure, substructure and catenary. The Action is expected, through the global project, to generate positive socio-economic benefits due to improved safety and reliability, higher capacity and increased speed.

Evaluation Remarks

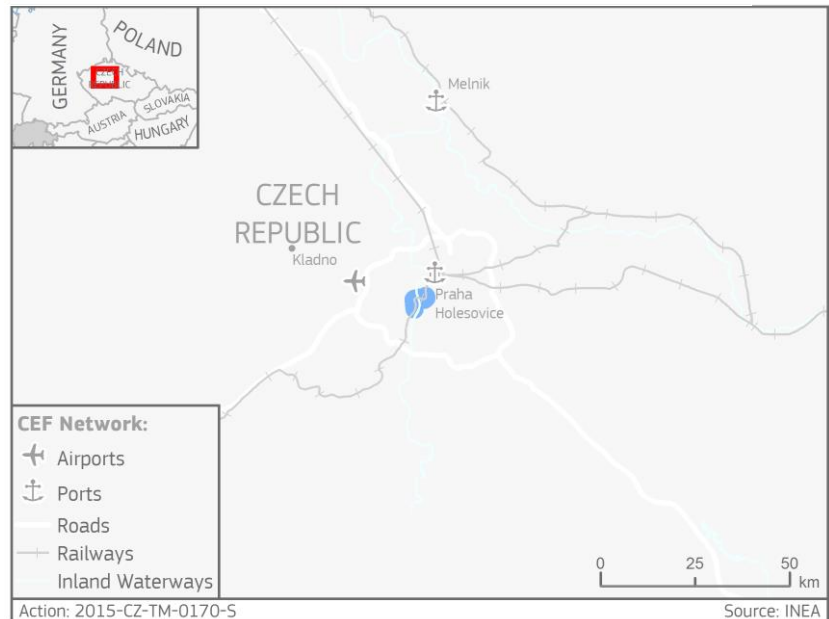
The relevance of the Action is very good. It is in line with the objectives of the work programme, since it concerns studies and works that aim to accelerate the removal of an existing bottleneck. The maturity of the Action is good since the preparatory studies covered by the Action are ready to start. The impact of the Action is good. The proposal is of a good quality.

Upgrade of the Praha hl. n. - Praha Smichov railway line

2015-CZ-TM-0170-S

Rhine - Danube

Cohesion call Core Network Corridors	
Member State(s) concerned: Czech Republic	
(Coordinating) Applicant: Sprava zeleznicni dopravní cesty, statni organizace (SZDC, s.o.)	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€5 832 700
Requested funding:	€4 957 794
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€5 832 700
Recommended funding:	€4 957 794
Recommended EU support:	85.00%



Railway junction Praha is an important railway node located on the Rhine - Danube and Orient/East-Med Corridors. It represents a major bottleneck in regional and international rail transport. The proposed Action addresses preparatory studies for modernisation of the Praha hl. n. - Praha Smichov section. It is part of a global project covering the reconstruction of the railway junction Praha in order to increase its capacity and improve its safety and interoperability. The studies cover elaboration of documentation for acquisition of zoning decisions and building permits necessary for commencement of construction works. The Action will thus contribute to the implementation of the global project and elimination of an important bottleneck on the core rail network.

Evaluation Remarks

The relevance of the Action is very good as it meets the objectives of the work programme concerning studies that will lead to the immediate start-up of construction works to remove a bottleneck on the core rail network. The maturity and impact of the Action are very good as it is ready to start and its outcomes will be used as a decision-making tool. The quality of the proposal is good.



European
Commission

Reconstruction of the Negrelli viaduct

2015-CZ-TM-0214-W

Orient/East-Med

Cohesion call Core Network Corridors

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)

Implementation schedule:

Start date: April 2017

End date: April 2020

Requested funding:

Total eligible costs: €47 432 971

Requested funding: €36 646 713

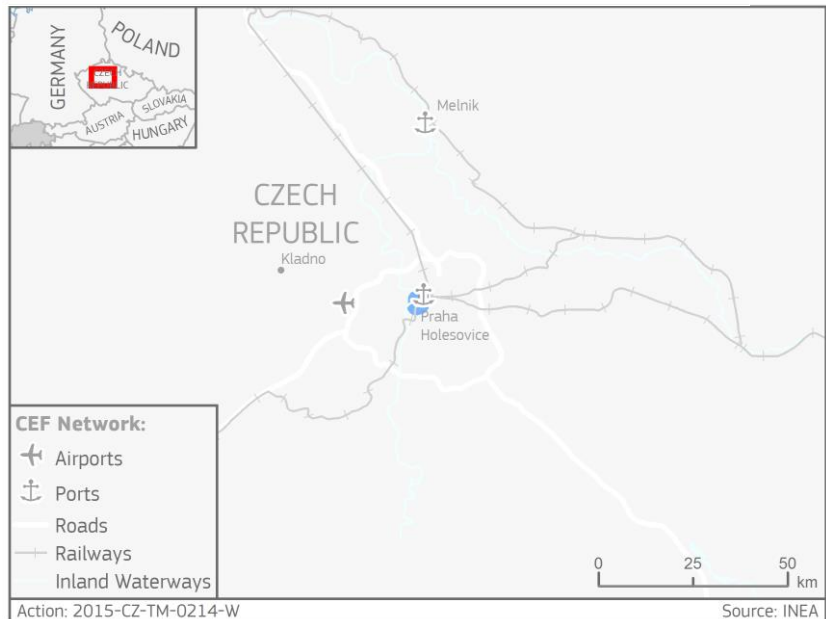
Requested EU support: 77.26%

Recommended funding:

Recommended total eligible costs: €47 432 971

Recommended funding: €36 646 713

Recommended EU support: 77.26%



Railway junction Praha is an important railway node situated on Rhine - Danube and Orient/East-Med Corridors, which currently represents a major bottleneck in regional and international rail transport. The proposed Action addresses the upgrade of the Negrelli viaduct which is part of the Praha railway junction and a key element of the foreseen connection of the Vaclav Havel International Airport to the railway junction. The Action concerns construction works covering a complete modernisation of the viaduct in total length of 1.88 km. The Action will contribute to the global project covering the reconstruction of the railway junction Praha with the aim to increase its capacity and improve its safety and interoperability.

Evaluation Remarks

The relevance of the Action is very good, since it ensures the removal of an existing bottleneck on the core rail network and contributes to the development of the connection of the Vaclav Havel Airport to the Prague railway node. The maturity of the Action is good. The impact of the Action is very good, which is demonstrated by the outcomes of the cost-benefit analysis. The quality of the proposal is good.



European
Commission

Upgrade of the Praha Smichov - Cernosice railway line

2015-CZ-TM-0354-M

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Sprava zeleznicni dopravní cesty, statni organizace (SZDC, s.o.)

Implementation schedule:

Start date: March 2016

End date: December 2020

Requested funding:

Total eligible costs: €128 902 399

Requested funding: €97 398 651

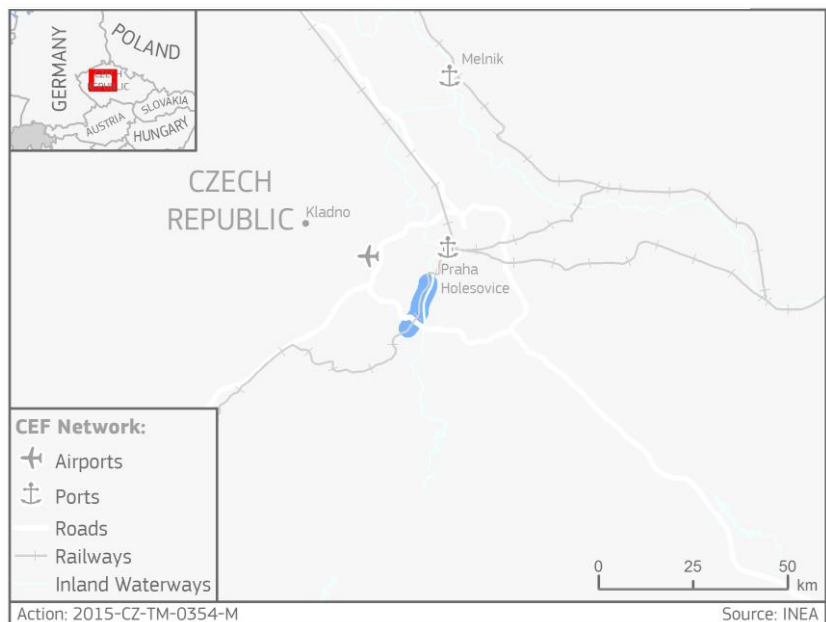
Requested EU support: 75.56%

Recommended funding:

Recommended total eligible costs: €128 902 399

Recommended funding: €97 398 651

Recommended EU support: 75.56%



The Praha-Plzen-Domazlice/Cheb-CZ/DE border railway line is part of the pre-identified section Munchen/Nurnberg-Praha of the Rhine - Danube Corridor. The proposed Action addresses an upgrade of the railway line in the section Praha Smichov - Cernosice, excluding both stations. The Action is part of the global project that aims to modernise the whole railway line in order to increase its speed, capacity, safety and interoperability. The Action covers design studies, land acquisition, and construction works addressing the modernisation of the section. As part of the global project, the Action is expected to generate positive socio-economic benefits through improved safety and reliability, higher capacity and increased travel speed.

Evaluation Remarks

The relevance of the Action is very good. It addresses the objectives of the work programme as it concerns studies and works to facilitate the removal of an existing bottleneck. The maturity of the Action is good, as the design studies are ready to start from a technical point of view. The impact of the Action is very good with expected positive socio-economic effects. The proposal is of good quality.



European
Commission

Construction of railway infrastructure in the Psathopirgos - Patras section

2015-EL-TM-0253-W

Orient/East-Med

Cohesion call Core Network Corridors

Member State(s) concerned:

Greece

(Coordinating) Applicant:

Ministry of Economy, Development and Tourism

Implementation schedule:

Start date: May 2016
End date: December 2019

Requested funding:

Total eligible costs:	€131 487 000
Requested funding:	€79 957 245
Requested EU support:	60.81%

Recommended funding:

Recommended total eligible costs:	€131 487 000
Recommended funding:	€78 537 185
Recommended EU support:	59.73%



The Action aims to remove a bottleneck by replacing a single rail track with a double track standard gauge on a 10.5 km long section from Psathopirgos to Patras. Located on the Orient/East-Med Corridor, it is part of a global project for the construction of the railway section from Diakopto to Patras on the Athens - Patras rail axis. The activities include infrastructure construction in open line sections, two cut and covers, land expropriations, relocation of public utility networks, archaeology works and project management. In the long term, the Action will contribute to the reduction of travel time between Athens and Patras by at least 1h25'.

Evaluation Remarks

The Action is highly relevant since it covers works for building a new double-track railway line on the section Psathopirgos - Patras, part of the pre-identified section Athina-Patras of the Orient/East-Med Corridor. The Action is very mature as the contract has been awarded. Impact is high given the significant travel time savings and the creation of a freight line. The proposal is of good quality.

Rail Baltica (Part II)

2015-EU-TM-0347-M

North Sea - Baltic

Cohesion call Core Network Corridors

Member State(s) concerned:

Estonia, Lithuania, Latvia

(Coordinating) Applicant:

RB Rail AS

Implementation schedule:

Start date: July 2015

End date: December 2020

Requested funding:

Total eligible costs: €248 007 060

Requested funding: €210 697 573

Requested EU support: 84.96%

Recommended funding:

Recommended total eligible costs: €237 927 754

Recommended funding: €202 236 991

Recommended EU support: 85.00%



The Action is part of a pre-identified, cross-border project connecting the three Baltic States with Central Europe along the North Sea - Baltic Corridor. The aim of the global project "Rail Baltic/Rail Baltica" is to develop a new, EU gauge double-track electrified railway line eliminating thus a technical bottleneck. The Action comprises a set of studies and works on several sites in Estonia, Latvia and Lithuania, including ERTMS deployment, tram link, and a freight terminal. Completion of the Action would contribute to the objective of cohesion by increasing the accessibility and connectivity between Northern and Central Europe, and improve the North-South rail transports between the Baltic States and Poland.

Evaluation Remarks

The Action in its reduced scope has a very good relevance because it is part of a pre-identified, cross-border project located on a Core Network Corridor. The Action's maturity is good, with some study activities having already started. The Action will have a very good impact on the functioning of the rail transport among the Baltic States. The Action is of good quality.



European
Commission

Upgrade of the Rijeka Port infrastructure - Zagreb Pier container terminal (POR2CORE-ZCT)

2015-HR-TM-0032-W

Mediterranean

Cohesion call Core Network Corridors

Member State(s) concerned:

Croatia

(Coordinating) Applicant:

Port of Rijeka Authority

Implementation schedule:

Start date: February 2016

End date: June 2020

Requested funding:

Total eligible costs: €96 348 000

Requested funding: €81 895 801

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €31 587 125

Recommended funding: €26 849 057

Recommended EU support: 85.00%



The port of Rijeka is the largest maritime port of Croatia. The proposed Action aims to upgrade the infrastructure and to develop the rail interconnections of the Zagreb terminal of the port. The Action is located on the Mediterranean Corridor and is part of a global project that entails development and modernisation of the port of Rijeka. The Action consists of six activities: (i) project management, (ii) engineering supervision, (iii) construction of a 280 meter long quay wall extension, (iv) reconstruction of the cargo section of Rijeka railway station, (v) construction of an intermodal yard and (vi) communication and visibility. In the long term, the Action will eliminate bottlenecks and enable a growth of traffic flows from/to Central and Eastern Europe.

Evaluation Remarks

In its reduced scope, the relevance and maturity of the Action are good as it addresses a bottleneck on the Core network and it has received formal approvals from the competent authorities. The impact and quality are also good as the Action is expected to have a positive impact on modal shift from road to rail, and the activities are coherent with the Action's objectives.



European
Commission

Upgrade of the Krizevci - Koprivnica - state border railway line section

2015-HR-TM-0106-W

Mediterranean

Cohesion call Core Network Corridors

Member State(s) concerned:

Croatia

(Coordinating) Applicant:

HZ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.)

Implementation schedule:

Start date: March 2016
End date: December 2020

Requested funding:

Total eligible costs:	€283 936 727
Requested funding:	€241 346 218
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€283 936 727
Recommended funding:	€241 346 218
Recommended EU support:	85.00%



The modernisation of the railway network is a top priority for the Republic of Croatia. The proposed Action covers the upgrading of the existing and the construction of a new second track of the 43.2 km long Krizevci-Koprivnica-Hungarian state border railway section. The Action is located on the Mediterranean Corridor and it is part of a global project covering the modernisation of the Zagreb-Hungarian state border railway line. The Action consists of four activities: (i) construction works, (ii) engineering supervision, (iii) project management and (iv) land acquisition. The Action will have a positive impact on traffic management, modal split, congestion, inter-operability, service quality, safety and security, and on environment by shifting traffic from road to rail.

Evaluation Remarks

The Action is highly relevant. It addresses a rail bottleneck on the Mediterranean Corridor. The maturity is good. The Action has received formal approvals from the competent authorities. The impact and quality are also good. The Action is expected to improve the interoperability, safety and capacity of the line. The activities are coherent with the Action's objectives.



European
Commission

Construction of the Svilaj Bridge across Sava River

2015-HR-TM-0390-W

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Croatia

(Coordinating) Applicant:

Hrvatske autoceste d.o.o. (Croatian Motorways Ltd.)

Implementation schedule:

Start date: February 2015

End date: June 2018

Requested funding:

Total eligible costs: €12 410 000

Requested funding: €7 194 077

Requested EU support: 57.97%

Recommended funding:

Recommended total eligible costs: €12 410 000

Recommended funding: €7 194 077

Recommended EU support: 57.97%



The Sava river marks part of the border between Croatia and Bosnia and Herzegovina. The proposed Action aims at solving a major road bottleneck between the two countries by constructing a 660 meter long bridge across the Sava river, in Svilaj, along the Rhine - Danube Corridor. The Action is part of a global project covering the whole cross-border road section of motorway E73. The Action consists of four activities: (i) project preparation, including amendment of the building permits, (ii) public procurement, (iii) information and visibility, and (iv) construction works. The Action will have a positive socio-economic impact in terms of reduction in travel time and vehicle operating costs and enhancement of the economic competitiveness of the concerned regions.

Evaluation Remarks

The relevance is good as the Action covers the construction of a cross-border road bridge pre-identified by Annex 1 of the CEF Regulation. The maturity and the impact are very good. The Action has received formal approval and it will have a positive socio-economic impact in terms of reduction of travel time. The quality of the proposal is good as the activities are coherent with the Action's objectives.



European
Commission

Upgrade of the Rijeka Port infrastructure - General cargo terminal (POR2CORE-GCT)

2015-HR-TM-0399-W

Mediterranean

Cohesion call Core Network Corridors	
Member State(s) concerned: Croatia	
(Coordinating) Applicant: Port of Rijeka Authority	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€3 685 704
Requested funding:	€3 132 850
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€3 685 704
Recommended funding:	€3 132 850
Recommended EU support:	85.00%



The Core port of Rijeka is the largest maritime port of Croatia. The proposed Action covers the reconstruction of a timber quay at the Brsica terminal of Rasa, one of the 5 basins of the port of Rijeka. The Action is located on the Mediterranean Corridor and is part of a global project that entails development and modernisation of the port of Rijeka. The Action consists of several activities, from project management, preparation of the executive design and removal of the old quay to the construction of the new quay and deployment of new rail tracks. The Action will have positive impacts on interoperability, multimodality, service quality, and safety and security. It will improve port operations and increase the port's capacity.

Evaluation Remarks

The relevance is very good. The Action concerns an upgrading of a Core port of the Mediterranean Corridor. The maturity and the impact are good. The Action has received formal approvals from the competent authorities. It will have positive socio-economic impacts, although limited to the timber sector. The quality of the proposal is very good as the activities are well detailed and coherent with the Action's objectives.



European
Commission

Upgrade of Szazhalombatta – Pusztaszabolcs railway section

2015-HU-TM-0003-M

Mediterranean

Cohesion call Core Network Corridors

Member State(s) concerned:

Hungary

(Coordinating) Applicant:

Ministry of National Development

Implementation schedule:

Start date: January 2016

End date: December 2020

Requested funding:

Total eligible costs: €308 868 849

Requested funding: €262 538 522

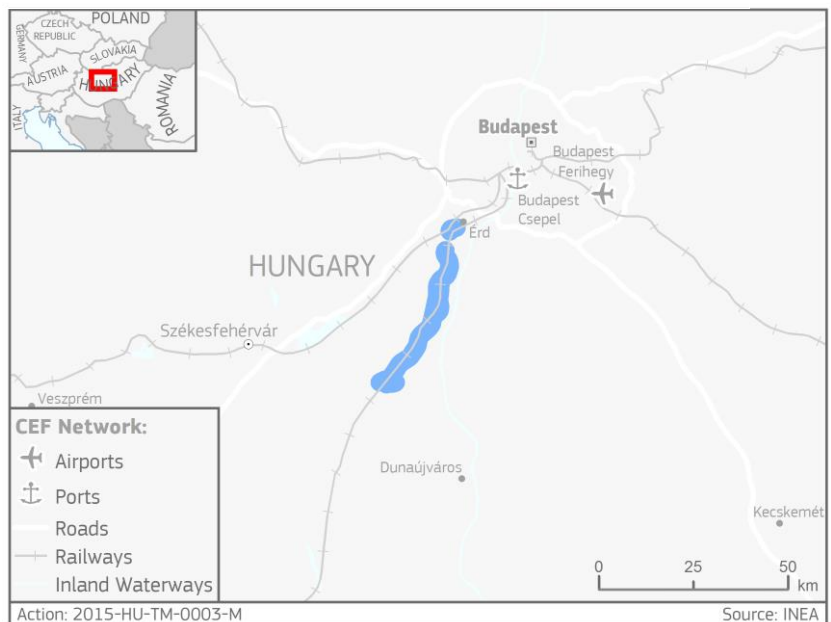
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €272 398 261

Recommended funding: €231 538 522

Recommended EU support: 85.00%



The proposed Action aims to upgrade the 42 km long double-track railway line Szazhalombatta - Pusztaszabolcs, including the installation of European Train Control System L2. This section is part of the global project to upgrade the line Budapest Kelenfold - Croatian border, located on the Mediterranean Core Network Corridor, pre-identified project Rijeka - Zagreb - Budapest. There are five activities covering: detailed technical design and tender documents; site preparation and land acquisition; track construction and signaling system installation; installation of ETCS L2; project management and other services. Once completed, the upgraded section will offer an improved service level and safer traffic conditions contributing to the efficiency and competitiveness of railway transport.

Evaluation Remarks

The Action in its reduced scope is of very good relevance; it concerns upgrading and ETCS L2 deployment on an important railway section of the Mediterranean Corridor. The maturity is good as the preparatory studies have been completed. The impact is very good; the Action will improve interoperability and eliminate bottlenecks. The quality of the Action is good.



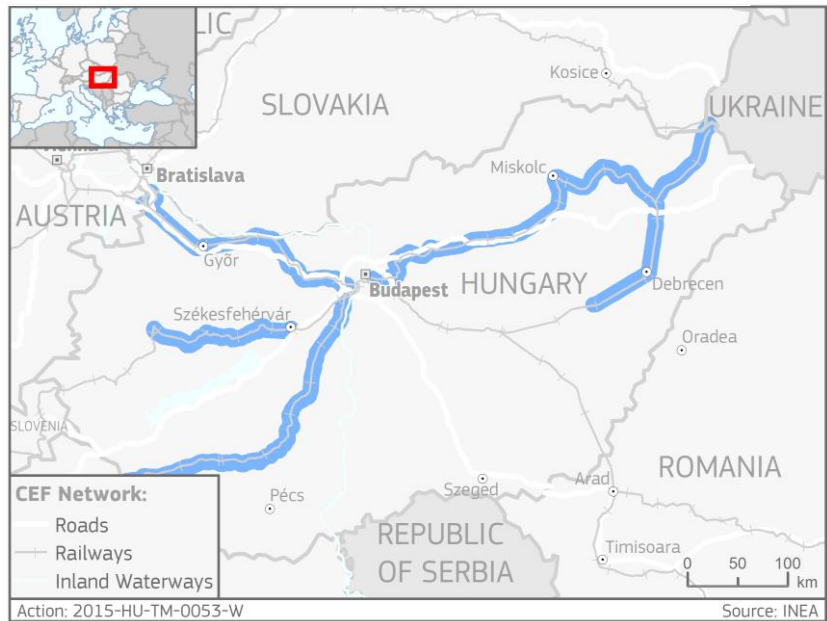
European
Commission

Deployment of GSM-R in Hungary (Stage 2)

2015-HU-TM-0053-W

Mediterranean, Orient/East-Med, Rhine - Danube

Cohesion call Core Network Corridors	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Implementation schedule: Start date: September 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€58 225 667
Requested funding:	€49 491 817
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€58 225 667
Recommended funding:	€49 491 817
Recommended EU support:	85.00%



The deployment of the European Rail Traffic Management System (ERTMS) is one of the priorities of the Hungarian Railway Transportation Strategy. The proposed Action covers the second and last stage of the deployment of the railway Global System for Mobile Communications (GSM-R) on 956 km of the Hungarian railway network, along the Mediterranean, Orient/East-Med and Rhine - Danube Corridors. The Action is part of a global project addressing the overall deployment of the GSM-R along the Hungarian railway network. The Action consists of 2 activities: GSM-R deployment and project management. The Action will have several positive impacts on congestion, traffic management, modal split, service quality, safety and security.

Evaluation Remarks

The relevance is very good as the Action addresses several pre-identified sections on the Core network. The maturity and the impact are good. The Action has received formal approvals from the competent authorities. It will have a positive impact in terms of improved interoperability. The quality of the proposal is very good as the activities are coherent with the Action's objectives.



European
Commission

M15 expressway, between the M1 Motorway and the Hungarian/Slovak border

2015-HU-TM-0087-M

Orient/East-Med

Cohesion call Core Network Corridors

Member State(s) concerned:

Hungary

(Coordinating) Applicant:

Ministry of National Development

Implementation schedule:

Start date: February 2016

End date: October 2019

Requested funding:

Total eligible costs: €64 661 936

Requested funding: €54 962 645

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €64 661 936

Recommended funding: €54 962 645

Recommended EU support: 85.00%



The M15 expressway connects the M1 motorway, in Hungary, to Bratislava. The proposed Action will upgrade about 14 km of the Hungarian section of the M15 to a 2 lane motorway. The Action is part of a global project that aims to remove an important road cross-border bottleneck on a pre-identified section of the Orient/East-Med Corridor. The Action consists of four activities: (i) project preparation, including public procurement procedures, (ii) land acquisition and site preparation, (iii) executive design and construction and (iv) project management. The Action will have a positive impact on reducing congestion, improving service quality as well as safety and security.

Evaluation Remarks

The relevance of the Action is excellent. It concerns the removal of a road cross-border bottleneck on the Orient/East-Med Corridor. The maturity and impact are very good. All necessary procedures have been completed and positive socio-economic impacts in terms of travel time, traffic management and safety are expected. The quality of the proposal is very good as the activities are well detailed and coherent.



European
Commission

M70 expressway, between Letenye and the Hungarian/Slovenian border

2015-HU-TM-0107-W

Mediterranean

Cohesion call Core Network Corridors

Member State(s) concerned:

Hungary

(Coordinating) Applicant:

Ministry of National Development

Implementation schedule:

Start date: January 2016

End date: October 2019

Requested funding:

Total eligible costs: €49 395 283

Requested funding: €41 985 991

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €49 395 283

Recommended funding: €40 355 946

Recommended EU support: 81.70%



The M70 expressway connects the M7 motorway in Hungary to the A5 motorway in Slovenia. The proposed Action will upgrade about 10 km of the M70 to a 2 lane motorway. The Action is located on the Mediterranean Corridor and it is part of a global project that aims to ensure compliance of the Hungarian road network with the TEN-T standards. The Action consists of four activities: (i) project preparation, including public procurement procedures, (ii) land acquisition and site preparation, (iii) executive design and construction and (iv) project management. The Action will remove an important bottleneck on a road cross-border section, and will have a positive impact on reducing congestion, improving service quality as well as safety and security.

Evaluation Remarks

The Action is very relevant. It concerns the removal of a road bottleneck on the Mediterranean Corridor. The maturity is good as the Government of Hungary has given its formal approval. The impact is very good in terms of benefits in travel time, service quality and safety. The quality of the proposal is very good as the activities and the respective costs are coherent with the Action's objectives.



European
Commission

Upgrade of the Budapest South Railway Bridge

2015-HU-TM-0134-W

Mediterranean, Orient/East-Med, Rhine - Danube

Cohesion call Core Network Corridors		
Member State(s) concerned: Hungary		
(Coordinating) Applicant: Ministry of National Development		
Implementation schedule: Start date: January 2017 End date: December 2020		
Requested funding:		
Total eligible costs:	€114 241 950	
Requested funding:	€97 105 657	
Requested EU support:	85.00%	
Recommended funding:		
Recommended total eligible costs:	€114 241 950	
Recommended funding:	€97 105 657	
Recommended EU support:	85.00%	

The Budapest South Railway Bridge is one of the main railway bridges on the Danube. The proposed Action will upgrade the bridge structures. The Action is located on the Orient/East-Med Corridor as well as on the Rhine - Danube and Mediterranean Corridors. It is part of a global project that aims to upgrade the Budapest core node. The Action consists of four activities: project preparation, including public procurement procedures, site preparation, upgrading of the bridge and project management. The Action will remove a major rail bottleneck with a positive impact on congestion, service quality as well as safety and security.

Evaluation Remarks

The Action is highly relevant as it addresses the removal of a single bottleneck on a pre-identified section shared by three Corridors. The maturity and impact are good. The Action has received formal approvals from the competent authorities. Several social and economic benefits are expected such as reduction in travel time and improved safety. The proposal is of good quality.



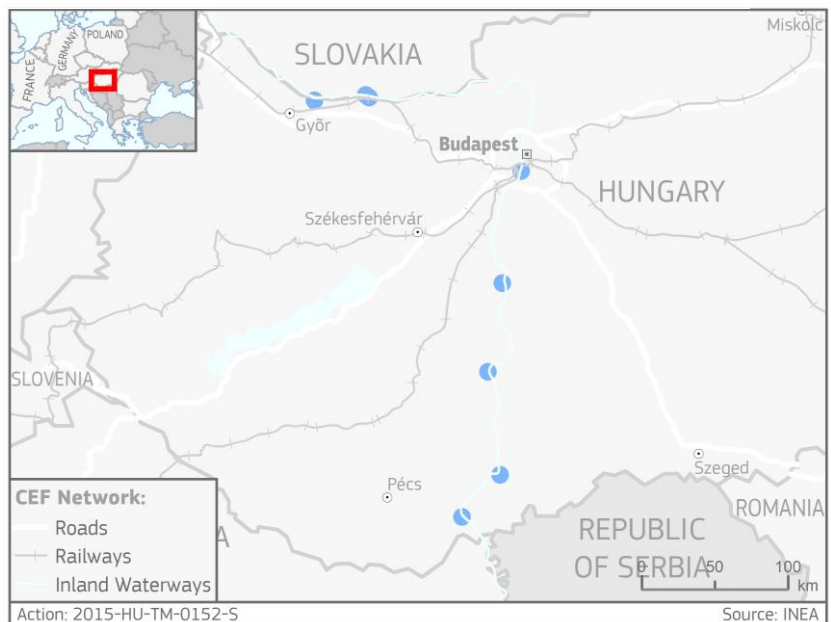
European
Commission

Master Plan and feasibility study for the development of the TEN-T ports, including Komarom Port

2015-HU-TM-0152-S

Rhine - Danube

Cohesion call Core Network Corridors	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Implementation schedule: Start date: August 2016 End date: April 2018	
Requested funding:	
Total eligible costs:	€1 046 686
Requested funding:	€889 683
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€1 046 686
Recommended funding:	€889 683
Recommended EU support:	85.00%



Located on the Hungarian stretch of the Danube on a pre-identified section of the Rhine - Danube Corridor, the Action aims to improve basic ports infrastructures, provide access to the inland ports and foster their connections with road and inland waterway networks. It is part of a global project to develop and upgrade the overall Rhine - Danube Corridor to reach stable navigation throughout the year. It encompasses four Activities: project management, master plan development, feasibility study and case studies. The outcome of the studies will lay the ground for future port development by setting strategic directions and development priorities after 2020.

Evaluation Remarks

The Action is highly relevant as it aims to accelerate the removal of existing bottlenecks. It demonstrates a very good level of maturity as political and financial commitments are ensured. Its impact is excellent given that its results will be used as a decision-making tool for further port development and investments. The proposal is of a good quality and it is coherent, detailed and well structured.



European
Commission

Development of the Budapest, Rakos-Hatvan railway line section

2015-HU-TM-0158-M

Mediterranean

Cohesion call Core Network Corridors	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€385 948 719
Requested funding:	€328 056 412
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€351 143 778
Recommended funding:	€298 472 212
Recommended EU support:	85.00%



The proposed Action aims to upgrade and to install ETCS L2 on the 55.6 km double-track railway line Budapest-Rakos-Hatvan. This section is part of the global project to upgrade the line Budapest-Zahony, located on the Mediterranean Core Network Corridor, pre-identified project Budapest-Miskolc-UA border. There are five activities covering: 1) project preparation; 2) site preparation and land acquisition; 3) track construction and signaling system installation; 4) train control system installation of ETCS L2; 5) project management and other services. Once completed, the upgraded section will offer higher travel speed, improved service level and safer traffic conditions contributing to efficiency, sustainability and improved competitiveness of the railway transport.

Evaluation Remarks

The Action, in its reduced scope, is of very good relevance; it concerns upgrading and ETCS L2 deployment on an important railway section of the Mediterranean Corridor. The Action has a good maturity as the preparatory studies have been completed. The Action's impact is very good, as it will remove a rail bottleneck in Budapest and its suburban areas. The quality of the Action is good.



European
Commission

Upgrade of the Hegyeshalom - Rajka (Hungarian/Slovak border) railway section

2015-HU-TM-0189-S

Orient/East-Med

Cohesion call Core Network Corridors

Member State(s) concerned:

Hungary

(Coordinating) Applicant:

Ministry of National Development

Implementation schedule:

Start date: April 2016

End date: February 2018

Requested funding:

Total eligible costs: €2 233 782

Requested funding: €1 898 715

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €2 233 782

Recommended funding: €1 898 715

Recommended EU support: 85.00%



The Hegyeshalom-Rajka conventional railway line is part of a global project to upgrade the Bratislava-Hegyeshalom pre-identified section of the Orient/East-Med Corridor and Rail Freight Corridor n°7. The Action addresses the final design, environmental impact assessment (EIA) approval, zoning plan and building permits for upgrading this railway section in line with the TEN-T rail infrastructure standards for Core network Corridors (22.5 t axle load, 100 km/h speed, implementation of TSI standards). Once the physical works are completed, this railway bottleneck will be removed and competitive, safe and efficient passenger and train operations will be available on the cross border section Bratislava-Hegyeshalom of the Orient/East-Med Core Network Corridor.

Evaluation Remarks

The Action is very relevant since it addresses the removal of a bottleneck along a pre-identified section on the Orient/East-Med Corridor. The Action's maturity and impact are very good as financial resources have been committed and its outcomes will lead to the immediate start-up of works. Its quality is good as the activities and planned resources are coherent with the objectives and are appropriate to achieve them.



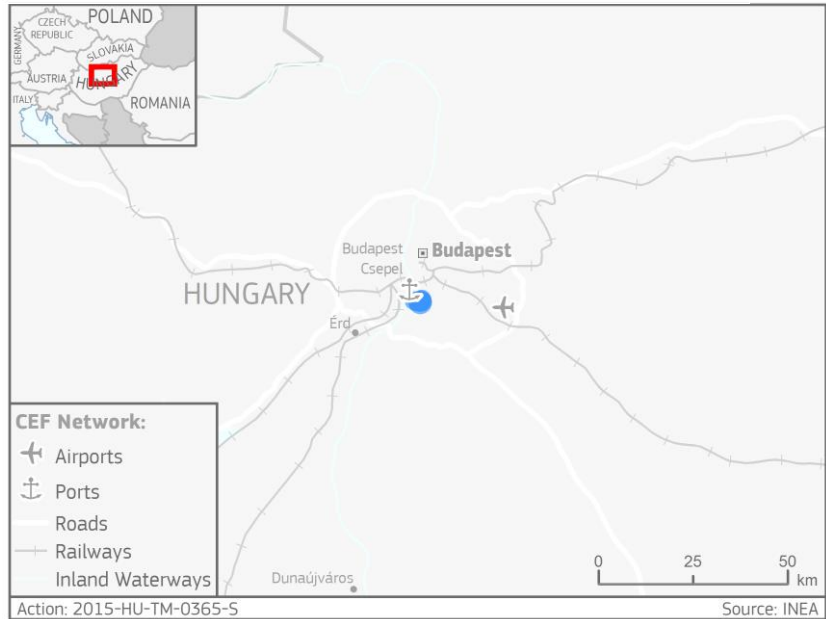
European
Commission

Upgrading the railway link to Budapest inland free port

2015-HU-TM-0365-S

Orient/East-Med, Rhine - Danube

Cohesion call Core Network Corridors	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Implementation schedule: Start date: January 2016 End date: February 2018	
Requested funding:	
Total eligible costs:	€989 245
Requested funding:	€840 858
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€989 245
Recommended funding:	€840 858
Recommended EU support:	85.00%



The free port of Budapest, the biggest inland port in Hungary, handling around 3.5 million tons of freight per year. The proposed Action will deliver the preparatory studies to upgrade the railway connection of the port to the national grid. It is located on the Orient/East-Med and the Rhine - Danube Corridors and is part of a global project that aims to improve the 1.5 km long railway link connecting the port to these Corridors. The Action consists of four activities: project management, preparation of feasibility study and cost-benefit analysis, design for the construction of a provisional bridge, and permit designs for the upgrading of the port railway node. The Action will have a positive impact on congestion, interoperability, service quality, safety and security.

Evaluation Remarks

The relevance and the maturity of the proposed Action are excellent. It addresses studies for upgrading port infrastructure on the Rhine - Danube Corridor which have already started. The Action's impact and quality are good. The studies are expected to be used as decision and policy-making tools. The activities are coherent with the Action's objectives and adequate to achieve them.



European
Commission

Works on the E75 railway line, Czyzew - Bialystok section

2015-PL-TM-0002-W

North Sea - Baltic

Cohesion call Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

PKP Polskie Linie Kolejowe S.A.

Implementation schedule:

Start date: January 2016

End date: December 2020

Requested funding:

Total eligible costs: €397 384 532

Requested funding: €302 807 013

Requested EU support: 76.20%

Recommended funding:

Recommended total eligible costs: €397 384 532

Recommended funding: €302 807 013

Recommended EU support: 76.20%



The Action aims to upgrade part of the railway line Warsaw-Bialystok for a total of 71 km and includes the ERTMS deployment. It is part of the Rail Baltica, offering regional, interregional and international links along the North Sea - Baltic Core Network Corridor. The Action has eight activities: design and tender documents, construction works, installation of the ETCS system, bypass routes during construction, project supervision, information and communication, electrification adjustment works, and land acquisition. The Action, once completed, will greatly contribute to the development of Rail Baltica and to the implementation of the North Sea - Baltic Core Network Corridor.

Evaluation Remarks

The Action's relevance is very good as it aims to upgrade and deploy track-side ERTMS on an important rail section of a Corridor. The maturity of the Action is good as the procurement procedures are ongoing. The impact of the Action is very good as it will have positive effect on capacity, safety and interoperability. The quality of the Action is good in terms of its logic and clarity, with an ambitious planning.



European
Commission

Improving rail access to the Gdansk port

2015-PL-TM-0006-W

Baltic - Adriatic

Cohesion call Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

PKP Polskie Linie Kolejowe S.A.

Implementation schedule:

Start date: March 2016

End date: December 2020

Requested funding:

Total eligible costs: €141 509 434

Requested funding: €115 683 962

Requested EU support: 81.75%

Recommended funding:

Recommended total eligible costs: €141 509 434

Recommended funding: €115 683 962

Recommended EU support: 81.75%



The Action, located on the Baltic - Adriatic Core Network Corridor, is the final stage of the global project for the port of Gdansk. The Action aims to improve the access and trans-loading capacity of the largest maritime port in Poland by modernizing, constructing and re-developing railway infrastructure. It entails: track upgrade (approx. 70 km), station adjustment, re-development and expansion of the Control Centre at Gdansk Port Polnocny. In the long term, the Action will positively impact on quality of infrastructure in terms of safety, security and performance whereas ensuring the quality of services and continuity of traffic flows between the Member States connected by the Baltic - Adriatic transport Corridor.

Evaluation Remarks

The Action is of very good relevance and mature. It will positively impact the capacity and accessibility of the port, which in turn will positively impact competitiveness of the regions and railways compared to other modes of transport. The quality of the Action is good. The proposed activities are coherent with the Action's objectives and are adequate to achieve them.



European
Commission

Works on the E 20 railway line, Siedlce - Terespol section

2015-PL-TM-0007-W

North Sea - Baltic

Cohesion call Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

PKP Polskie Linie Kolejowe S.A.

Implementation schedule:

Start date: January 2017

End date: November 2020

Requested funding:

Total eligible costs: €131 007 575

Requested funding: €109 522 333

Requested EU support: 83.60%

Recommended funding:

Recommended total eligible costs: €131 007 575

Recommended funding: €109 522 333

Recommended EU support: 83.60%



The proposed Action concerns works on the E20 railway line, Siedlce-Terespol section, stage III-LCS Terespol, along the North Sea - Baltic Core Network Corridor. The planned works include: full modernisation of the line including the installation of power supply, control and command as well as signalling equipment. supervision of the design and implementation, land purchase as well as electric power connections. The foreseen results include an electrified line, a 22.5 tons axle load, design speed of 100 km/h for freight trains with a length of 740 m. The infrastructure will meet the interoperability requirements and the GSM-R system will be implemented.

Evaluation Remarks

The Action is of very good relevance and maturity as it contributes to removing a speed capacity bottleneck and the required permits have been obtained. Its quality is good as the objectives and activities are coherent. While the impact needs to be further ascertained, the Action has been selected due to its complementarity with other EU funded projects and coherence with national transport plan.



European
Commission

Improving rail access to the Gdynia port

2015-PL-TM-0034-W

Baltic - Adriatic

Cohesion call Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

PKP Polskie Linie Kolejowe S.A.

Implementation schedule:

Start date: March 2016

End date: December 2020

Requested funding:

Total eligible costs: €190 865 406

Requested funding: €162 235 596

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €190 865 406

Recommended funding: €162 235 596

Recommended EU support: 85.00%



The Action, located on the Baltic - Adriatic Core Network Corridor, is the final stage of the global project for the port of Gdynia. The Action entails improving the access and trans-loading capacity of the second largest maritime port in Poland by modernizing, constructing and re-developing railway infrastructure. It involves: track upgrade, station adjustment, modernization of the control command and signalling system and construction of the local control command and signalling centre. In the long term, the Action will positively impact on quality of infrastructure in terms of safety, security, performance whereas ensuring the quality of services and continuity of traffic flows between the Member States connected by the Baltic - Adriatic transport corridor.

Evaluation Remarks

The Action is of very good relevance and maturity. It will also positively impact the capacity and accessibility of the port, which in turn will positively impact competitiveness of the regions and railways compared to other modes of transport. The quality of the Action is good. The proposed activities are coherent with the Action's objectives and are adequate to achieve them.



European
Commission

Modernisation of the railway infrastructure at the Malaszewicz zone (EU/Belarus border)

2015-PL-TM-0037-S

North Sea - Baltic

Cohesion call Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

CARGOTOR Spolka z ograniczona odpowiedzialnoscia

Implementation schedule:

Start date: August 2016
End date: December 2019

Requested funding:

Total eligible costs:	€3 813 064
Requested funding:	€3 241 105
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€3 813 064
Recommended funding:	€3 241 105
Recommended EU support:	85.00%



The Action is located on the North Sea Baltic Core Network Corridor on the pre-identified section and part of a global project of Malaszowice zone. The Action will consist of five different preparatory studies, key for decision-making. The final aim is to remove the bottleneck on the major freight terminal between Europe and Asia and to ensure the required capacity of the Rail Freight Corridor 8 at the EU's eastern border with Belarus. In the long term, the Action will have positive impact on several areas: internal market, regional development, environment, competition, traffic management, congestion, modal split, security and railway traffic safety and the cohesion policy.

Evaluation Remarks

The Action's relevance and impact are very good. The Action contributes to the TEN-T priorities and to the removal of a bottleneck, and will have a high impact as a decision-making tool. It also has a very good level of maturity, having received all clearances required for its implementation. The quality of the Action is good. The proposed activities are coherent with the Action's objectives and are adequate to achieve them.



European
Commission

Preparatory works on primary passenger lines (E30 and E65) in the Slaskie Province

2015-PL-TM-0081-S

Baltic - Adriatic

Cohesion call Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

PKP Polskie Linie Kolejowe S.A.

Implementation schedule:

Start date: December 2015

End date: July 2018

Requested funding:

Total eligible costs: €8 953 384

Requested funding: €7 610 376

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €8 953 384

Recommended funding: €7 610 376

Recommended EU support: 85.00%



The proposed Action covers preparing design and tender documentation and obtaining the administrative decisions necessary for the modernisation works on the Bedzin-Zebrzydowice-state border section (excluding Katowice-Tychy section), on the Baltic - Adriatic Core Network Corridor. The global project aims at upgrading the E 65-South line (including increased train speed), at lower operating costs and at improved quality of transport services. The line's improved technical conditions will contribute to increasing the railway transport's accessibility as well as its effectiveness and competitiveness in relation to other transport modes.

Evaluation Remarks

The relevance and maturity of the proposed Action are very good, as it is in line with the CEF Regulation's objectives. The tenders have been launched. Its impact is good as the deliverables will be used to determine the scope of subsequent works. The economic analysis shows positive values, but no specific results are provided. The quality is good as the objectives are coherent with the proposed activities.



European
Commission

Improving rail access to the Szczecin and Swinoujscie seaports

2015-PL-TM-0125-W

Baltic - Adriatic

Cohesion call Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

PKP Polskie Linie Kolejowe S.A.

Implementation schedule:

Start date: May 2016

End date: December 2020

Requested funding:

Total eligible costs: €143 668 747

Requested funding: €122 118 435

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €143 668 747

Recommended funding: €122 118 435

Recommended EU support: 85.00%



The Action, located on the Baltic - Adriatic Core Network Corridor, is the final stage of the global project for the area of the Port of Szczecin and Swinoujscie. The Action entails improving the access to these two key maritime ports in Poland by modernizing, constructing and extending the railway infrastructure. It involves: track upgrade of a section of 160 km, electrification, station adjustment, redevelopment of railway viaduct and redevelopment of the control command and signalling system and telecommunication equipment. In the long term, the Action will positively impact on quality of infrastructure in terms of safety, security, performance whereas ensuring the quality of services and continuity of traffic flows between the Member States connected by the Baltic - Adriatic transport Corridor.

Evaluation Remarks

The Action is of very good relevance, contributing to the removal of a bottleneck. Maturity is good, though contracts and building permits are not in place. It will positively impact the capacity and accessibility of the port, as well as the competitiveness of the regions and railway. The quality of the Action is good. The proposed activities are coherent with the Action's objectives and are adequate to achieve them.



European
Commission

Improvements in the Gdansk inner port

2015-PL-TM-0413-W

Baltic - Adriatic

Cohesion call Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

Zarząd Morskiego Portu Gdansk SA

Implementation schedule:

Start date: April 2016

End date: December 2020

Requested funding:

Total eligible costs: €110 276 870

Requested funding: €93 735 341

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €110 276 870

Recommended funding: €93 735 341

Recommended EU support: 85.00%



The proposed Action concerns the improvement of accessibility and competitiveness of the Polish sea port of Gdansk on the Baltic - Adriatic Core Network Corridor. The global project focuses on the port's expansion by dredging the fairway, expanding adjacent quays and constructing and expanding the multimodal intra-port rail and road infrastructure. The activities comprise dredging and widening the fairway as well as expanding and modernising the port quays. The expected benefits include a reduction in greenhouse gas emissions and overall costs, contribution to job growth and upgrade of the region's investment attractiveness.

Evaluation Remarks

The relevance and maturity of the proposed Action are very good. It addresses the TEN-T and call priorities, is consistent with the national and regional strategies and has received the required approvals. Its impact and quality are good as it will contribute to job growth and investment attractiveness and the proposed activities are clearly described and coherent.



European
Commission

Studies for the International South Corridor (Sines/Setubal/Lisbon-Caia)

2015-PT-TM-0382-S

Atlantic

Cohesion call Core Network Corridors

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Ministerio do Planeamento e das
Infraestruturas

Implementation schedule:

Start date: April 2016

End date: January 2018

Requested funding:

Total eligible costs: €3 742 500

Requested funding: €3 181 125

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible
costs: €2 935 000

Recommended funding: €2 494 750

Recommended EU support: 85.00%



The Action is located on the Atlantic Corridor in Portugal. It will provide 3 studies for the upgrade of the existing railway line on the stretches (Poceirão-Bombel, Sines-Ermidas-Grândola, Bombel-Setil). A freight forecast demand study for the South Portuguese freight Corridor is also envisaged. The global project is to improve the South Portuguese rail network and develop a high-capacity freight railway axis to Spain. The increased capacity of the lines will improve the efficiency and the reliability of the rail network as well as modal shift from road to rail freight transport. It will also have a positive impact on regional development and on competition.

Evaluation Remarks

In its reduced scope, the relevance of the Action is good as it aims to improve the capacity, safety, quality and interoperability of the Atlantic Corridor. The project is very mature and ready to start from a technical and administrative point. The impact is very good, as it will be used an important decision-making tool for the next phase. The proposed activities and resources are coherent with the Action's objectives.



European
Commission

Beira Alta line (Pampilhosa-Vilar Formoso): detailed design and works

2015-PT-TM-0395-M

Atlantic

Cohesion call Core Network Corridors

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Ministerio do Planeamento e das Infraestruturas

Implementation schedule:

Start date: June 2016
End date: December 2020

Requested funding:

Total eligible costs:	€547 741 250
Requested funding:	€375 860 046
Requested EU support:	68.62%

Recommended funding:

Recommended total eligible costs:	€547 741 250
Recommended funding:	€375 860 046
Recommended EU support:	68.62%



The cross-border railway link Pampilhosa-Vilar Formoso (Spanish Border) is part of the pre-identified section "Rail connection Aveiro-Salamanca-Medina del Campo" of the Atlantic Corridor. The proposed Action includes the detail design studies and works for the upgrading of the section Pampilhosa-Vilar Formoso of the Beira Alta line (app. 202 km). The upgraded interoperable link will allow the movement of longer (up to 750 m) and heavier trains and increase the speed and capacity of the line. The Action is part of the global project to improve the connection between Aveiro, the Spanish border and the rest of Europe. It is expected to support economic growth and regional development, promote modal split and increase the competitiveness of the ports of Aveiro and Leixões.

Evaluation Remarks

The relevance of the proposed Action is excellent. It will contribute to remove a bottleneck on a cross-border rail link between Portugal and Spain on the Atlantic Corridor. The maturity is good as it has received formal governmental commitment. The Action's quality is good and its impact is excellent. It is expected to reduce travel time and increase traffic flows. The EU funding is crucial to guarantee implementation.



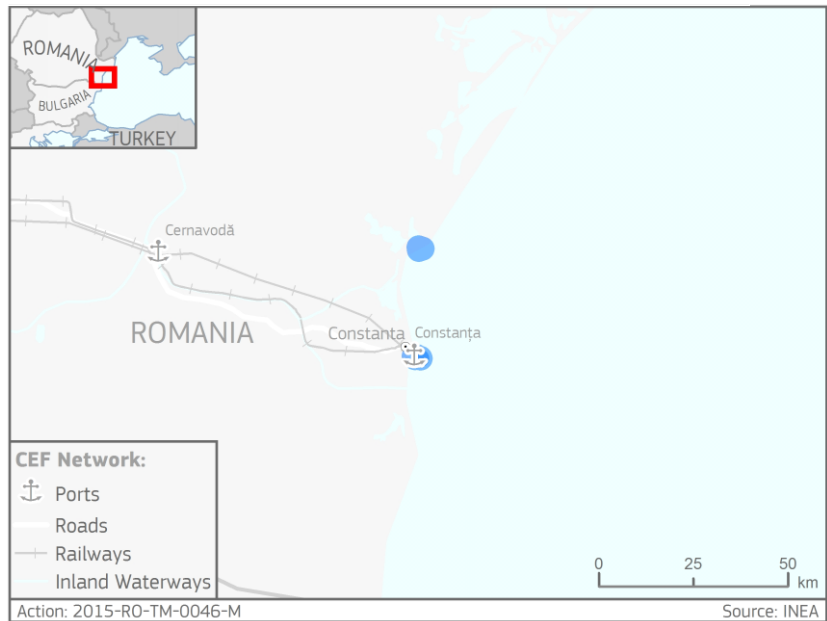
European
Commission

Upgrade of infrastructure and environmental protection of the Constanta port - PROTECT

2015-RO-TM-0046-M

Rhine - Danube

Cohesion call Core Network Corridors	
Member State(s) concerned: Romania	
(Coordinating) Applicant: National Company Maritime Ports Administration SA Constanta	
Implementation schedule: Start date: July 2016 End date: June 2019	
Requested funding:	
Total eligible costs:	€29 660 545
Requested funding:	€25 211 463
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€12 696 125
Recommended funding:	€10 791 706
Recommended EU support:	85.00%



Constanta is Romania's most important maritime core port. The proposed Action entails upgrading basic port infrastructure, constructing a new on-shore waste-collection facility, upgrading the signalling system in the port basin and the fairway, and purchasing five technical vessels. In addition, it foresees elaborating studies for: proper waste management in the oil terminal; generation and distribution of renewable energy in the port area and related public-private partnership potential; and evaluation of the port infrastructure's resilience to climate change. Training on waste handling, pollution and fire prevention is as well foreseen. The Action is embedded in the master plan for the port of Constanta, elaborated with EU funding, but not finalised yet.

Evaluation Remarks

In its reduced scope, the Action's relevance is good, as it is in line with several TEN-T and call priorities. The maturity is good, as it has political support and is compliant with the port's master plan. The impact is good because of the expected environmental, safety, and socio-economic benefits. The quality is good, as the approach is appropriately outlined and sound.



European
Commission

Galati multimodal platform

2015-RO-TM-0275-W

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Romania

(Coordinating) Applicant:

Metaltrade International SRL

Implementation schedule:

Start date: August 2016

End date: December 2020

Requested funding:

Total eligible costs: €79 598 147

Requested funding: €56 156 494

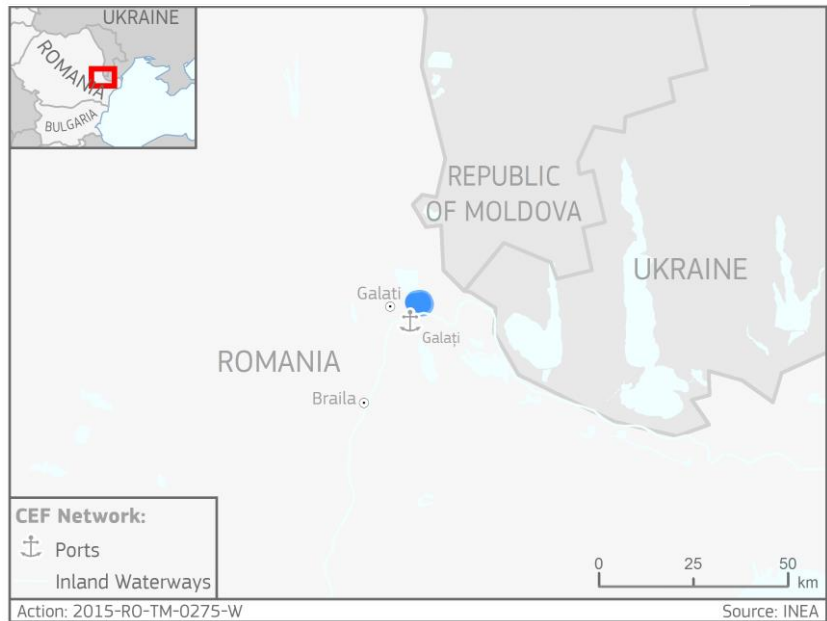
Requested EU support: 70.55%

Recommended funding:

Recommended total eligible costs: €25 619 783

Recommended funding: €21 776 814

Recommended EU support: 85.00%



The Danube is Europe's second longest river. Located at the Port of Galati on a pre-identified section along the Rhine - Danube corridor, the Action aims to improve the port's road and inland waterway connections, upgrade the port basic infrastructure and provide new waterside terminal facilities. It is part of a global project to develop and upgrade the overall Rhine - Danube corridor to reach stable navigation conditions throughout the year. The Action encompasses 7 Activities covering preparatory studies, waterside infrastructure development, which includes an extension of the quay wall into the port basin, and the upgrading of the port's connection to the road network.

Evaluation Remarks

In its reduced scope the Action is relevant as it is located at the inland port of Galati, a pre-identified section of the Rhine - Danube corridor. It demonstrates a good level of maturity as several procurement procedures have been already finalized. Its impact is good in terms of fostering social economic benefits. Its quality is very good as the proposal is coherent, detailed and well structured.



European
Commission

Rehabilitation of Brasov-Sighisoara section

2015-RO-TM-0362-W

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Romania

(Coordinating) Applicant:

National Railways Company CFR-SA

Implementation schedule:

Start date: November 2016

End date: December 2020

Requested funding:

Total eligible costs: €565 738 603

Requested funding: €480 877 813

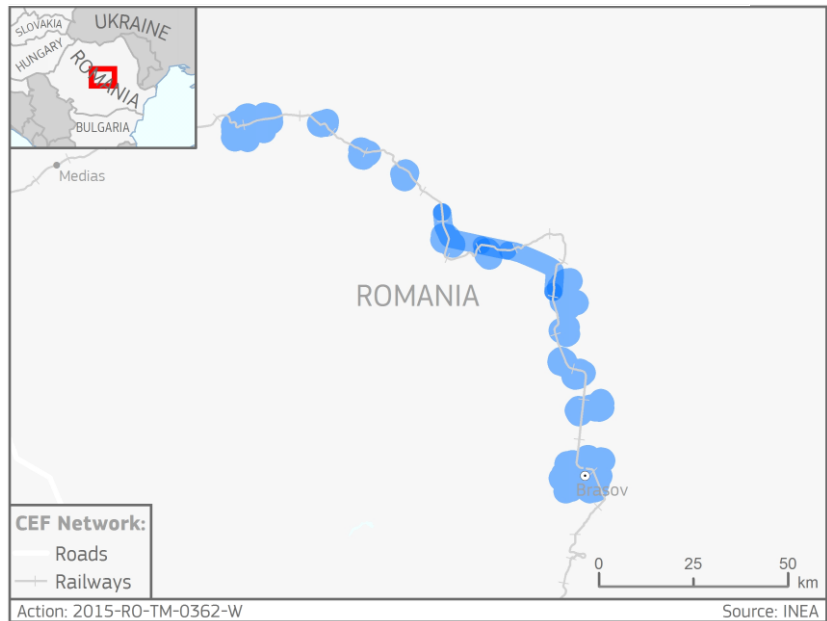
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €538 300 852

Recommended funding: €440 007 116

Recommended EU support: 81.74%



The proposed Action, located on a section of the Rhine - Danube Core Network Corridor, is part of a global project aiming at rehabilitating and upgrading the existing railway line from the Hungarian border to Brasov in Romania. It aims at upgrading the line from Apata to Cata to a maximum speed of 160 km/h, reducing the section's length from 44 km to 28 km and deploying ERTMS level 2 (Baseline 2, release 2.3.0d) including GSM-R. The main activities include: land expropriation, works supervision and execution and ERTMS deployment.

Evaluation Remarks

The Action, in its reduced scope, has an excellent relevance because it addresses a serious bottleneck along a section of the Rhine -Danube Core Network Corridor. Its maturity is good, but building permits are foreseen for next year only. The impact of the Action is very good demonstrating an economic internal rate of return of over 10%. The quality is good in terms of risk and project management.



European
Commission

SWIM - SMART Waterway Integrated Management

2015-RO-TM-0366-S

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Bulgaria, Romania

(Coordinating) Applicant:

River Administration of the Lower Danube
Galati

Implementation schedule:

Start date: July 2016
End date: December 2020

Requested funding:

Total eligible costs:	€12 222 200
Requested funding:	€10 388 870
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€12 222 200
Recommended funding:	€10 388 870
Recommended EU support:	85.00%



The Danube is Europe's second-longest river in Europe. The Action is located on a pre-identified section along the Rhine - Danube Corridor and it aims to remove bottlenecks by procuring vessels to carry out works to improve Danube navigability. It is part of a global project to implement the 'Fairway Rehabilitation and Maintenance Danube Master Plan' and will be carried out in close coordination with other ongoing Actions. It encompasses 5 Activities: 1) Project management and dissemination; 2) General integrated concept for fairway rehabilitation; 3) Development of technical capacity for pilot concept; 4) Pilot implementation; 5) Evaluation and monitoring. It will contribute to the increase of inland waterway traffic along the Danube.

Evaluation Remarks

The Action's relevance is very good as it fully addresses the objectives of the call. Its maturity is good as political and financial supports have been secured. Its impact is good as its results will strengthen cooperation among the different stakeholders. The quality of the proposal is good as it is coherent, detailed and well structured.



European
Commission

Upgrade of the Zidani Most-Celje railway line

2015-SI-TM-0228-W

Mediterranean

Cohesion call Core Network Corridors

Member State(s) concerned:

Slovenia

(Coordinating) Applicant:

Ministry of Infrastructure

Implementation schedule:

Start date: December 2015

End date: December 2020

Requested funding:

Total eligible costs: €205 360 118

Requested funding: €117 260 626

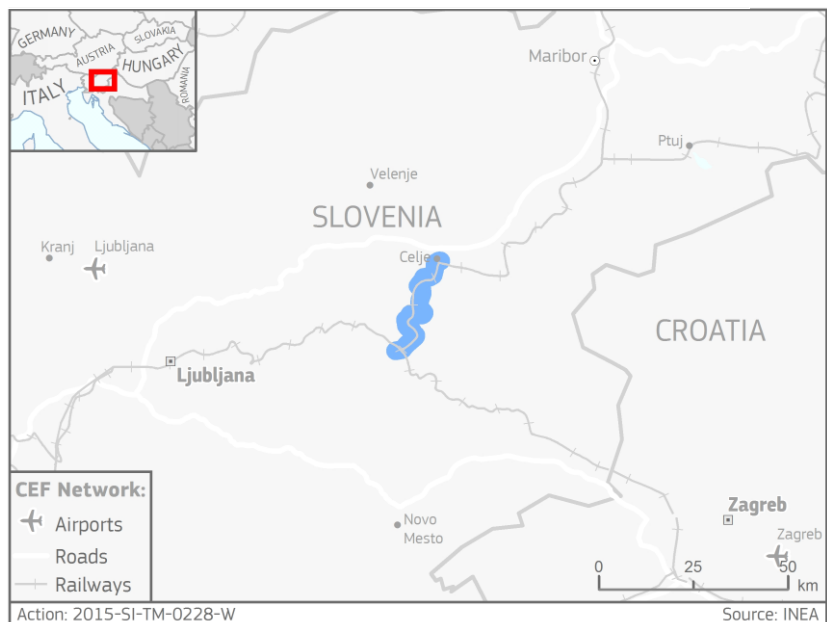
Requested EU support: 57.10%

Recommended funding:

Recommended total eligible costs: €205 360 118

Recommended funding: €117 260 626

Recommended EU support: 57.10%



The Zidani Most-Celje railway section, located on both the Baltic - Adriatic and the Mediterranean Core Network Corridors represents a major bottleneck because of its limited throughput capacity. The proposed Action entails upgrading 19.8 km of railway line and the modernisation of three stations. The foreseen activities cover project management including publicity, construction works and related supervision. The Action will contribute to remove this major bottleneck affecting two Core Network Corridors, and thus reduce congestion and have a positive effect on modal split and the environment. It will also contribute to the interoperability of the Corridors, consequently increasing service quality and safety.

Evaluation Remarks

The Action has excellent relevance, as it is in line with several TEN-T and call priorities. The maturity is very good, as the national co-funding is secured and the detailed design is approved. The impact is good, as it will remove a bottleneck affecting two TEN-T Core Network Corridors. The quality is good, because the activities and resources are coherent with the objectives and appropriate to achieve them.



European
Commission

Motorway D3 Cadca, Bukov - Svrcinovec

2015-SK-TM-0052-W

Baltic - Adriatic

Cohesion call Core Network Corridors

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Narodna dialnicna spolocnost, a.s.

Implementation schedule:

Start date: February 2016

End date: December 2020

Requested funding:

Total eligible costs: €87 432 297

Requested funding: €74 317 452

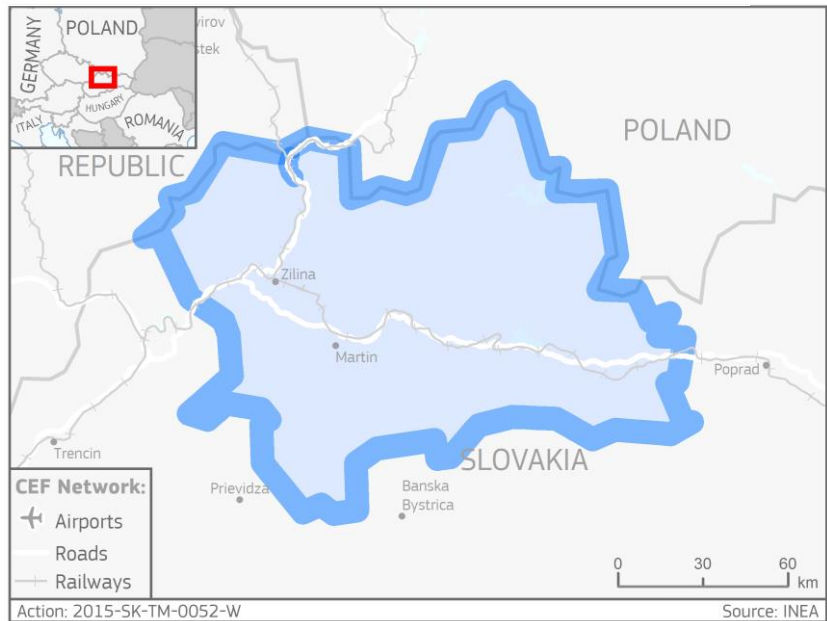
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €87 432 297

Recommended funding: €74 317 452

Recommended EU support: 85.00%



Motorway D3 contributes to accessibility between the north and the south of Slovakia. Its pre-identified cross-border section Bielsko Biala - Zilina, between Slovakia and Poland, is located on the Baltic - Adriatic Corridor. The proposed Action comprises works for the construction of a new motorway section of 5.7 km between Cadca, Bukov and Svrcinovec in the Zilina Region, on the Slovak side of this pre-identified section. It is by far the most critical of the still missing links on D3, due to chronic daytime congestion on the existing bottleneck section of road I/11 through Cadca. By eliminating the bottleneck on this cross border section, the Action will improve the accessibility and competitiveness of the regions as well as facilitate the traffic flows on the Corridor.

Evaluation Remarks

The proposed action is very relevant as it will remove a road bottleneck on the Slovak part of the pre-identified cross-border section Bielsko Biala - Zilina, of the Baltic - Adriatic Core Network Corridor. It will have a high impact on travel time, service quality and safety. The overall maturity and quality of the Action is good.



European
Commission

Master plan and feasibility study for the Komarno port

2015-SK-TM-0116-S

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Ministry of Transport, Construction and
Regional Development

Implementation schedule:

Start date: September 2016

End date: June 2019

Requested funding:

Total eligible costs: €673 100

Requested funding: €572 135

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible
costs: €673 100

Recommended funding: €572 135

Recommended EU support: 85.00%



The Danube is the second-longest river in Europe. Komarno is an inland waterway core port located on a pre-identified section of the Rhine - Danube Core Network Corridor. The proposed Action entails preparing a master plan and a feasibility study for the future expansion and modernisation of the port. Both will serve as a decision-making tool for the selection of the best options for future expansion and modernisation. In the long term, the Action will contribute to increase the port's intermodal capacity, improve the services, enhance interoperability, support modal shift, increase safety, decongest the city of Komarno, and reduce CO2 emissions, noise and air pollution.

Evaluation Remarks

The Action has very good relevance, as it addresses a bottleneck on a pre-identified section of the Rhine - Danube Corridor. The maturity is very good, as it has robust political support and secured national co-funding. The impact is good, as the master plan and feasibility study will be used for decision-making. The quality is good, as it has a sound organisational structure, including a joint Slovak-Hungarian working group.



European
Commission

Upgrade of Gabčíkovo locks

2015-SK-TM-0151-W

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Ministry of Transport, Construction and
Regional Development

Implementation schedule:

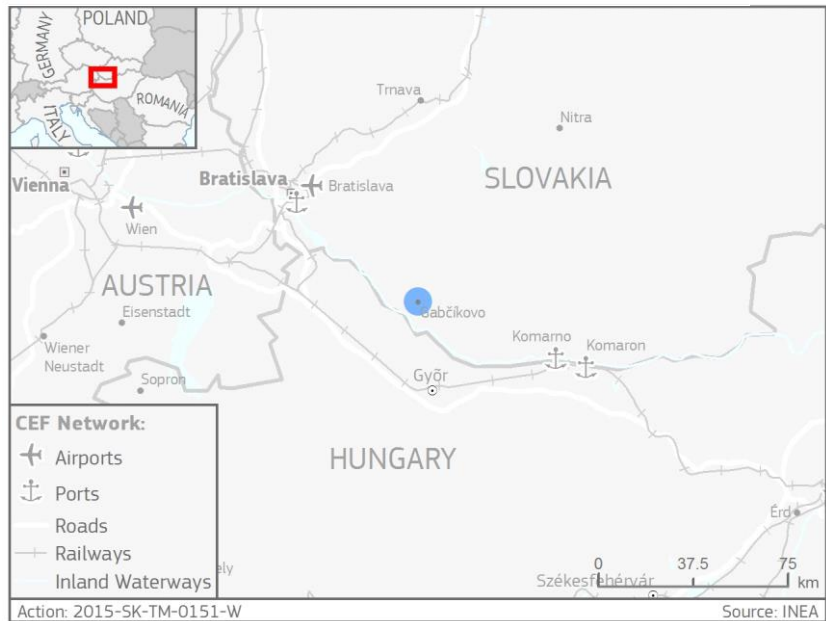
Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€144 665 000
Requested funding:	€122 965 250
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€144 665 000
Recommended funding:	€122 965 250
Recommended EU support:	85.00%



The Action is located on a pre-identified section of the Rhine - Danube Corridor (Danube - Kehlheim - Constanta/Midia/Sulina), along the Slovak stretch of the Danube. It is part of a global project to upgrade the overall Rhine - Danube Corridor to reach stable navigation throughout the year. It aims to remove a significant bottleneck by upgrading and modernising the Gabčíkovo locks and their operating control system. The Action encompasses five activities: 1) Project management; 2) Detailed planning; 3) Public procurement for works and supervision; 4) Construction works; 5) Supervision of the operations. The Action will contribute to an increase of inland waterway traffic and enhance safety operations along the Slovak stretch of the river.

Evaluation Remarks

The Action is very relevant since it addresses the removal of a bottleneck along a pre-identified section on the Orient/East-Med Corridor. The Action's maturity and impact are very good as financial resources have been committed and its outcomes will lead to the immediate start-up of works. Its quality is good as the activities and planned resources are coherent with the objectives and are appropriate to achieve them.



European
Commission

Modernisation of Liptovský Mikulas - Poprad-Tatry section

2015-SK-TM-0200-W

Rhine - Danube

Cohesion call Core Network Corridors

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Železnice Slovenskej republiky, Bratislava
v skratenej forme "ZSR"

Implementation schedule:

Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€100 665 198
Requested funding:	€80 290 562
Requested EU support:	79.76%

Recommended funding:

Recommended total eligible costs:	€100 665 198
Recommended funding:	€80 290 562
Recommended EU support:	79.76%



The proposed Action addresses the modernisation of the section Poprad - Tatry - Strba (Lucivna). Part of the Rhine - Danube corridor, the Action is stage 1 of the global project "Modernisation of railway line Zilina-Kosice, section Liptovský Mikulas- Poprad Tatry". The Action aims at: full electrification of the section at 25KV/50Hz; deployment of ETCS L2 (Baseline 2); increase of the maximum axle load to 22.5 tons; length of platforms at 400 m; 750 m minimum length of the track to bypass trains and line speed at 160 km/h. After the Action's completion, the section will be compliant with the Technical Specification for Interoperability and traffic between Slovakia and Ukraine will be easier.

Evaluation Remarks

The Action is highly relevant as it addresses well the priorities and objectives of the call. The impact is very good, the Action will increase interoperability, safety and capacity. The maturity is good while building contracts are pending and the construction phase will start in August 2017. The overall quality is good, though some details on ERTMS technical and specification risks were not provided.



European
Commission

Modernisation of two sections of the Czech/Slovak border - Devinska Nová Ves railway line

2015-SK-TM-0207-M

Orient/East-Med

Cohesion call Core Network Corridors

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Zeleznice Slovenskej republiky, Bratislava
v skratenej forme "ZSR"

Implementation schedule:

Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€273 079 195
Requested funding:	€200 440 129
Requested EU support:	73.40%

Recommended funding:

Recommended total eligible costs:	€273 079 195
Recommended funding:	€200 440 129
Recommended EU support:	73.40%



The Action entails upgrading two segments of the Bratislava-Slovakian/Czech border railway line, located entirely on the Orient/East-Med Core Network Corridor/Rail Freight Corridor 7. Both segments - Devinska Nova Ves - Zohor - Malacky (20.5 km) and Kúty-SK/CZ (6.6 km) are integral parts of the pre-identified Bratislava-Breclav cross-border section. The foreseen activities are developing the detailed design, construction works, supervision and project management. The Action is part of a global project connecting the Czech/Slovakian border via Bratislava with the Slovakian/Hungarian border. Once implemented, conventional express trains will be able to travel at 200 km/h instead of currently 120-140 km/h.

Evaluation Remarks

The Action has excellent relevance, as it upgrades two segments of a pre-identified section of the Orient/East-Med corridor. The maturity is good, as it has political support and secured co-funding. The impact is very good, as the studies will serve decision-making and notable socio-economic benefits are expected. The quality is good, as activities and resources are coherent with objectives and appropriate to achieve them.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

Other Core Network Sections



European
Commission

Motorway D52, Bavory - Czech/Austrian border

2015-CZ-TM-0333-M

Baltic - Adriatic

Cohesion call Other Core Network Sections

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Road and Motorway Directorate

Implementation schedule:

Start date: April 2016

End date: December 2020

Requested funding:

Total eligible costs: €66 042 508

Requested funding: €56 136 133

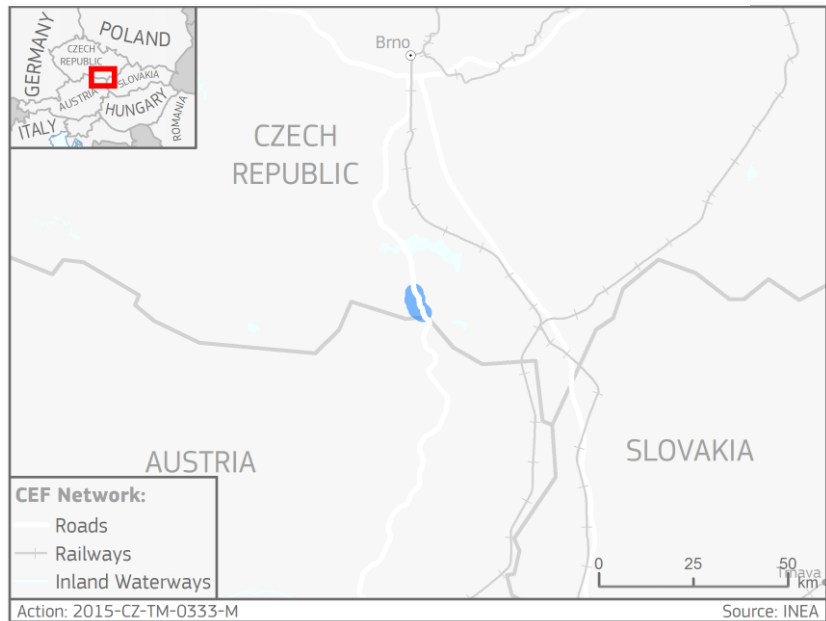
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €1 061 286

Recommended funding: €902 094

Recommended EU support: 85.00%



The Czech route of I/52 between Pohorelice - state border with Austria does not meet the requirements for roads belonging to the TEN-T network. The proposed Action covers studies and works for a new cross border motorway between Bavory and the state border Czech Republic - Austria, while constructing a bypass around the municipality of Mikulov. It is part of the global project for the construction of the road section Pohorelice - state border with Austria, located on the Baltic - Adriatic Corridor. The activities include the preparation for and the issuance of the building permits, detailed design and construction works. The proposed Action will bring socio-economic benefits, in terms of improvement in international traffic along the Baltic - Adriatic Corridor.

Evaluation Remarks

In its reduced scope, the Action is highly relevant as it addresses a cross-border section of the core network between the Czech Republic and Austria. The studies are mature and are expected to have a high impact as a decision-making tool. Nevertheless, the works have not reached a sufficient level of maturity. The proposal is of an overall good quality



European
Commission

Motorway D11, Trutnov - Czech/Polish border section

2015-CZ-TM-0398-S

Other Sections on the Core Network

Cohesion call Other Core Network Sections	
Member State(s) concerned: Czech Republic	
(Coordinating) Applicant: Road and Motorway Directorate	
Implementation schedule: Start date: February 2016 End date: January 2019	
Requested funding:	
Total eligible costs:	€3 717 000
Requested funding:	€3 159 450
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€3 717 000
Recommended funding:	€3 159 450
Recommended EU support:	85.00%



The Nowa Sol - Hradec Kralové is a cross-border road section between Poland and the Czech Republic. The proposed Action addresses studies to construct the road section D11 Trutnov - state border with Poland, located on the Czech side of the aforementioned cross-border road section. It is part of a global project that aims to upgrade the Road Route D11 Prague to the State border Czech Republic-Poland. The studies include the designs to obtain both the zoning and the building permits. The Action will contribute to the elimination of a bottleneck caused by the limitations of the current infrastructure. By modernising road infrastructure (e.g. increase in capacity, elimination of level crossings), the Action supports efficient and sustainable infrastructure use.

Evaluation Remarks

The Action is highly relevant since it addresses the elimination of a bottleneck on a cross-border section between two Cohesion Member States. It is very mature as demonstrated by the strong political commitments in place. The impact of the Action is very good, since the proposed studies are required for subsequent construction works. The proposal is of an overall good quality.



European
Commission

Modernisation of railway line E30, Zabrze – Katowice – Krakow section

2015-PL-TM-0001-W

Other Sections on the Core Network

Cohesion call Other Core Network Sections	
Member State(s) concerned: Poland	
(Coordinating) Applicant: PKP Polskie Linie Kolejowe S.A.	
Implementation schedule: Start date: January 2015 End date: December 2019	
Requested funding:	
Total eligible costs:	€528 879 779
Requested funding:	€410 199 156
Requested EU support:	77.56%
Recommended funding:	
Recommended total eligible costs:	€528 879 779
Recommended funding:	€410 199 156
Recommended EU support:	77.56%



The proposed Action, located on the Core network, addresses the modernisation works on the E30 railway line on the Jaworzno Szczakowa - Krakow Główny Towarowy section (52 km) as well as signalling works on the section Sosnowiec Jzor -Jaworzno Szczakowa - Krakow Główny Towarowy (58 km). The proposed Action is the last phase of the global project "Modernisation of E 30 railway line, Zabrze - Katowice - Krakow section" (2006-2020). The Action aims at reducing travel time and enhancing security by increasing technical parameters. In the long term, the Action will improve the quality of connections between Poland's major economic centres and benefit the transport of passengers and goods.

Evaluation Remarks

The relevance and the maturity of the Action are very good. Several activities have already started. The Action will have a good impact in terms of reduction of travel time and increase of safety, although no increase on the traffic freight is foreseen and the impact on interoperability is limited due to granted derogations for TSI (Energy, Infrastructure and CCS). The quality of the Action is good.



European
Commission

Works on the Krakow Główny Towarowy – Rudzic railway line

2015-PL-TM-0004-W

Other Sections on the Core Network

Cohesion call Other Core Network Sections	
Member State(s) concerned: Poland	
(Coordinating) Applicant: PKP Polskie Linie Kolejowe S.A.	
Implementation schedule: Start date: December 2015 End date: December 2020	
Requested funding:	
Total eligible costs:	€395 863 769
Requested funding:	€320 332 962
Requested EU support:	80.92%
Recommended funding:	
Recommended total eligible costs:	€395 863 769
Recommended funding:	€320 332 962
Recommended EU support:	80.92%



The proposed Action, located on the other core network section, is part of the global project Sosnowiec Jezor-Rzeszow. It addresses the upgrade of the 20 km long railway line section in the Krakow junction inclusive of signalling system. The proposal entails the implementation of modernisation works on the railway line E30, Krakow Główny Towarowy - Rudzice section, along with the construction of metropolitan line tracks on the Krakow Główny -Krakow Paszow-Krakow Bielanow section. The objective is to increase technical parameters to improve the attractiveness and competitiveness of rail transport both for passenger and freight. In long term, it will enable the connection of terminals from the border of Ukraine to Germany.

Evaluation Remarks

The Action is of very good relevance. Its maturity and impact are good. While the quality needs to be further developed, the Action has been selected due to its complementarity with other EU funded projects and coherence with national transport plan.



European
Commission

Electrification of railway lines no. 278 and 274, Wegliniec - Zgorzelec section

2015-PL-TM-0022-W

Other Sections on the Core Network

Cohesion call Other Core Network Sections	
Member State(s) concerned: Poland	
(Coordinating) Applicant: PKP Polskie Linie Kolejowe S.A.	
Implementation schedule: Start date: September 2016 End date: June 2019	
Requested funding:	
Total eligible costs:	€22 454 754
Requested funding:	€19 086 542
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€22 454 754
Recommended funding:	€19 086 542
Recommended EU support:	85.00%



The proposed Action, located on the other sections on the Core network, entails the electrification of railway lines no. 278 and 274 on the Wegliniec-Zgorzelec section, more specifically on a section of 27.165 km. The Action is part of the global project Wegliniec-Zgorzelec-State Border section. The main objective is to improve the quality of railway services in passenger and freight transport by adapting railway lines to meet TEN-T core network requirements. In the long term the Action will: remove the bottleneck (Wegliniec station), ensure interoperability, increase the line capacity by improving the technical parameters, reduce travel time by 30 minutes, enhance safety and reduce the negative impact of transport on the environment.

Evaluation Remarks

The relevance, maturity and quality of the Action are good. While the impact needs to be further ascertained, the Action has been selected due to its complementarity with other EU funded projects and coherence with national transport plan.



European
Commission

Douro's inland waterway 2020 - safer and sustainable accessibility

2015-PT-TM-0319-S

Other Sections on the Core Network

Cohesion call Other Core Network Sections	
Member State(s) concerned: Portugal	
(Coordinating) Applicant: APDL - Administracao dos Portos do Douro, Leixoes e Viana do Castelo, S.A.	
Implementation schedule: Start date: March 2016 End date: April 2018	
Requested funding:	
Total eligible costs:	€10 088 500
Requested funding:	€8 575 225
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€10 088 500
Recommended funding:	€8 575 225
Recommended EU support:	85.00%



The Core Inland port of Oporto currently faces severe safety constraints. The proposed Action aims at improving the navigation conditions of the riverbed in this section of the Douro river. It is located on the IWW Core Network and is part of a global project that aims at providing a safe and sustainable level of navigability to the Portuguese section of the river. The Action addresses the port accessibility, implementation of supporting infrastructure, introduction of environmental friendly energy and improvement of ICT applications and communication tools. It will also address training and preparation as well as the necessary tools for emergency situations. The Action will contribute to cohesion policy, support economic development and enhance multimodal integration.

Evaluation Remarks

The proposed Action is very relevant. It concerns studies for the implementation of basic and water-side infrastructure, enhancing accessibility to a core inland port located along the Atlantic Corridor. The maturity is also very good as the Action already started. The quality and impact are good. It will promote an environmentally friendly connection to the hinterland and its results will be a key decision-making tool.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

Rail interoperability



European
Commission

Implementation of TAF TSI by private railway operators

2015-CZ-TM-0056-W

Baltic - Adriatic, North Sea - Baltic, Orient/East-Med, Other Sections on the Core Network

Cohesion call Rail interoperability	
Member State(s) concerned:	Czech Republic, Poland, Slovakia
(Coordinating) Applicant:	OLTIS Group
Implementation schedule:	Start date: January 2017 End date: December 2019
Requested funding:	
Total eligible costs:	€1 100 000
Requested funding:	€935 000
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€1 100 000
Recommended funding:	€935 000
Recommended EU support:	85.00%



The proposed Action addresses the development and implementation of a data communication tool in accordance with TAF-TSI Regulation at the level of private rail undertakings. Its main objective is to ensure effective communication of private rail undertakings with cooperating entities (i.e. infrastructure managers, other operators, wagon keepers) on the basis of a single interface. The works to be implemented by the Action cover a wide variety of TAF TSI requirements such as a common interface, rolling stock data management, path requests, service disruptions, train composition, etc. The outcomes of the Action will contribute to the gradual achievement of the interoperability requirements for telematics applications in accordance with the TAF-TSI Regulation.

Evaluation Remarks

The relevance of the Action is very good. It is in line with the objectives defined by the Work Programme since it addresses the implementation of TAF TSI in small and medium rail undertakings (RUs). The maturity of the Action is very good as it is ready to start from a technical point of view. Its impact is very good as it provides necessary support to small and medium RUs. The quality of the proposal is good.



European
Commission

TAF implementation in Romania

2015-EU-TM-0210-W

Cohesion call Rail interoperability	
Member State(s) concerned:	Romania
(Coordinating) Applicant:	Informatica Feroviara SA
Implementation schedule:	Start date: July 2016 End date: February 2019
Requested funding:	Total eligible costs: €1 341 200 Requested funding: €1 026 620 Requested EU support: 76.54%
Recommended funding:	Recommended total eligible costs: €1 341 200 Recommended funding: €1 026 620 Recommended EU support: 76.54%



The implementation of telematics applications for railway undertakings (RUs) is of utmost importance to allow them to interoperate in a standard way with the national Railway infrastructure manager. The proposed Action is part of a global project to implement TAF TSI in Romania. It entails developing a telematics solution able to implement the whole set of messages defined in the TAF TSI Regulation, as set out in Directive 2008/57/EC. It will build on the experience of applications already in use in Romania and deliver a fully compliant TAF TSI platform. Once completed, the Action will facilitate access to and exchange of information between all RUs interested in the Romanian market and the national infrastructure manager.

Evaluation Remarks

The Action has excellent relevance, as it complies with all applicable legislative documents and the priorities of the call. The maturity is very good, as the national co-financing is secured and the Action ready to start. The impact is very good, as it supports TAF TSI implementation in Romania. The quality is very good, with clearly defined activities that include testing and properly identified interdependencies.



European
Commission

Implementation of the technical interoperability for TAF TSI subsystem

2015-SK-TM-0080-W

Cohesion call Rail interoperability

Member State(s) concerned:

28 Member States

(Coordinating) Applicant:

Zeleznicna spolocnost Cargo Slovakia, a.s.

Implementation schedule:

Start date: January 2017

End date: December 2019

Requested funding:

Total eligible costs: €3 137 647

Requested funding: €2 667 001

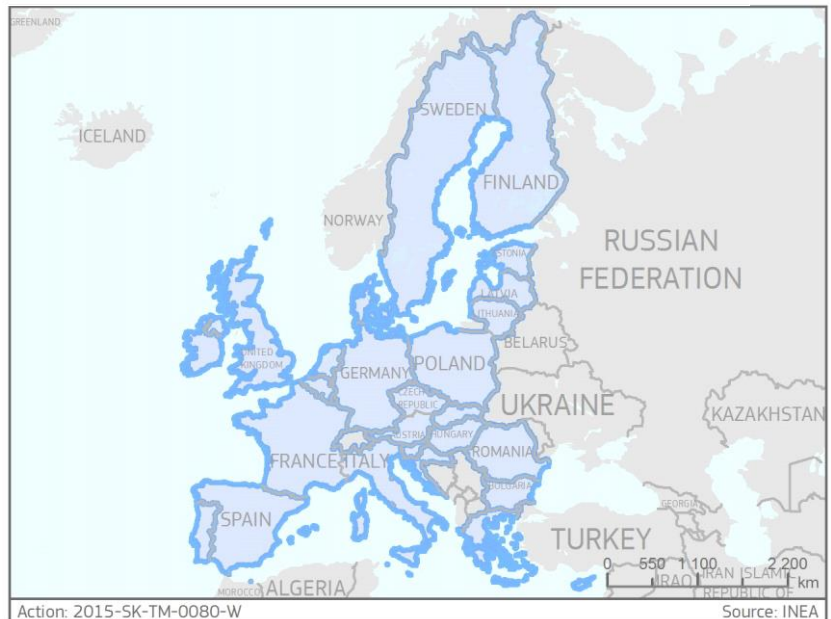
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €3 137 647

Recommended funding: €2 667 001

Recommended EU support: 85.00%



The Action aims to fulfill the requirements for the deployment of the interoperable rail freight system in the TEN-T network in terms of standardisation of data exchange between cooperating freight entities, as defined in Regulation 1305/2014/EC on TAF TSI. Specifically, it covers the implementation of TAF TSI at the Slovak railway operator ZSSK. The Activities cover a variety of TAF TSI elements: common interface, reference files and databases, wagon movement, train running, path request, train composition, etc. The Action will contribute to the achievement of the interoperability requirements for telematics applications in accordance with the TAF-TSI Regulation.

Evaluation Remarks

The Action is highly relevant as it addresses interoperability in data exchange in freight transport through the implementation of TAF TSI in the Slovakian railway freight operator. It is mature since it is ready to start. The impact is very high because standardised communication flows will increase the quality of the services and information for all stakeholders and end users. The proposal is of very good quality.



European
Commission

Implementation of the technical interoperability for TAP TSI subsystem

2015-SK-TM-0321-W

Cohesion call Rail interoperability

Member State(s) concerned:

28 Member States

(Coordinating) Applicant:

Železnica spoločnosť Slovensko, a.s.

Implementation schedule:

Start date: January 2017

End date: December 2019

Requested funding:

Total eligible costs: €8 658 750

Requested funding: €7 359 940

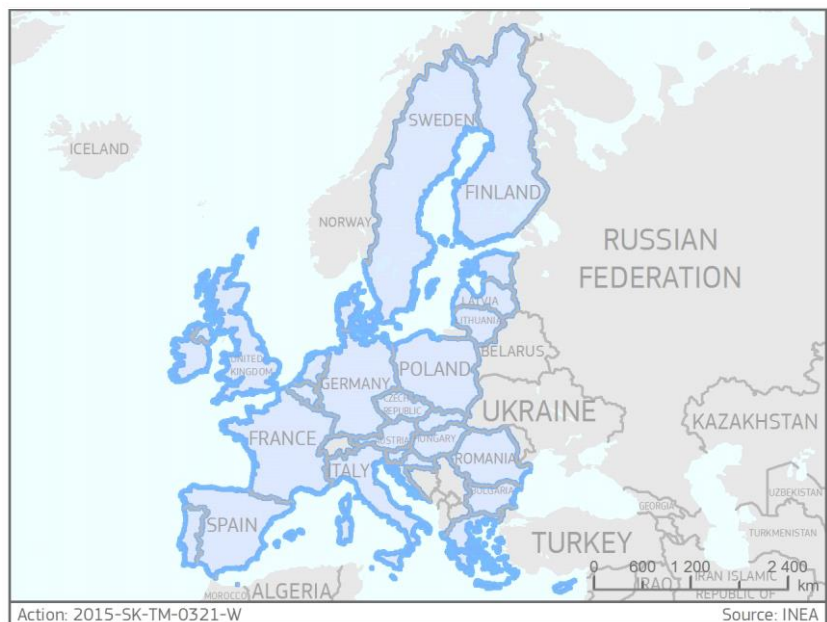
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €8 658 750

Recommended funding: €7 359 940

Recommended EU support: 85.00%



The Action aims to optimise the services' interoperability in passenger rail transport through the implementation of TAP TSI in the information systems of the Slovak railway operator ZSSK. The Action will implement all the TAP TSI requirements at ZSSK, including the basic retail parameters and the communication between the railway undertaking and infrastructure manager. It will also allow ZSSK to provide the required information to the customers. The activities include a variety of TAP elements such as path request, train running forecast, essential reference data, common interface, etc. The Action will contribute to the achievement of the interoperability requirements for telematics applications in accordance with the TAP-TSI Regulation.

Evaluation Remarks

The Action is highly relevant as it aims to optimise interoperability in passenger transport through the implementation of TAP TSI for the Slovakian railway operator ZSSK. It is mature and ready to start. Its impact is very high. The implementation of TAP TSI will significantly facilitate the daily operations of railway undertakings and the information provision for passengers. The proposal's quality is good.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

ERTMS



European
Commission

Deployment of ERTMS/ETCS on-board components

2015-CZ-TM-0057-W

Baltic - Adriatic, Orient/East-Med, Rhine - Danube

Cohesion call ERTMS

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

CD Cargo, a.s.

Implementation schedule:

Start date: May 2016
End date: December 2020

Requested funding:

Total eligible costs:	€137 515 377
Requested funding:	€116 888 070
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€87 343 038
Recommended funding:	€74 241 582
Recommended EU support:	85.00%



The proposed Action concerns the on-board deployment of ERTMS/ETCS application level 2 (L2) compliant with Baseline 3 (B3) on railway vehicles of CD Cargo, a.s. ("CDC") that circulate on the TEN-T Core Network Corridors (CNCs). A total of 345 vehicles of CDC will be fitted (including development of 21 prototypes) and become fully interoperable and suitable for smooth international cooperation on CNCs in other European countries (Germany, Austria, Poland, Slovakia and Hungary). This Action is part of the wider objective of deploying ERTMS track-side and on-board components within the railway network of the Czech Republic.

Evaluation Remarks

The proposed Action's impact and relevance are excellent and will enhance interoperability, safety and fluidity of rail traffic. It will have an important impact on the capacity of the concerned CNCs and cross-border traffic to the neighbouring countries. Maturity and quality of the Action are good with possible further improvements concerning timely finalisation of the tender documents and risk mitigation measures.



European
Commission

Deployment of ERTMS/ETCS on-board components

2015-CZ-TM-0136-W

Baltic - Adriatic, Orient/East-Med, Rhine - Danube

Cohesion call ERTMS

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Ceske drahy, a.s.

Implementation schedule:

Start date: March 2016

End date: December 2020

Requested funding:

Total eligible costs: €246 892 528

Requested funding: €209 858 649

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €166 384 081

Recommended funding: €141 426 469

Recommended EU support: 85.00%



The proposed Action concerns on-board deployment of ERTMS/ETCS application level 2 (L2) compliant with Baseline 3 (B3) on railway vehicles of České dráhy, a. s. ("CD") that circulate on the TEN-T Core Network Corridors (CNCs). A total of 663 vehicles of CD will be fitted and become fully interoperable and suitable for smooth international cooperation on CNCs in other European countries (Germany, Austria, Poland, Slovakia and Hungary). This Action is also part of the wider objective of deploying ERTMS track-side and on-board components within the railway network of the Czech Republic.

Evaluation Remarks

The proposed Action's impact and relevance are excellent and will enhance interoperability, safety and fluidity of rail traffic. It will have an important impact on the capacity of the concerned CNCs and cross-border traffic to the neighbouring countries. Maturity and quality of the Action are good with possible further improvements concerning timely finalisation of the tender documents and risk mitigation measures.



European
Commission

ETCS Beroun - Plzen - Cheb

2015-CZ-TM-0174-M

Rhine - Danube

Cohesion call ERTMS

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)

Implementation schedule:

Start date: March 2016

End date: June 2020

Requested funding:

Total eligible costs: €31 938 554

Requested funding: €27 147 770

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €31 938 554

Recommended funding: €27 147 770

Recommended EU support: 85.00%



The proposal aims to deploy European Train Control System level 2 on the Beroun-Plzen-Cheb railway section in the Czech Republic, for a total length of 182 km. The Action, part of the National ERTMS Deployment Plan, is located on the Rhine - Danube Core Network Corridor. The two proposed activities of the Action are: preparation of the ETCS preliminary and detailed design and the implementation of the (1) Beroun-Plzen and (2) Plzen-Cheb section. In the long term, the Action will contribute to the deployment of ERTMS in the Czech Republic having a positive impact on the capacity, on the reliability and on the safety of the railway system.

Evaluation Remarks

The Action's relevance and impact are very good. Indeed, the Action addresses very well the CEF priorities with high EU added value; also has a very good impact on the capacity increase, reliability, and on the railway safety. The Action's maturity and quality are good, with the preliminary design planned to start soon and a coherent description of planned activities related to testing and certification.



European
Commission

ETCS Kralupy n.Vlt.- Praha - Kolin

2015-CZ-TM-0238-M

Orient/East-Med

Cohesion call ERTMS

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)

Implementation schedule:

Start date: July 2016

End date: July 2018

Requested funding:

Total eligible costs: €10 779 082

Requested funding: €9 162 220

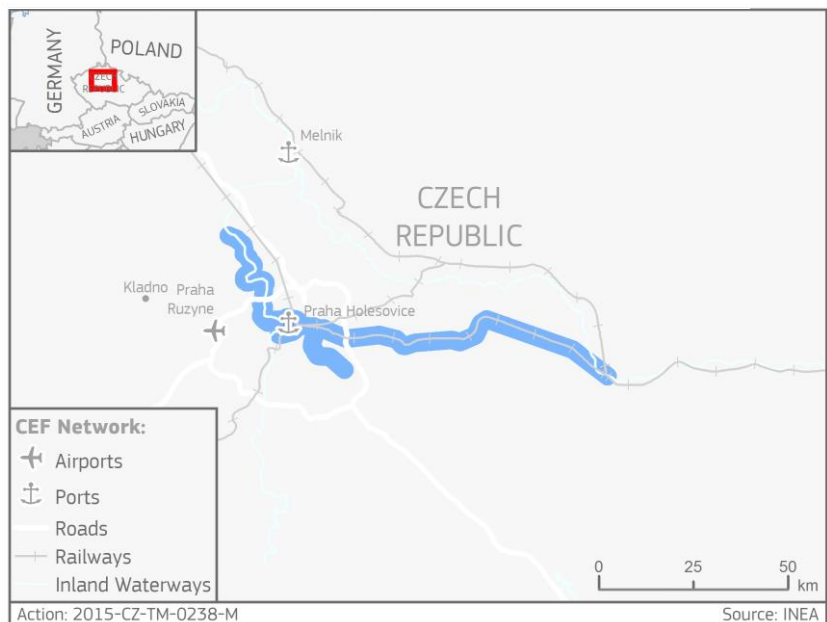
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €8 756 281

Recommended funding: €7 442 839

Recommended EU support: 85.00%



The Action aims to deploy European Train Control System (ETCS) Level 2 on the Kolin - Praha Junction - Kralupy nad Vltavou railway section for a total length of 112 km. The Action is part of the National ERTMS Deployment Plan and its main part is located on the Orient - East-Med Core Network Corridor. The two proposed activities are: ETCS deployment on the section Kolin - Praha railway junction and Praha - Kralupy nad Vltavou section respectively. In the long term the Action will contribute to the deployment of ERTMS in the Czech Republic having a positive impact on the capacity, on the reliability and on the safety of the railway system.

Evaluation Remarks

In its reduced scope the Action is of very good relevance as it aims to deploy ETCS Level 2 on railway sections located on two Core Network Corridors. The Action has a very good maturity, all preparatory steps being completed. The Action's impact is very good on capacity increase, reliability and on the rail safety. The quality of the proposal is good.



European
Commission

ETCS retrofit

2015-CZ-TM-0295-W

Baltic - Adriatic, North Sea - Baltic, Orient/East-Med, Rhine - Danube

Cohesion call ERTMS

Member State(s) concerned:

Czech Republic, Poland, Slovakia

(Coordinating) Applicant:

LEO Express a.s.

Implementation schedule:

Start date: March 2016

End date: July 2019

Requested funding:

Total eligible costs: €3 793 000

Requested funding: €3 224 050

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €1 573 000

Recommended funding: €1 337 050

Recommended EU support: 85.00%



The proposed Action concerns the retrofitting of five Stadler flirt trains with Baseline 3 (B3) of a railway services provider in the Czech Republic. One prototype will be developed, four trains will be retrofitted and staff will be trained for handling the new software. The prototype will be tested on ETCS tracks and approval from National Safety Authorities (NSAs) in the Czech Republic, Slovakia and Poland will be obtained by July 2019. It is planned that the five ETCS B3 equipped trains will run on routes across borders on four Core Network Corridors (CNC) - Rhine - Danube; North Sea - Baltic, Baltic - Adriatic and Orient/East-Med.

Evaluation Remarks

The relevance of the proposed Action is excellent as the call objectives are fully met. Its maturity is very good, it is ready to start and tendering will be finalised by end of 2016. The Action's impact is excellent as it will contribute to improve traffic management, interoperability, safety, fluidity and railway lines capacity. Its quality is very good as the activities and objectives are coherent.



European
Commission

ETCS Prerov - Ceska Trebova

2015-CZ-TM-0377-M

Rhine - Danube

Cohesion call ERTMS

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Sprava železniční dopravní cesty, státní organizace (SZDC, s.o.)

Implementation schedule:

Start date: July 2016

End date: June 2018

Requested funding:

Total eligible costs: €13 987 320

Requested funding: €11 889 222

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €13 987 320

Recommended funding: €11 889 222

Recommended EU support: 85.00%



The proposal aims to deploy ETCS level 2 on the Prerov - Ceska Trebova railway section for a total length of 108 km. The Action is part of the National ERTMS Deployment Plan. It is located on the Orient/East-Med and Rhine - Danube Core Network Corridors. There is one activity in the Action, the detailed ETCS project design and implementation of the Prerov - Ceska Trebova section. In the long term the Action will contribute to the deployment of ERTMS in the Czech Republic having a positive impact on the capacity, on the reliability and on the safety of the railway system.

Evaluation Remarks

The Action is of very good relevance; it fits well the call by aiming to deploy ETCS Level 2 on 108 km of railways located on two Corridors. The maturity of the Action is very good, all preparatory steps being completed. The Action has a very good impact on the capacity increase, reliability, and on the railway safety. The quality of the Action is good.



European
Commission

Retrofitment of 35 locomotives with ERTMS

2015-HU-TM-0306-W

Mediterranean, Orient/East-Med, Rhine - Danube

Cohesion call ERTMS

Member State(s) concerned:

Austria, Hungary, Romania

(Coordinating) Applicant:

MAV-START Vasuti Szemelyszallito
Zartkoruen Mukodo Reszvenytarsasag

Implementation schedule:

Start date: November 2015
End date: September 2019

Requested funding:

Total eligible costs:	€12 716 100
Requested funding:	€10 808 685
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€9 295 180
Recommended funding:	€7 900 903
Recommended EU support:	85.00%



The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action concerns the development of two prototypes and subsequent retrofitting with European Train Control System Level 2, Baseline 2 of 35 electrical locomotives types TAURUS 470 and TRAXX 480 used for passenger services. The Action is part of the global project for deployment of ETCS Level 2 on the Hungarian railway infrastructure, including the applicant's fleet. It will improve the traffic management, connectivity, interoperability, safety and quality of service provision on three TEN-T Core Network Corridors (Mediterranean, Orient/East-Med and Rhine - Danube) on the territory of Hungary and the neighbouring Member States.

Evaluation Remarks

The Action, in its reduced scope, is of very good relevance and impact. It is addressing clearly the CEF ERTMS priority and aims to improve the traffic management on three TEN-T Corridors. Its maturity is excellent: public procurement procedures are well advanced and political commitment is in place. Quality is also very good, with planned activities coherent with the Action's objectives.



European
Commission

ERTMS deployment on the Dobova-Zidani Most and Pragersko-Maribor-Sentilj railway lines

2015-SI-TM-0111-W

Baltic - Adriatic, Mediterranean

Cohesion call ERTMS		<p>Action: 2015-SI-TM-0111-W Source: INEA</p>
Member State(s) concerned: Slovenia		
(Coordinating) Applicant: Ministry of Infrastructure		
Implementation schedule: Start date: March 2016 End date: December 2020		
Requested funding:		
Total eligible costs:	€7 500 000	
Requested funding:	€6 374 999	
Requested EU support:	85.00%	
Recommended funding:		<p>The Action relates to European Train Control System Level 1 deployment on the railway sections from the state border with Croatia-Dobova-Zidani Most and Pragersko-Maribor-Sentilj-state border with Austria located on the Baltic and the Mediterranean Core Network Corridors. It is part of the Slovenian strategy to improve the efficiency of the railway sector by developing technical interoperability according to TEN-T policy. Once the Action is completed, all transport sections of the Trans-European Core Network in the Republic of Slovenia will be equipped with ETCS Level 1, enabling interoperability on both freight Corridors.</p>
Recommended total eligible costs:	€7 500 000	
Recommended funding:	€6 374 999	
Recommended EU support:	85.00%	

Evaluation Remarks

The Action is highly relevant to TEN-T and CEF priorities and objectives. Maturity is very good as the Action has already started and procurement procedures will be launched in May 2016. The impact is also very good, contributing to the sections' complete interoperability. The overall proposal is of very good quality in terms of its logic, completeness and clarity.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

Innovation



European
Commission

EV fast charging backbone network Central Europe

2015-CZ-TM-0357-S

Baltic - Adriatic, Orient/East-Med

Cohesion call Innovation

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

CEZ, a. s.

Implementation schedule:

Start date: February 2016

End date: December 2018

Requested funding:

Total eligible costs: €2 835 000

Requested funding: €2 409 750

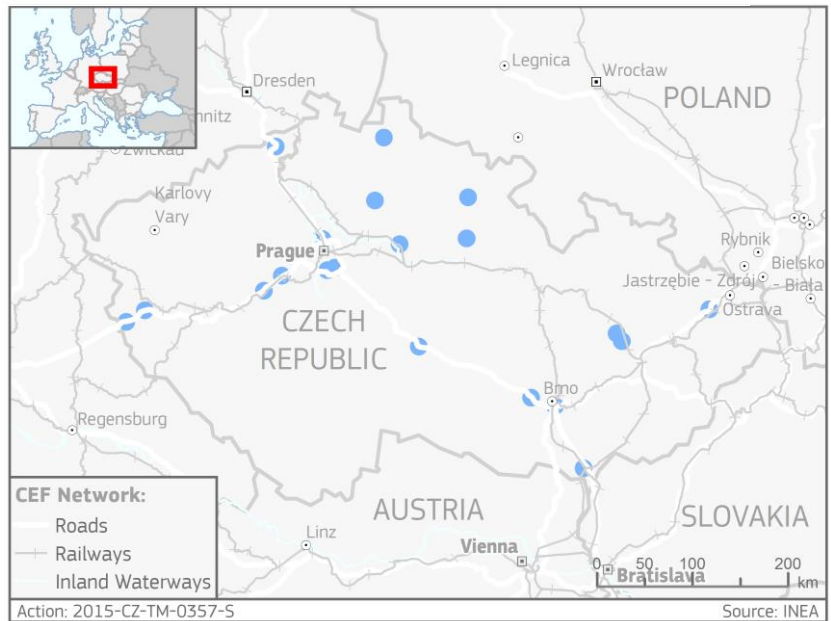
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €2 315 000

Recommended funding: €1 967 750

Recommended EU support: 85.00%



The Action, a study with integrated pilot, is implemented in Czech Republic along the Orient/East-Med, Baltic - Adriatic and Rhine - Danube Core Network Corridors. A total of 42 multi-standard fast charging stations for Electric Vehicles (EV) will be deployed, some of them including battery storage. It aims at connecting Czech Republic with neighbouring countries by ensuring interoperability and enabling roaming. Outcomes of the pilot and business models will be studied so as to allow future larger deployments of EV fast charging infrastructure. Overall, the Action contributes to decarbonisation and roll-out of alternative fuels in the EU.

Evaluation Remarks

The Action's relevance is excellent as it supports EV infrastructure initial deployment in Czech Republic along three Core Network Corridors. Action's maturity is good as locations are identified. Action's impact and quality are very good. It will result in environmental positive impacts and will contribute to policy-making. Activities are well detailed and consistent with the specific objectives.



European
Commission

EAST-E

2015-EU-TM-0204-S

Baltic - Adriatic, Mediterranean, Orient/East-Med, Rhine - Danube

Cohesion call Innovation

Member State(s) concerned:

Czech Republic, Croatia, Slovakia

(Coordinating) Applicant:

Zapadoslovenska energetika, a.s.

Implementation schedule:

Start date: March 2016

End date: December 2018

Requested funding:

Total eligible costs: €7 438 000

Requested funding: €6 322 300

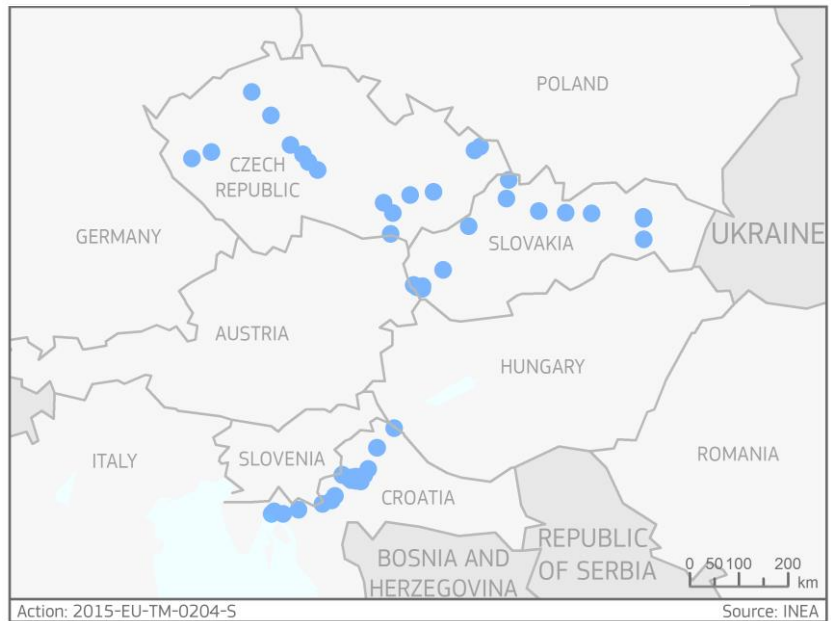
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €5 948 000

Recommended funding: €5 055 800

Recommended EU support: 85.00%



Croatia, Slovakia and Czech Republic are part of Cohesion countries, which need to develop and deploy their electric vehicle (EV) related infrastructure so as to break the chicken and egg dilemma and allow for EV to be proposed on the market on a commercially viable basis. The Action, a study with pilot deployment, is implemented in these three countries along four core network Corridors (Orient/East-Med, Baltic - Adriatic, Rhine - Danube, Mediterranean), including multimodal points such as airports and train stations. 62 fast charging stations will be deployed allowing collecting data about passenger and logistic services to feed a study for larger roll-out at EU level.

Evaluation Remarks

The Action's relevance is excellent as it perfectly addresses the specific priorities of the call, including intermodality on four Core Network Corridors. The Action's maturity is very good in terms of readiness for deployment. The Action's impact is very good as input to policy makers. The Action's quality is good as the proposed activities are coherent with the objectives.

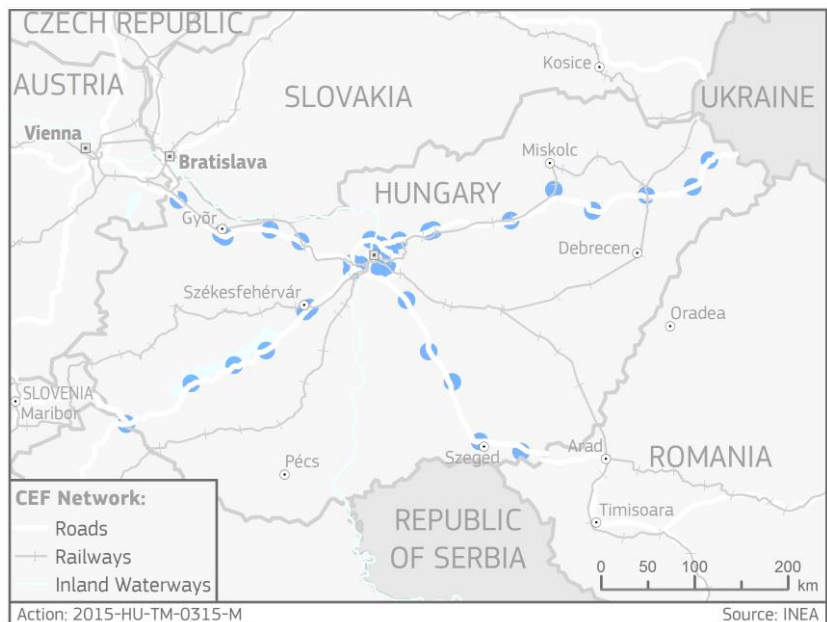


European
Commission

CNG Clean Fuel Box Project

2015-HU-TM-0315-M
Mediterranean, Orient/East-Med

Cohesion call Innovation	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: MGKKE - Magyar Gazuzemu Kozlekedes Klaszter Egyesulet	
Implementation schedule: Start date: October 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€12 743 600
Requested funding:	€10 832 060
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€11 615 100
Recommended funding:	€9 872 835
Recommended EU support:	85.00%



The Action will be implemented in Hungary on three Core Network Corridors. The objective of the Action is to develop CNG availability and use at country level. This will be achieved through the introduction of the Clean Fuel Box (CFB) that is a LCNG self-service, refuelling station able to refill CNG vehicles independently of the gas distribution network. To that end and in order to reach a real-life trial, a network of 39 stations will be built together with the purchase of LNG feeder and natural gas vehicles.

Evaluation Remarks

The Action in its reduced scope is very relevant as it will contribute to stimulate CNG market on core roads in Hungary. Its maturity is good as CNG technology is ready. So is the impact as it will contribute to starting a market for CNG fuelled vehicles in the country. The quality criterion is well addressed with a clear work plan related to the deployment of filling stations.



European
Commission

PAN-LNG-4-DANUBE

2015-HU-TM-0349-M

Rhine - Danube

Cohesion call Innovation

Member State(s) concerned:

Hungary

(Coordinating) Applicant:

Ministry of National Development

Implementation schedule:

Start date: June 2016

End date: September 2019

Requested funding:

Total eligible costs: €10 113 800

Requested funding: €8 596 731

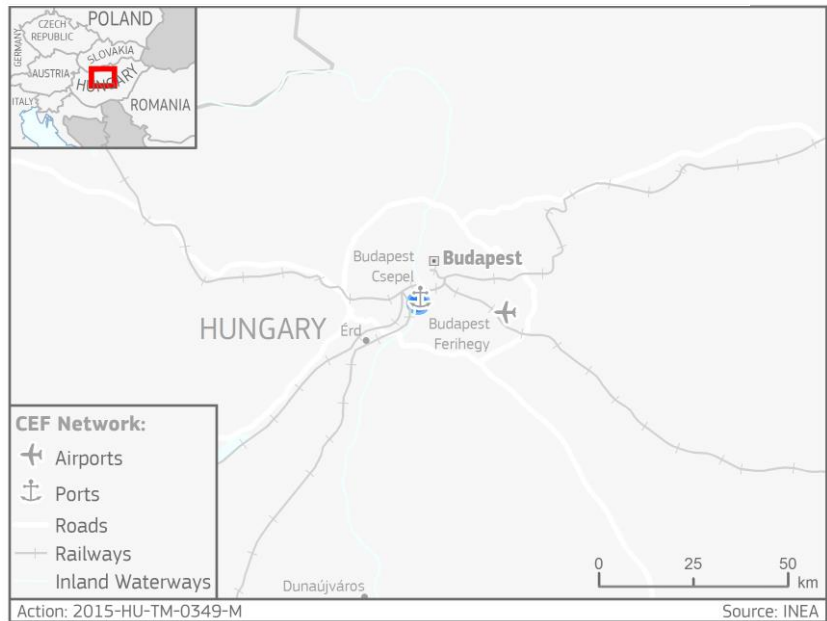
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €7 097 150

Recommended funding: €6 032 578

Recommended EU support: 85.00%



The Action will be implemented in Hungary at Csepel-Freeport in the southern part of Budapest, which is part of the inland waterway (IWW) Core Network Corridor Rhine - Danube. The objective of the Action is to accelerate LNG availability for Danube IWW transport at this tri-modal core port by deploying a fixed LNG refuelling station. This station would serve not only LNG propelled vessels but also LNG trucks and possibly trains as well. In addition, the Action foresees to retrofit existing vessels with LNG propulsion. The Action will study the design of the innovative LNG related infrastructure, implement it and will disseminate appropriate related results.

Evaluation Remarks

In its reduced scope, the Action's relevance is very good as it develops LNG supply infrastructure along the IWW Core Network Corridor Rhine - Danube at Budapest. The Action's maturity, impact and quality are good. No pending formal or administrative approvals are required to start, the potential impact of CEF funding is well justified and the proposed activities are clear and coherent with the objectives.



European
Commission

Deployment of Autogas refuelling stations in metropolitan areas in Spain and Portugal

2015-PT-TM-0031-W

Atlantic

Cohesion call Innovation

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Repsol Gas Portugal, S.A.

Implementation schedule:

Start date: February 2016

End date: December 2018

Requested funding:

Total eligible costs: €1 260 000

Requested funding: €1 071 000

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €1 260 000

Recommended funding: €1 071 000

Recommended EU support: 85.00%



The Action, consisting of works, will be implemented in Spain and in Portugal along the Atlantic and Mediterranean Core Network Corridors. The main objective is to significantly strengthen the alternative fuels road infrastructure in the above mentioned Core Network Corridors by increasing the density of LPG infrastructure through the roll-out of 69 additional LPG refuelling points in already existing refuelling stations within the Iberian peninsula. The Action is twinned with a sister Action in Spain.

Evaluation Remarks

The Action's relevance is very good as it will stimulate LPG usage in Spain and Portugal along two Core Network Corridors. The Action's maturity is excellent as it is ready to start. Its impact is good as it fills the present gap (Iberian peninsula) in LPG infrastructure in Europe. The Action's quality is very good. Activities are well described and structured in terms of budget, timing and specific objectives.



European
Commission

CIRVE_PT

2015-PT-TM-0433-S

Atlantic

Cohesion call Innovation

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

MOBI.E, S.A.

Implementation schedule:

Start date: June 2016

End date: December 2020

Requested funding:

Total eligible costs: €2 426 339

Requested funding: €2 062 391

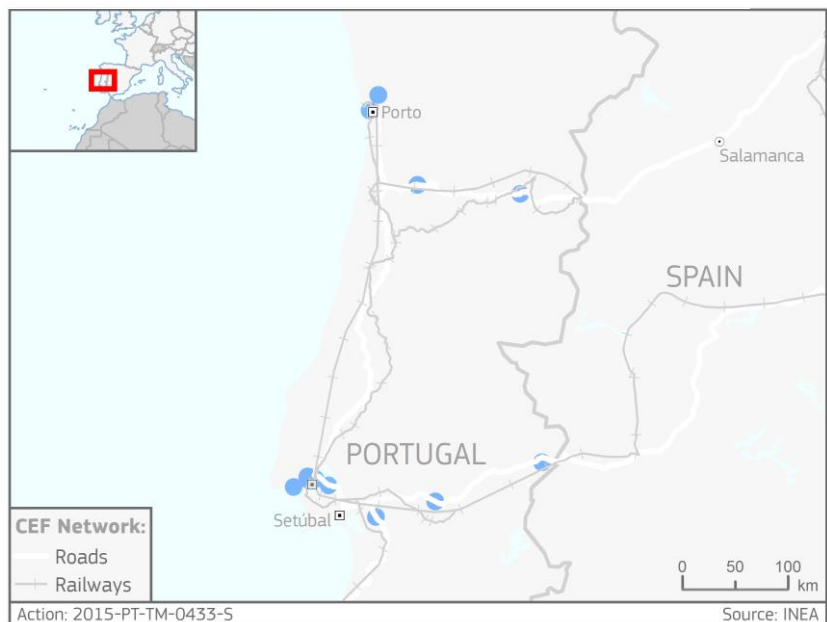
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €1 508 693

Recommended funding: €1 282 391

Recommended EU support: 85.00%



The Action takes place on the Atlantic Core Network Corridor in Portugal, Spain and France. Its objective is to increase the use of electric vehicles in these three countries under a fully interoperable transboundary framework that allows electric vehicles users to transit from the north of Europe to the Iberian Peninsula, ensuring a link between the southern and northern parts of the EU. To that end, a pilot study will be carried out with 58 fast charging points located along the Iberian Corridors (Mediterranean and Atlantic) with special attention to cross-border areas between the three countries. It will identify the solutions to current barriers in order to progress with the implementation of charging points between them. The Action is twinned with a sister Action in Spain and France.

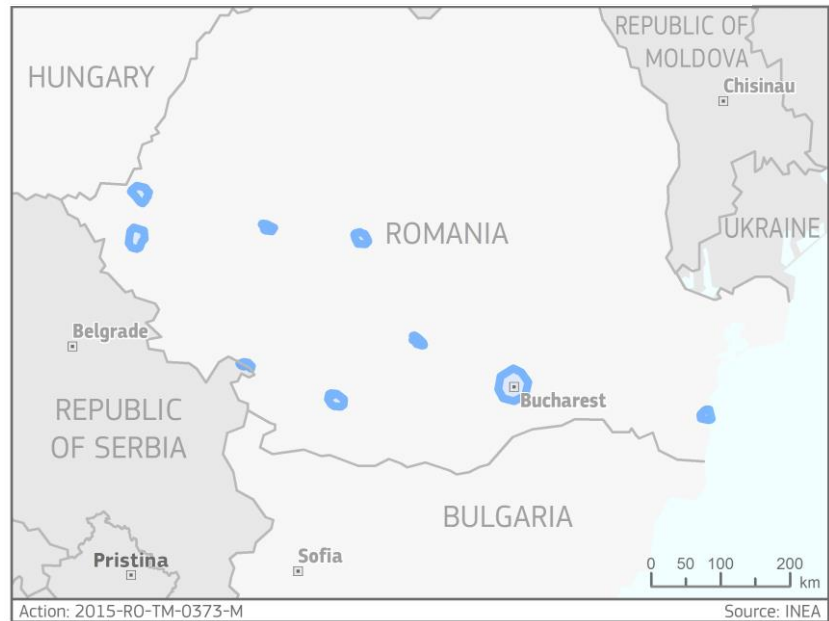
Evaluation Remarks

The relevance of the Action is excellent. It takes place on the Atlantic Core Network Corridor in Portugal, Spain and France. Its maturity is very good as it is ready to roll. The impact is good as it will contribute to implement National Plans for Electric Mobility in the three countries. Its quality is good. It is comprehensive and the activities are coherent with the objectives.

CNG ROMANIA: initial market deployment of refuelling stations

2015-RO-TM-0373-M Orient/East-Med, Rhine - Danube

Cohesion call Innovation	
Member State(s) concerned:	Romania
(Coordinating) Applicant:	Denisson Energy S.R.L.
Implementation schedule:	Start date: March 2016 End date: December 2019
Requested funding:	
Total eligible costs:	€5 212 238
Requested funding:	€4 430 402
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€5 212 238
Recommended funding:	€4 430 402
Recommended EU support:	85.00%



Romania is an exception in the growing European compressed natural gas CNG market. It is the only European country with a mature gas market and well-developed pipeline infrastructure, which does not have natural gas vehicles. The objective of the Action is the initial market deployment of a CNG station network accompanied by policy development and dissemination in order to facilitate the market uptake of CNG in Romania. The CNG stations network will be deployed around important nodes of the Core Network Corridors in order to simultaneously cover the potential demand from transiting long-distance transport and the potential demand from urban transport in the most populated areas. An initial deployment of nine CNG stations is planned until 2020.

Evaluation Remarks

The relevance of the Action is very good. It supports decarbonisation of transport and has a leverage effect with neighbouring countries. The maturity and impact are very good. The technology that will be used is mature. The Action will bridge the funding gap for the initial supply infrastructure and enable the market uptake of CNG in Romania. The quality of the Action is very good.

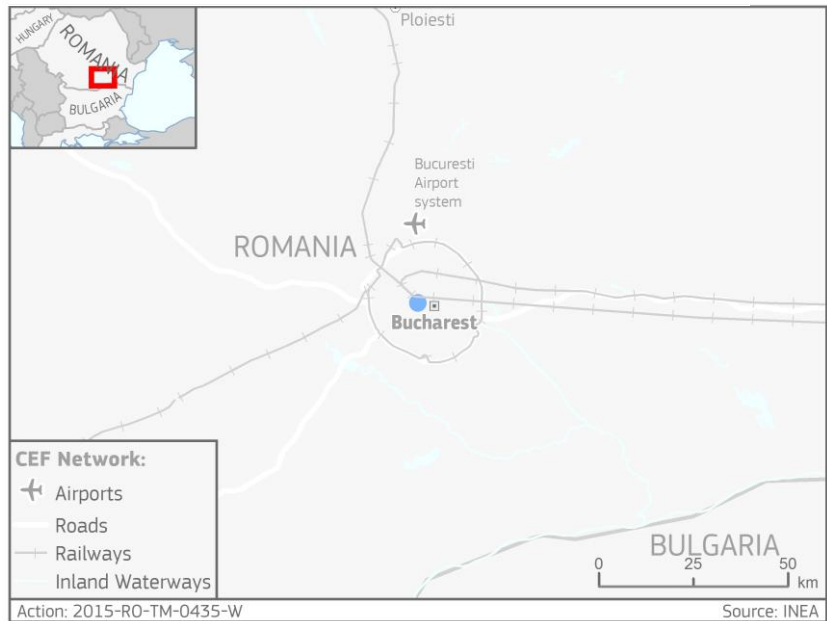


European
Commission

Early warning intelligent system for road transportation risks

2015-RO-TM-0435-W Orient/East-Med, Rhine - Danube

Cohesion call Innovation	
Member State(s) concerned:	Romania
(Coordinating) Applicant:	Ministry of Transport
Implementation schedule:	Start date: September 2016 End date: August 2018
Requested funding:	
Total eligible costs:	€1 397 960
Requested funding:	€1 188 266
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€1 397 960
Recommended funding:	€1 188 266
Recommended EU support:	85.00%



The action aims to develop transport technologies which provide accurate real-time information regarding road safety along the Romanian road Core and Comprehensive Network. The proposed innovative solution takes into account the most frequent situations that can negatively affect the road traffic in Romania, including exceptional weather conditions, slippery roads, temporarily blocked roads, road works, congestions and accident areas. The new system can be easily accessed using various devices, including smartphones, tablets and laptops, being available to the general public. For this purpose, a web-based application will be developed. The application is fully compliant with the ITS Directive 2010/40/EU.

Evaluation Remarks

The Action contributes to TEN-T Core Network Corridors and will improve safety and energy efficiency. The maturity and the impact are good. The Action has political and stakeholder support. The Cost-effectiveness analysis (CEA) is complete and confirms the positive impact of the Action. The overall proposal is of good quality in terms of its logic, completeness and clarity.



European
Commission

NCE - FastEvNet

2015-SK-TM-0320-S

Baltic - Adriatic, North Sea - Baltic, Orient/East-Med, Rhine - Danube

Cohesion call Innovation

Member State(s) concerned:

Poland, Slovakia

(Coordinating) Applicant:

GreenWay Infrastructure, s.r.o.

Implementation schedule:

Start date: March 2016

End date: March 2019

Requested funding:

Total eligible costs: €4 795 000

Requested funding: €4 075 750

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €3 834 000

Recommended funding: €3 258 900

Recommended EU support: 85.00%



The Action, a study with integrated pilot, is implemented in Slovakia and Poland along the North Sea - Baltic, Baltic - Adriatic, Orient/East-Med and Rhine - Danube Core Network Corridors. It will deploy 10 multi-standard fast charging stations for electric vehicles (EV) in Slovakia and 75 in Poland, three of them including battery storage to cover peak demand. It will ensure interoperability in terms of roaming and customer service management and is part of a global project which builds on several ongoing TEN-T actions in Eastern Europe. Outcomes of the pilot and business models will be studied so as to allow future larger deployments of EV fast charging infrastructure. Overall, the Action contributes to decarbonisation and roll-out of alternative fuels in the EU.

Evaluation Remarks

The Action's relevance is excellent for the deployment of electric vehicles infrastructure in Slovakia and Poland along four Core Network Corridors. Its maturity is very good in terms of technology and readiness for deployment. The Action's impact and quality are good. It will result in financial and environmental benefits and the activities are detailed and consistent with the set objectives.



European
Commission

LNGAFT - Liquefied natural gas as alternative fuel for transport

2015-SK-TM-0348-S

Rhine - Danube, Other Sections on the Core Network

Cohesion call Innovation	
Member State(s) concerned: Slovakia	
(Coordinating) Applicant: Danube LNG, EEIG	
Implementation schedule: Start date: October 2016 End date: December 2019	
Requested funding:	
Total eligible costs:	€17 284 719
Requested funding:	€14 692 015
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€9 084 200
Recommended funding:	€7 721 573
Recommended EU support:	85.00%



The Action is part of a global project aiming to ensure introduction of alternative fuel LNG infrastructure and LNG heavy-duty vehicles, decarbonisation of the transport fleet and transition away from fossil fuels. In the long term, the Action will provide experience and policy tools on cleaner transportation. The Action consists of a study with real-life-trials aiming to deploy of 28 LNG buses and two LNG stations in Slovakia on the Rhine - Danube Core Network Corridor. The LNG stations will be located in Zvolen and Presov. The Action includes also studies on the business models, evaluation, assessment and lesson learnt for future deployment and the roll out of LNG Slovakia.

Evaluation Remarks

The Action is highly relevant. It has important EU added value by introducing alternative fuel in Slovakia. Maturity is good and received a political support at national and local levels and the studies will contribute to policy-making. Impact is high with a strong leverage effect of EU support. Quality is good. Activities are overall coherent and in line with the objectives of the Action.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

**Safe and secure
infrastructure**



European
Commission

Extension of the Strechov rest area on motorway D1

2015-CZ-TM-0430-M

Orient/East-Med

Cohesion call Safe and secure infrastructure

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Road and Motorway Directorate

Implementation schedule:

Start date: May 2016

End date: July 2019

Requested funding:

Total eligible costs: €10 822 000

Requested funding: €9 198 700

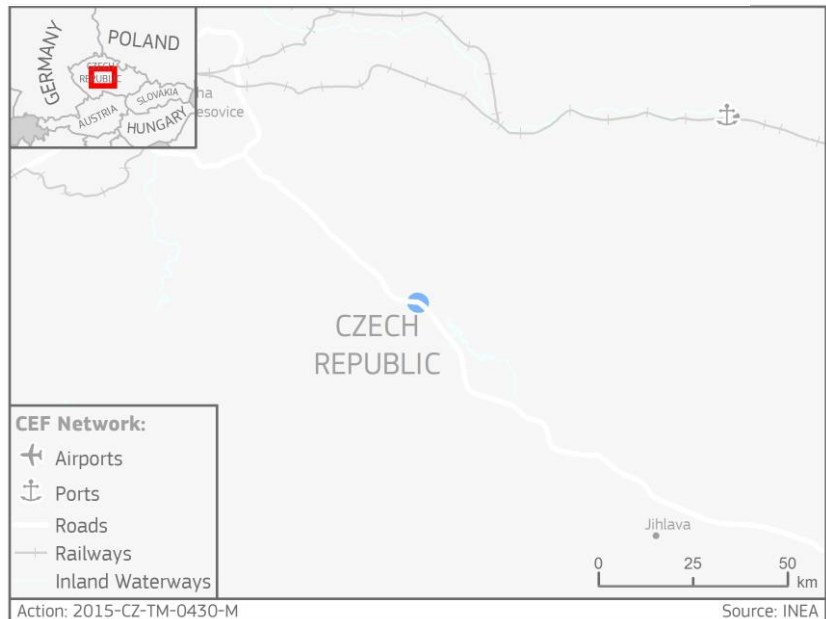
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €10 822 000

Recommended funding: €9 198 700

Recommended EU support: 85.00%



The proposed Action addresses an extension of the existing rest area in Strechov, located at km 52 of the Czech motorway D1, which is part of the Orient/East-Med Core Network Corridor. The Action is part of a global project covering extensions of rest areas along the D1 and D8 motorways with the aim to increase capacity and ensure safe and secure parking conditions on the Core Road Network. The Action concerns studies for the elaboration of the zoning decision and building permit documentation, as well as construction works to extend the rest area on the left and right side of the motorway. The outcomes of the Action will ensure appropriate capacity for safe and secure parking on the D1 motorway.

Evaluation Remarks

The relevance of the Action is good, as it contributes to improved capacity for safe and secure parking of commercial vehicles on the Core Road Network. The maturity is good as the Action is ready to start. The impact is also good since the Action will improve the safety and security conditions of parking areas for the users of the Czech motorway network. The proposal is of a good quality.



European
Commission

Setup and ITS connectivity of safe and secure truck parking areas in Romania

2015-RO-TM-0137-M

Orient/East-Med, Rhine - Danube

Cohesion call Safe and secure infrastructure

Member State(s) concerned:

Romania

(Coordinating) Applicant:

A&O (Ausnit, Olariu si Asociatii SRL)

Implementation schedule:

Start date: February 2016

End date: February 2018

Requested funding:

Total eligible costs: €5 000 000

Requested funding: €4 250 000

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €5 000 000

Recommended funding: €4 250 000

Recommended EU support: 85.00%



After the construction of new motorways used for international traffic in Romania, the establishment of safe and secure parking areas is necessary to avoid the increase of safety incidents. The Action aims at upgrading safety and security in one existing parking area and building three new safe and secure parking areas for trucks and commercial vehicles. It also includes a feasibility study for two parking areas. The areas will be located along the Orient/East-Med and Rhine - Danube Corridors and are part of the global project to develop safe and secure rest areas for heavy goods vehicles in the Romanian sections of the Corridors. The Action will contribute to ITS-based navigation for trucks, enhance safety and improve service quality for drivers and cargo.

Evaluation Remarks

The proposed Action is very relevant. It will develop and upgrade new and existing safe and secure parking areas for trucks and commercial vehicles along two Core Network Corridors. The maturity is very good as the Action already started and received strong stakeholder commitments. Its quality and impact are good. Socio-economic benefits are expected concerning safety and it will contribute to reduce noise and CO2 emissions.

**2015 CEF Transport Calls
Projects recommended for funding**

**COHESION
CALL**

SESAR



European
Commission

SESAR Deployment Programme implementation 2015 - Cluster 3

2015-EU-TM-0197-M

Cohesion call SESAR

Member State(s) concerned:

12 Member States

(Coordinating) Applicant:

SESAR Deployment Manager (NATS (En-Route) Plc on behalf)

Implementation schedule:

Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€132 550 601
Requested funding:	€112 204 131
Requested EU support:	84.65%

Recommended funding:

Recommended total eligible costs:	€71 651 983
Recommended funding:	€58 736 517
Recommended EU support:	81.97%



The Action contributes to the deployment of SESAR and it is aimed at facilitating the coordinated and synchronised deployment of a cluster of Implementation Projects (IPs) in EU Cohesion Member States. These IPs are aligned with the Pilot Common Projects (PCP), as defined in Regulation (EU) No 716/2014 and are expected to achieve enhancement in terms of ATM performance. This Action includes IPs in five of the six ATM Functionalities (AFs) described in the PCP. Planning of implementation is in line with the deployment target dates indicated in Regulation (EU) No 716/2014.

Evaluation Remarks

The Action has excellent relevance. All Implementing Projects (IPs) are aligned with the PCP. Maturity is very good, as demonstrated by the technical and financial analysis performed for each IP. The Action will have a very good impact in enhancing ATM performance. The quality is very good, as the Action is logical and complete. However, a number of IPs is not retained for funding due to low EU added value and budgetary constraints.



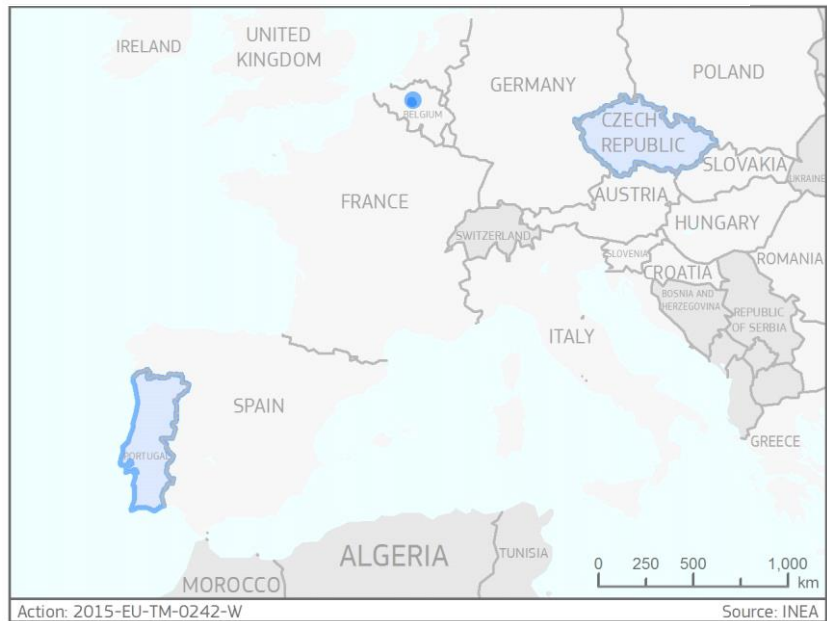
European
Commission

Deployment of European Surveillance System

2015-EU-TM-0242-W

Other Sections on the Core Network

Cohesion call SESAR	
Member State(s) concerned: Belgium, Czech Republic, Portugal	
(Coordinating) Applicant: EUROCONTROL	
Implementation schedule: Start date: March 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€812 100
Requested funding:	€690 285
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€812 100
Recommended funding:	€690 285
Recommended EU support:	85.00%



This Action, twinned with 2015-BE-TM-0234-W, aims at the deployment of upgraded EUROCONTROL Common Surveillance Products and their required validation prior to operational use by European Air Navigation Service Providers. These products are: 1) ARTAS (ATM suRveillance Tracker And Server), a surveillance data processing system; 2) SDDS (Surveillance Data Distribution System), a communication platform for the distribution of Surveillance data, 3) SASS-C (Surveillance Analysis and Support System for Centre), a set of harmonised methods and tools for the evaluation of Surveillance infrastructure performance. In the long run, the deployment of common components improves interoperability by using European standards. The Action also supports airport integration into the network.

Evaluation Remarks

The relevance of the Action is good as it contributes to enhancing ATM performance. Moreover, its maturity is very good as it is ready to start and commitment is granted by the relevant stakeholders. Furthermore, the expected impact is good, as it will increase service interoperability, quality, safety and security. Finally, the quality of the proposal is good as the technical objectives are well defined and organised.

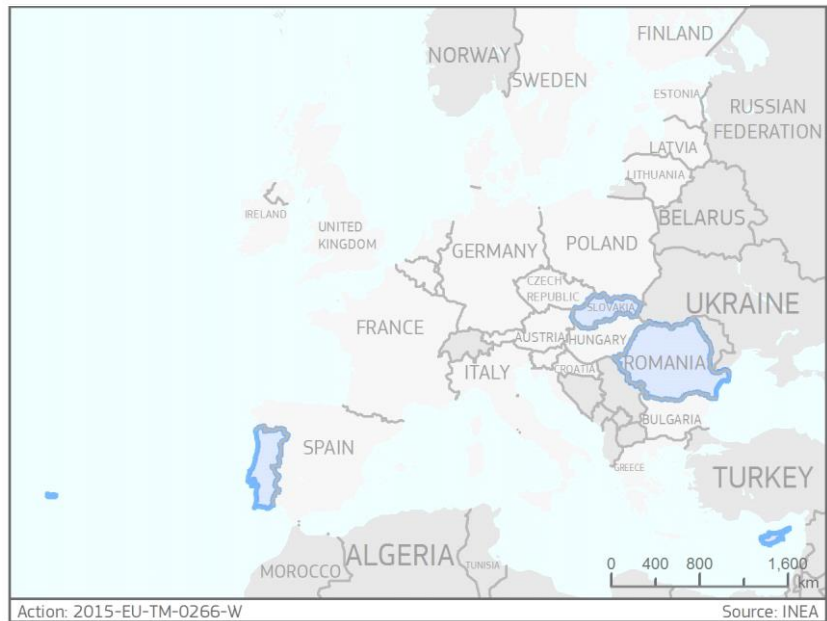


European
Commission

Synchronised PBN Implementation Cohesion Europe (SPICE)

2015-EU-TM-0266-W Other Sections on the Core Network

Cohesion call SESAR	
Member State(s) concerned: Cyprus, Portugal, Romania, Slovakia	
(Coordinating) Applicant: EUROCONTROL	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€39 859 792
Requested funding:	€33 880 824
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€39 029 792
Recommended funding:	€32 600 708
Recommended EU support:	83.53%



Performance Based Navigation (PBN) exploits the advanced Area Navigation (RNAV) capabilities of modern aircraft to enable efficient airspace design and the systemisation of air traffic routes. The proposed Action 'SPICE' concerns the deployment of PBN procedures in four Cohesion Fund Member States, the equipping of aircraft from airlines with PBN capabilities and the deployment of navigation infrastructure. The benefit of a consolidated and harmonised approach is not only to increase the overall impact of the project - such as increased efficiency, reduced costs and reduced environmental impact - but also to capitalize on mutual experience and enforce best practices. In the long run, the Action supports the optimisation of available airspace.

Evaluation Remarks

In its reduced scope, the Action's relevance is very good as it contributes to the objectives of SES and the ATM Master Plan by implementing PBN. Furthermore, the Action is mature, as the technology readiness is high. The impact of the Action is very good as it will improve aviation safety and it is highly economically viable. The quality is good because objectives, project logic and technical works are well presented.



European
Commission

CODACAS 1B

2015-EU-TM-0388-S

Cohesion call SESAR

Member State(s) concerned:

Austria, Denmark, France, Croatia, Ireland, Sweden

(Coordinating) Applicant:

Ministere de l'ecologie, du developpement durable et de l'energie

Implementation schedule:

Start date: February 2016

End date: June 2018

Requested funding:

Total eligible costs: €775 000

Requested funding: €658 750

Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €775 000

Recommended funding: €658 750

Recommended EU support: 85.00%



The CODACAS Programme has been launched by DSNA and COOPANS with the objective to ensure by mid-2020s a harmonisation of their ATM systems ('Common Build'). Phase 1A of the global project was already co-funded under Action 2013-EU-40001-S. The Action - twinned with 2015-EU-TM-0387-S - addresses the second step (Phase 1B) of the global project. The study will define the common core of the ATM System; assess its technical, operational and financial feasibility; and develop strategies for its procurement and its integration into the partners' ATM systems. In the long run, the Action is an essential contribution to the technical defragmentation and harmonisation of ATM Systems in Europe and will therefore reduce costs and increase efficiency.

Evaluation Remarks

The relevance of the Action is very good as it addresses well the call objectives. Furthermore, the Action is mature and ready to go. The expected impact of the Action is good, as it will reduce the fragmentation of European ATM Systems. Finally, the quality of the Action is very good in terms of description of objectives, project logic, technical works and the information provided is complete.



European
Commission

Implementation of the A-SMGCS system at Zagreb international airport

2015-HR-TM-0023-M

Mediterranean

Cohesion call SESAR

Member State(s) concerned:

Croatia

(Coordinating) Applicant:

Croatia Control Ltd

Implementation schedule:

Start date: February 2016

End date: April 2018

Requested funding:

Total eligible costs: €4 383 700

Requested funding: €3 726 145

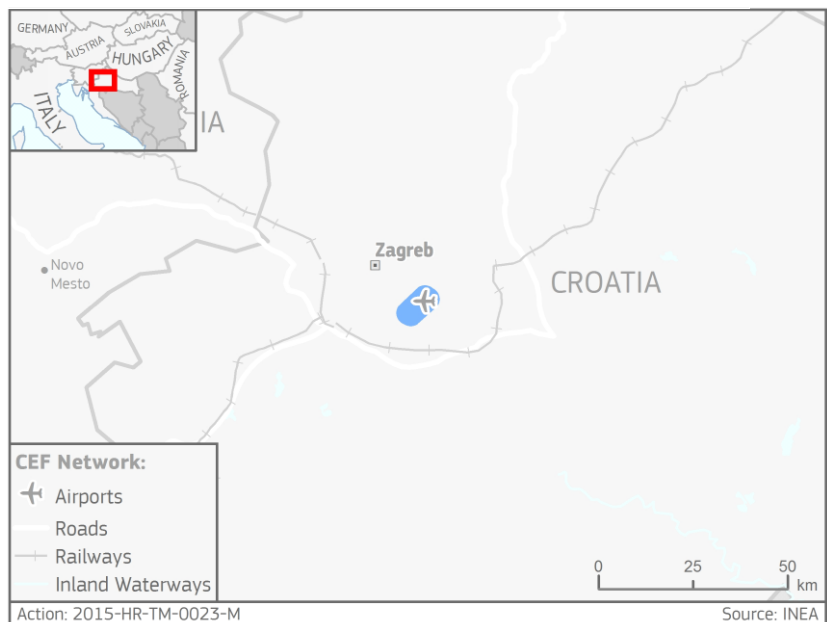
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €4 383 700

Recommended funding: €3 726 145

Recommended EU support: 85.00%



The Action contributes to the deployment of SESAR (Single European Sky ATM Research) and aims at deploying Advanced Surface Movement Guidance and Control Systems (A-SMGCS) technology at Zagreb International Airport. This will support the safety and throughput aspects related to the global project on the extension of the main Croatian air station. The activities will focus on identifying, installing, implementing and commissioning the necessary A-SMGCS tools for the enhanced traffic management at Zagreb International airport. The Action will improve capacity and throughput, flight efficiency, environmental impact, safety and cost-effectiveness of the concerned airport.

Evaluation Remarks

The relevance and maturity of the Action are good. The Action addresses the call priorities and has received the approval of the competent authorities. Its quality and impact are very good. Activities are coherent with the Action's objectives and they will allow enhancing the safety of the airport.



European
Commission

LIS iAOP

2015-PT-TM-0383-W

Cohesion call SESAR

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

ANA Aeroportos de Portugal

Implementation schedule:

Start date: September 2016

End date: December 2019

Requested funding:

Total eligible costs: €1 821 292

Requested funding: €1 457 034

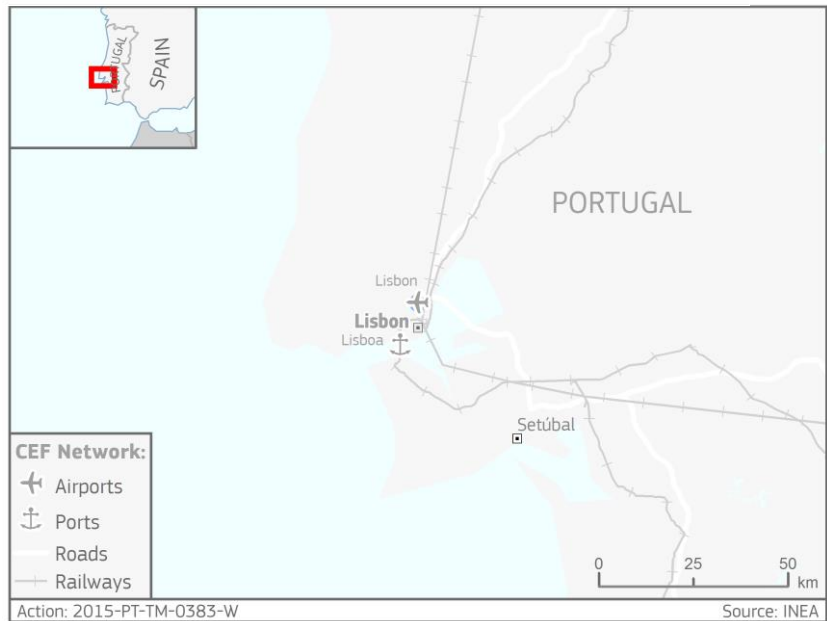
Requested EU support: 80.00%

Recommended funding:

Recommended total eligible costs: €1 821 292

Recommended funding: €1 457 034

Recommended EU support: 80.00%



The Action seeks to improve the efficiency of Lisbon airport operations by implementing an iAOP (initial Airport Operations Plan). Improvements are firstly required to the A-CDM (Airport Collaborative Decision-Making) to improve operational efficiency. The Action comprises six activities including: carrying out improvements to the actual Lisbon A-CMD, including the connection to the NMOC (Network Manager Operations Centre - Eurocontrol); development of the specifications for the Lisbon iAOP; tendering for the creation and delivery of a system that supports the iAOP; iAOP installation tests and acceptance of the iAOP; and training of operators and starting of operations of the iAOP.

Evaluation Remarks

The Action's relevance is very good as it addresses the objectives and priorities of the call. The maturity of the Action is very good as it builds on already existing features. The impact of the Action is good as it will contribute to the European Network planning and operations at large. The quality of the proposal is good as the activities are coherent with the objectives and the implementation plan is adequate.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

RIS



European
Commission

RIS COMEX

2015-EU-TM-0036-W

5 Core Network Corridors

Cohesion call RIS

Member State(s) concerned:

Bulgaria, Czech Republic, Croatia, Hungary, Slovakia

(Coordinating) Applicant:

Bulgarian Ports Infrastructure Company

Implementation schedule:

Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€6 727 837
Requested funding:	€5 718 661
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€6 727 837
Recommended funding:	€5 718 661
Recommended EU support:	85.00%



Action: 2015-EU-TM-0036-W

Source: INEA

Harmonised implementation of River Information Services (RIS) made considerable progress during the last years but actual cross-border interworking is still limited, especially concerning data exchange. The project which involves all Member States with connected TEN-T waterways as well as third country Serbia, aims to implement and operate cross-border river information services based on operational exchange of RIS data. The Action involves activities focused on the preparation, implementation and sustainability of RIS Corridors. Main benefits are a more coherent deployment of EU-wide harmonised information services contributing to safer, more efficient and environmentally friendly inland navigation.

Evaluation Remarks

The Action is extremely relevant as it aims at a coordinated and harmonised cross-border RIS implementation and operation on the multi-Corridor level. It is of very good quality, particularly from the technical point of view, and is ready to start. The Action will provide Corridor-wide and reliable data, positively impacting traffic management and reduction of congestion at locks, ports and critical sectors.



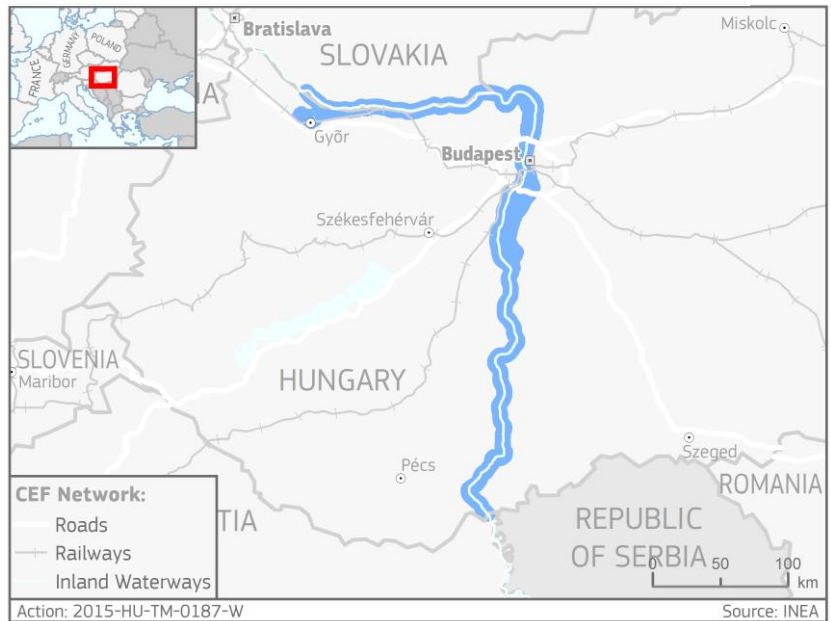
European
Commission

RIS enabled Hungarian Inland Navigation Information System (HIR)

2015-HU-TM-0187-W

Rhine - Danube

Cohesion call RIS	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Implementation schedule: Start date: February 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€1 295 400
Requested funding:	€1 101 090
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€1 295 400
Recommended funding:	€1 101 090
Recommended EU support:	85.00%



The Hungarian section of the Danube river is 417 km long and is an important part of the Rhine - Danube Corridor. The project aims to upgrade the Hungarian Inland Navigation Information System (HIR), so that it can communicate with RIS components and services. The project's main activities are: design, implementation and testing of RIS enabled HIR system, trainings and system introduction. The main benefit of the Action will be the creation of an integrated, RIS interconnected inland navigation information to provide safety and voyage planning information to parties involved in Danube inland waterway transport.

Evaluation Remarks

The Action is relevant, with direct contribution to the TEN-T priorities and priorities of the call. It is mature and has already started. The Action is generally expected to produce good social and economic impact. The overall quality of the Action is good.



European
Commission

Douro's inland waterway 2020 - river information services

2015-PT-TM-0205-W

Other Sections on the Core Network

Cohesion call RIS	
Member State(s) concerned: Portugal	
(Coordinating) Applicant: APDL - Administracao dos Portos do Douro, Leixoes e Viana do Castelo, S.A.	
Implementation schedule: Start date: March 2016 End date: April 2018	
Requested funding:	
Total eligible costs:	€2 732 555
Requested funding:	€2 322 672
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€2 732 555
Recommended funding:	€2 322 672
Recommended EU support:	85.00%



Douro river belongs to the Core Network and it is fully navigable since 1990. However, its current lack of cross-border connections and its partial isolation in the Portuguese hinterland have proven to be barriers for the full development of its transportation potential. The proposed Action consists of works for the creation and upgrade of reliable and efficient River Information Services for the Douro's Inland Waterway in line with Directive 2005/44/EC. It is part of the DIW 2020 global project, aiming at achieving an adequate level of navigability conditions in Douro's inland waterway. The Action is expected to improve main navigability, safety and security issues Douro faces due to the lack of adequate RIS components.

Evaluation Remarks

The Action is very relevant as it is in line with the call and addresses the improvement of a functional bottleneck. The maturity is very good with all necessary commitments and resources secured. The impact is good due to the fact that CEF funding will facilitate the continuation of the global project. The quality of the Action is good thanks to very well elaborated activities.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

ITS



European
Commission

C-Roads Czech Republic

2015-CZ-TM-0188-M

Baltic - Adriatic, Orient/East-Med, Rhine - Danube

Cohesion call ITS	
Member State(s) concerned: Czech Republic	
(Coordinating) Applicant: Ministerstvo dopravy	
Implementation schedule: Start date: February 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€18 926 791
Requested funding:	€16 087 775
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€18 926 791
Recommended funding:	€16 087 775
Recommended EU support:	85.00%



The action is part of the C-Roads Platform and takes place in the Czech Republic. C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day-1" applications as recommended by EC "C-ITS platform". Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots. Pilots will take place on motorways, urban nodes, and on two railway crossings. ITS-G5 and 4G mobile networks will be used to provide C-ITS services to all road users, thus fostering widespread deployment of C-ITS.

Evaluation Remarks

The relevance of the proposed Action is very good. It demonstrates EU added value with C-ITS deployments in the Czech Republic. The maturity of the proposed Action is very good, demonstrating the necessary political and governmental support. The impact of the proposed Action is excellent as it will be used as a decision-making tool. The quality of the proposed Action is very good with a realistic implementation plan.



European
Commission

Crocodile II Croatia

2015-HR-TM-0114-W

Cohesion call ITS

Member State(s) concerned:

Croatia

(Coordinating) Applicant:

Ministry of Maritime Affairs, Transport and Infrastructure

Implementation schedule:

Start date: March 2016
End date: December 2018

Requested funding:

Total eligible costs:	€10 956 000
Requested funding:	€9 312 600
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€10 956 000
Recommended funding:	€9 312 600
Recommended EU support:	85.00%



CROCODILE II is an ongoing CEF action involving 9 Member States to implement Intelligent Transport Systems (ITS). The action ensures coordinated traffic management and control resulting in high quality traveler information services. CROCODILE II CROATIA represents an additional extension in the integration of European cross-border ITS. The project covers part of the Mediterranean Corridor including urban nodes of Zagreb and Rijeka, thus ensuring the continuity of the ITS services between Croatia and neighboring countries. The main objective of the project is to implement Priority actions b, c and e of ITS Directive 2010/40/EU. In addition, the action will introduce Datex II protocols and establish a national access point to enable the implementation of priority actions A and F.

Evaluation Remarks

The relevance of the Action is very good. Maturity is good as it builds upon the ongoing CEF action CROCODILE II. The action will have a positive impact on traffic management and integrated traffic information solutions. It will bring together key stakeholders in this area. The quality of the Action is also good.



European
Commission

CROCODILE 2.0 Hungary

2015-HU-TM-0358-W
Mediterranean, Orient/East-Med

Cohesion call ITS	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Implementation schedule: Start date: January 2016 End date: December 2018	
Requested funding:	
Total eligible costs:	€5 935 475
Requested funding:	€5 045 154
Requested EU support:	85.00%
Recommended funding:	
Recommended total eligible costs:	€5 935 475
Recommended funding:	€5 045 154
Recommended EU support:	85.00%



The Action builds upon the ongoing CEF Crocodile II project to ensure coordinated traffic management via exchange of accurate and reliable data between road operators, private stakeholders and public administrations. The Action will set up all the necessary steps to allow the exchange of information with other Member States via standard data exchange format (DATEXII), which is in line with the ITS Directive 2010/40/EU. The expected benefits are improvements to road safety, mobility, the environment and competitiveness.

Evaluation Remarks

The proposal is very relevant as it aims at deploying ITS in Hungary and thus supports the implementation of the ITS Directive. Maturity is very good with strong political commitment and procurement procedures ongoing. The impact is very good given the proposal's central location in Europe and the cross-border interfaces with 5 Member States. The overall quality is good and the monitoring system for the implementation is well described.



European
Commission

National road traffic management system on the TEN-T network

2015-PL-TM-0093-W

Baltic - Adriatic, North Sea - Baltic

Cohesion call ITS

Member State(s) concerned:

Poland

(Coordinating) Applicant:

General Directorate for National Roads
and Motorways

Implementation schedule:

Start date: February 2016
End date: December 2020

Requested funding:

Total eligible costs:	€144 954 797
Requested funding:	€123 211 577
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€144 954 797
Recommended funding:	€123 211 577
Recommended EU support:	85.00%



The Polish road network lacks a single, integrated and coherent traffic management system. The proposed Action aims at improving the efficiency of the road transport infrastructure by establishing a single integrated traffic management system. The Action will implement ITS services on approximately 1,100 km located along two Core Network Corridors (Baltic - Adriatic and North Sea - Baltic) in Poland. It includes the design, supply and deployment of infrastructure and software along the road side and in dedicated traffic management centers. ITS services will include information about traffic conditions, travel times, incidents, weather, detours, and smart and safe parking.

Evaluation Remarks

The proposed Action is very relevant. It aims at providing real time traffic and travel information, improving road safety along two Core Network Corridors. The maturity is very good as the Action is ready to start and has received government support. Its impact is also very good in terms of socio-economic benefits due to reduced congestion, increased safety and improved transport efficiency. The quality of the Action is good.



European
Commission

Traffic management integration in the National Traffic Management Centre

2015-SI-TM-0303-W

Cohesion call ITS

Member State(s) concerned:

Slovenia

(Coordinating) Applicant:

Ministry of Infrastructure

Implementation schedule:

Start date: April 2016

End date: November 2019

Requested funding:

Total eligible costs: €3 530 000

Requested funding: €3 000 500

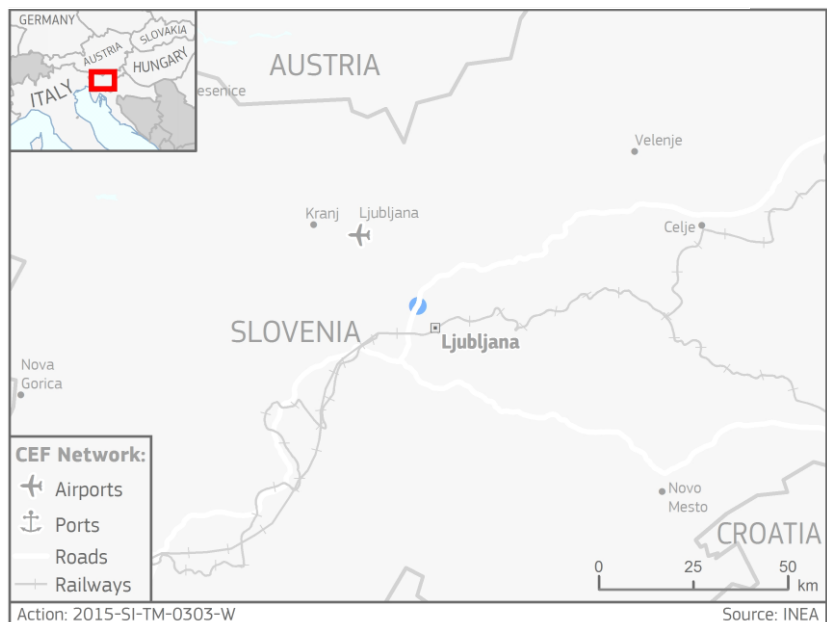
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €3 144 909

Recommended funding: €2 673 173

Recommended EU support: 85.00%



The Action is a first step in setting up a new National Traffic Management Centre (NTMC) in Slovenia. The NTMC will serve as a data warehouse and provide ITS services. Real time information on traffic will be obtained from ITS equipped vehicles and used for road traffic management. As a result, information such as the real-time traffic situation of roads will be provided in the standardised data exchange format (DATEX II). Expected benefits of the Action are improved traffic flows and road safety.

Evaluation Remarks

In its reduced scope, the Action is very relevant as it completes the necessary base infrastructure for traffic management systems. Its maturity is good as it has received political commitment and procurements are ongoing. The impact is good as it enables Slovenia to exchange traffic management data on EU-level. The quality is good and adequate project management and quality control procedures in place.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

Motorways of the Sea



European
Commission

ELEMED - ELectrification of the Eastern MEDiterranean area

2015-EU-TM-0235-S

Orient/East-Med

Cohesion call Motorways of the Sea

Member State(s) concerned:

Cyprus, Greece

(Coordinating) Applicant:

Hellenic Lloyd's SA

Implementation schedule:

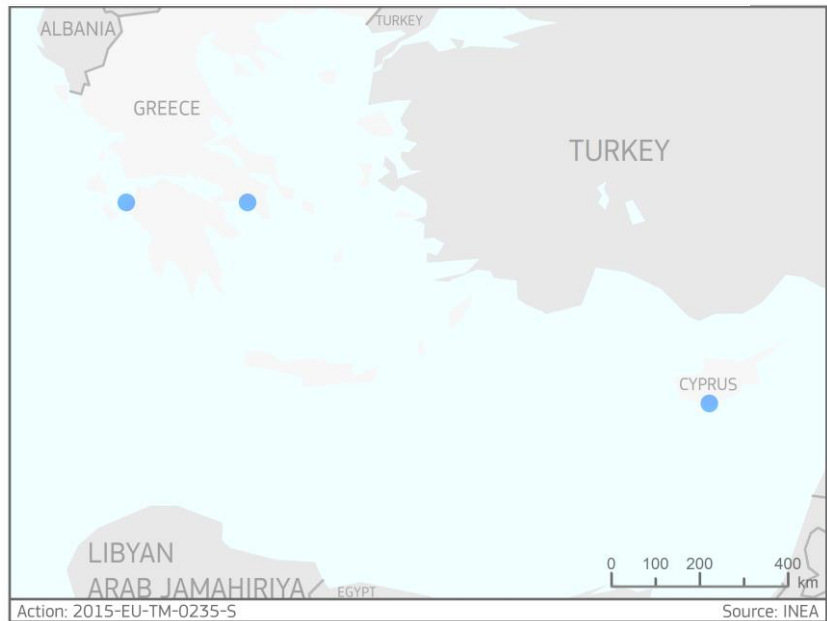
Start date: April 2016
End date: March 2018

Requested funding:

Total eligible costs:	€1 475 000
Requested funding:	€1 253 750
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€1 475 000
Recommended funding:	€1 013 870
Recommended EU support:	68.74%



This proposed Action (twinned with 2015-EU-TM-0236-S) will introduce onshore power supply as propulsion alternative for ships in the Eastern Mediterranean. It includes four ports in three EU countries: Cyprus (Limassol port), Greece (Port of Killini, Port of Piraeus) and Slovenia (Port of Koper). The Action consists of background and preparatory studies as well as a pilot implementing cold ironing at the Port of Killini. It is located on the Orient/East-Med Corridor and is part of a global project on implementing environmental friendly maritime transportation on Adriatic-Ionian Sea and on the Orient/East-Med Corridor. The Action will promote ship electrification therefore improving the environmental performance of shipping.

Evaluation Remarks

The Action's relevance as a wider benefit MoS study is good. Maturity is good without legal or other conditions hindering an immediate start. The impact is good because the onshore power supply will have environmental benefits for the East Mediterranean. Quality is good, but budget redistributions are necessary to ensure the implementation of the pilot with a real vessel plug-in.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

Urban nodes



European
Commission

Works on railway lines 14 and 811, Lodz Kaliska-Zdunska Wola section

2015-PL-TM-0005-W

Baltic - Adriatic

Cohesion call Urban nodes	
Member State(s) concerned: Poland	
(Coordinating) Applicant: PKP Polskie Linie Kolejowe S.A.	
Implementation schedule: Start date: May 2016 End date: December 2020	
Requested funding:	
Total eligible costs:	€113 090 863
Requested funding:	€73 068 007
Requested EU support:	64.61%
Recommended funding:	
Recommended total eligible costs:	€113 090 863
Recommended funding:	€73 068 007
Recommended EU support:	64.61%



The Action is part of the global project Lodz Kaliska - Zdunska Wola - Ostrow Wielkopolski and is located in the area of the Lodz railway node. The aim is to conduct the extensive modernisation works on the lines 14 and 811 improving the technical parameters. The Action's implementation will result in reduction of travel time by the elimination of the bottleneck, as well as in a significant safety improvement at level crossings and in train traffic safety. In the long term, the Action will benefit both passenger and freight and will have a positive socio-economic impact, contributing to an important connection between the Lodz agglomeration and TEN-T network.

Evaluation Remarks

The relevance of the Action is good as it concerns the connection of a railway line to a node. The Action will have a very good impact in terms of reduction of travel time and modernisation in line with TSI specifications. The Action has good maturity. Public consultations have been carried out and preliminary phases finalised. The proposal is of good quality. It is clear and logical, and the proposed activities are coherent with the objectives.

**2015 CEF Transport calls
Proposals recommended for funding**

**COHESION
CALL**

**Multimodal logistics
platforms**



European
Commission

Paskov Multimodal Container Terminal

2015-CZ-TM-0330-M

Baltic - Adriatic

Cohesion call Multimodal

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Advanced World Transport a.s.

Implementation schedule:

Start date: March 2016

End date: December 2020

Requested funding:

Total eligible costs: €8 896 000

Requested funding: €5 871 360

Requested EU support: 66.00%

Recommended funding:

Recommended total eligible costs: €8 896 000

Recommended funding: €5 871 360

Recommended EU support: 66.00%



The core freight terminal of Paskov is located in the city of Ostrava on the Baltic - Adriatic Corridor. The aim of the Action is to improve the efficiency of the terminal by reducing loading/unloading operations and to allow the accommodation of 740 meters long trains. The Action is the third and final phase of a global project consisting in the modernisation and upgrading of this terminal and is divided in 2 main components: 1) Works for extension of railway tracks (2 new tracks of 365 m length). 2) Study and works for the reconstruction of railway siding station (3 new tracks of 750 m length). Overall, the Action will contribute to increased co-modality in the Moravian-Silesian region.

Evaluation Remarks

The relevance and maturity of the Action are good. Its outcome will contribute to the goal of the call priority by adapting the terminal for 740m train length. It is also part of an on going global project and it is ready to start. The impact is very good and its quality is good, ex-ante evaluations show positive socio-economic impact and the activities are clearly described, realistic and consistent with the objectives.



European
Commission

Melnik Intermodal Terminal

2015-CZ-TM-0406-W

Orient/East-Med

Cohesion call Multimodal

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Ceske pristavy, a.s.

Implementation schedule:

Start date: March 2016

End date: December 2020

Requested funding:

Total eligible costs: €10 584 927

Requested funding: €8 997 188

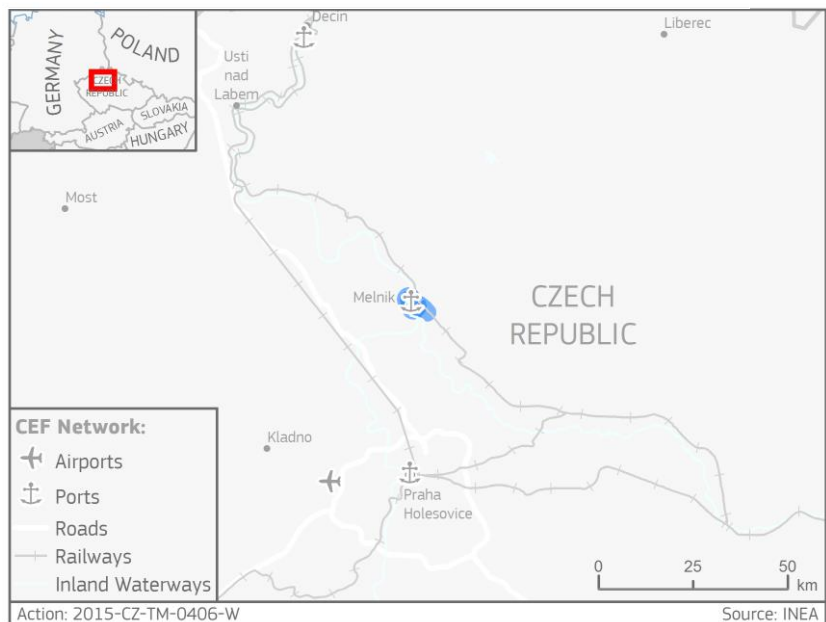
Requested EU support: 85.00%

Recommended funding:

Recommended total eligible costs: €10 584 927

Recommended funding: €8 997 188

Recommended EU support: 85.00%



The Action is an inland waterways transport-rail-road terminal and the second largest in the Czech Republic Core IWS Port of Melnik. It is located on the Orient/East-Med network Corridor in the Central Bohemian region. It aims at optimising and developing the terminal constructing 3 new rails to adapt to 740 m trains which will increase the modal shift from road to rail. By eliminating the bottleneck the Action, as a part of a global project aiming at greening the Port activities, will contribute to the economic development of the region. It will promote a better use of inland waterway, interoperability and the use of the rail network Corridor and it will promote sustainable transport modes which have less environmental footprint.

Evaluation Remarks

The relevance and the quality of the Action are very good, as it fully addresses the call priorities and the proposed activities are coherent and adequate to achieve its objectives. Its maturity and impact are good. Political support is ensured at regional and national level. The Action will have positive socio-economic effects on the local, regional and national level.



European
Commission

Extension and modernisation of road and railway network in the Gdansk outer port 2015-PL-TM-0372-M

Cohesion call Multimodal

Member State(s) concerned:

Poland

(Coordinating) Applicant:

Zarząd Morskiego Portu Gdansk SA

Implementation schedule:

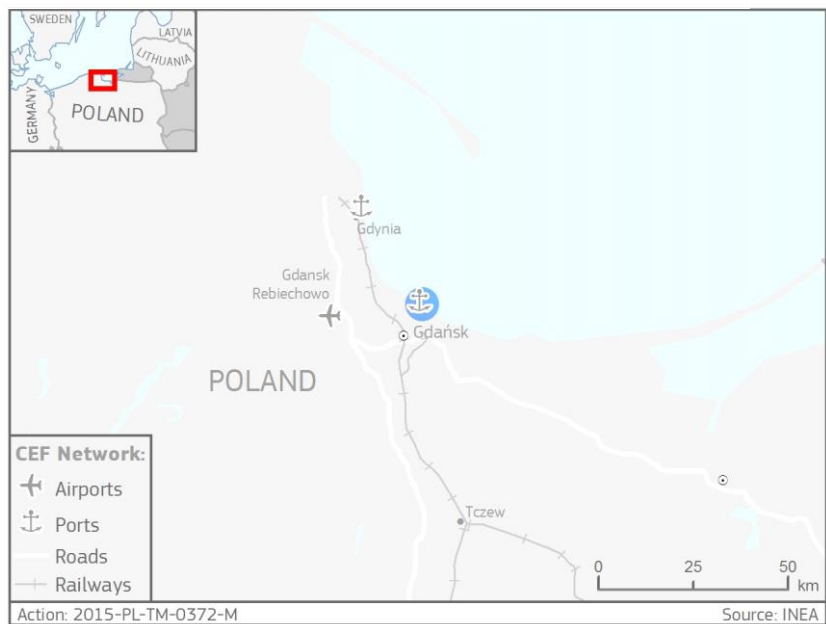
Start date: July 2015
End date: December 2020

Requested funding:

Total eligible costs:	€28 765 560
Requested funding:	€24 450 726
Requested EU support:	85.00%

Recommended funding:

Recommended total eligible costs:	€28 765 560
Recommended funding:	€24 450 726
Recommended EU support:	85.00%



The Action is located in the Core Maritime Port as a part of the Baltic - Adriatic Corridor. It aims at improving the existing road and rail connections in the Port of Gdansk. It is part of a global project encompassing activities aimed at optimising the performance of multimodal logistics chain as a key element in the development of the Gdansk Outer Port. It includes design documentation (study), and modernisation, redevelopment and construction of 9.7 km of railways and 5.4 km of roads (works). It will provide benefits in terms of improving efficiency of the multimodal logistics chain and contributing to the development of TEN-T network capacity in the Corridor.

Evaluation Remarks

The Action's relevance is good as it aims at improving the existing last mile road connections and flyovers and rail connections in the Core Port of Gdansk and contributes to multimodal integration. The maturity is good as political commitments are given and procurement is advanced. The impact is very good, namely from a socio-economic point of view. The quality is very good since the proposal is logical, complete and clear.

2015 CEF Transport calls

**Proposals NOT recommended
for funding**



CEE goes ETCS

2015-AT-TM-0374-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Austria	
(Coordinating) Applicant: Salzburg AG fur Energie, Verkehr und Telekommunikation	
Requested funding:	
Total eligible costs:	€505 000
Requested funding:	€252 500
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action entails a single activity, namely the retrofit of one Siemens Taurus ES64U4 locomotive with the European Train Control System Baseline 2.3.0.d on-board equipment. The Action is part of the global project 'CEE goes ETCS', which has the objective to increase the number of ETCS equipped Siemens Taurus locomotives, specifically those owned by smaller rail service operators in Central and Eastern Europe. The Action will contribute to improve the competitive position of rail cargo lines relative to road transport, which will help to reduce greenhouse gas emissions and increase transport safety.

Evaluation Remarks

The relevance of the proposed Action is very good, since it will facilitate an improved level of integration and interoperability. Its maturity is excellent as it is ready for implementation. The impact and quality of the Action are very good because of its positive impact on safety and because the activities and objectives are coherent. However, the Action has not been retained for funding due to budgetary constraints.

ETCS deployment: retrofit of 44 electrical motor units

2015-BE-TM-0089-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Belgium, The Netherlands	
(Coordinating) Applicant: NMBS/SNCB	
Requested funding:	
Total eligible costs:	€13 375 124
Requested funding:	€6 687 562
Requested EU support:	50.00%
Recommended funding:	€0

The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action concerns the retrofit with ETCS Level 2, Baseline 3 of 44 electrical motor units, type AM Quadruple. The units will be used for passenger rail services on the Core and Comprehensive Networks in Belgium, and for cross-border services with the Netherlands. The Action is part of the SNCB/NMBS Master Plan for migration of rolling stock to ERTMS. It will cover prototyping and retrofitting activities. As a result, the safety and interoperability conditions on the Belgian rail network, including on two cross-border sections and the 'North-South Junction' bottleneck in Brussels, will improve.

Evaluation Remarks

The relevance, maturity and the impact of the Action are excellent. The Action is in line with the CEF objectives and ready to start. It will positively impact rail traffic management, interoperability and safety. The quality of the proposal is very good. However, the Action has not been retained for funding due to budgetary constraints.

ETCS deployment: retrofitting of 94 diesel motor units

2015-BE-TM-0105-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: NMBS/SNCB	
Requested funding:	
Total eligible costs:	€24 756 518
Requested funding:	€12 378 259
Requested EU support:	50.00%
Recommended funding:	€0

The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action concerns the retrofitting with ETCS level 2, Baseline 3 of 94 diesel motor units, type AR 41. The units will be used for regional passenger rail services on the Core and Comprehensive Networks in Belgium. The Action is part of the SNCB/NMBS Master Plan for migration of rolling stock to ERTMS. It will cover prototyping and retrofitting activities. As a result, the interoperability and safety on the concerned Core Network Corridors and regional lines will increase. The connectivity of small towns and rural areas to core urban nodes, in particular Brussels and Antwerp, will improve thus removing existing bottlenecks.

Evaluation Remarks

The Action is of very good relevance as it is in line with the CEF objectives. The Action is actually ongoing. It will have an excellent positive impact on rail traffic management, interoperability and safety. The quality of the proposal is very good, though some details on task descriptions and costs have not been provided. However, the Action has not been retained for funding due to budgetary constraints.

ETCS deployment on key sections of the Core Network in Belgium

2015-BE-TM-0245-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: Infrabel	
Requested funding:	
Total eligible costs:	€7 070 000
Requested funding:	€3 535 000
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns the deployment of ETCS level 1 release 2.3.0d on 76.3 km of Belgian railway. It covers 3 sections located on North Sea - Baltic, North Sea - Mediterranean and Rhine - Alpine Core Network Corridors. Each section is covered by one activity, which is divided into 6 steps covering the design, installation testing and authorisation of ETCS. The Action is part of the Belgian ETCS Masterplan and will contribute to the deployment of ERTMS on Belgian railways, having a positive impact on their safety and interoperability.

Evaluation Remarks

The Action is of a very good relevance, as it deploys ERTMS on Core Network Corridor sections. Maturity is excellent, as the works should have started in March 2016. The impact is limited as only level 1, and not the expected increase of capacity, is being deployed. The proposal's quality is good. However, the Action has not been retained for funding due to budgetary constraints.

ETCS deployment on key sections of the Core Network in Belgium

2015-BE-TM-0246-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: Infrabel	
Requested funding:	
Total eligible costs:	€51 740 000
Requested funding:	€21 668 500
Requested EU support:	41.88%
Recommended funding:	€0

The proposed Action concerns the deployment of ETCS level 2 release 2.3.0d on approximately 120 km and replacement of interlocking on 37.8 km of the Belgian railway network. It covers 6 sections located on North Sea - Baltic, North Sea - Mediterranean and Rhine - Alpine Core Network Corridors. The ETCS part is separated from the interlocking activities, and it covers the design, installation, testing and authorisation phase. The Action is part of the Belgian ETCS Masterplan and will contribute to the deployment of ERTMS on Belgian railways having a positive impact on their safety, interoperability and capacity.

Evaluation Remarks

The relevance of the Action is very good as it deploys ERTMS on Core Network Corridors. Maturity is very good, but the Action is technically dependent on the results of a pilot project. The impact is very good in terms of interoperability, service quality, and traffic management. The proposal's quality is good, with ambitious implementing plans. However, the Action has not been retained for funding due to budgetary constraints.

ERTMS SCAN-MED - ERTMS on-board deployment for interoperable freight traffic

2015-DE-TM-0175-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Germany, Denmark	
(Coordinating) Applicant: DB Schenker Rail AG	
Requested funding:	
Total eligible costs:	€17 214 026
Requested funding:	€8 607 013
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action's objective is to deploy ERTMS on-board equipment on locomotives operating on the Scandinavian - Mediterranean and Rhine - Alpine Core Network Corridors. The global project entails creating a pool of 1,200 ETCS locomotives fitted with the latest baseline versions by 2026 and operating in several European countries. The activities include development, authorisation and testing of three prototypes and the retrofit of 50 locomotives, of which 47 locomotives with Baseline 3 and six locomotives with Baseline 2. The proposed Action will improve the competitiveness of rail freight transport and contribute to reduce road congestion, road fatalities and environmental pollution.

Evaluation Remarks

The relevance and maturity of the proposed Action are excellent as it will eliminate bottlenecks and the financial resources have been secured. Its impact is also excellent due to the contribution to traffic management. The quality is very good as the organisational structure is sound. However, the Action has not been retained for funding due to budgetary constraints.

Equipping with ERTMS the section Oberhausen Sterkrade - German/Swiss border (Weil)

2015-DE-TM-0322-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Germany	
(Coordinating) Applicant: Bundesministerium für Verkehr und digitale Infrastruktur	
Requested funding:	
Total eligible costs:	€108 072 461
Requested funding:	€52 879 622
Requested EU support:	48.93%
Recommended funding:	€0

The proposed Action covers the ETCS equipment of approximately 750 km of the German section of the Rhine - Alpine Corridor. It is part of the global project that comprises the equipment of the section between Oberhausen Sterkrade to the Swiss border with ETCS by 2022. Based on existing conditions, a combination of equipment with ETCS level 2 and ETCS level 1 limited supervision will be installed, as well as the necessary interlockings. The Action's implementation will contribute to the end-to-end Corridor interoperability in accordance with the applicable EU TSI for Interoperability and CCS.

Evaluation Remarks

Although the relevance, quality and impact are good, the Action is not mature. The Action addresses the call objectives and enhances capacity and safety. However, the work contract signatures are only foreseen for 2019-2020, putting the timely completion at serious risk. Besides, no activities are planned in 2016 and very few in 2017.

Deployment of ETCS prototype equipment on cross-border shunting locomotives

2015-DE-TM-0394-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Belgium, Germany, France, Luxembourg	
(Coordinating) Applicant: Vossloh Locomotives GmbH	
Requested funding:	
Total eligible costs:	€10 111 100
Requested funding:	€5 055 550
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns the prototyping of 1 ETCS Baseline 3 on-board unit for the Vossloch DE 18 locomotive. It is a universal centre-cab diesel-electric locomotive for shunting, main and secondary line service, authorised in Germany and France. The locomotive is foreseen to be in service on 8 Core Network Corridors. The Action is divided into two phases: the prototyping of ETCS SRS 2.3.0d, and the upgrade to ETCS Baseline 3. The Action will contribute to the deployment of ERTMS on European railways having a positive impact on their safety, interoperability and capacity.

Evaluation Remarks

The relevance, maturity and impact are excellent as the Action concerns ETCS Baseline 3 prototype covering the entire loco type. All contracts are signed and the works have already started. The quality is good, but the two-phase approach has not been clarified and the distinction between the ETCS and national system has not been provided. The Action has not been retained for funding due to budgetary constraints.

ERTMS track-side deployment in East Denmark

2015-DK-TM-0072-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Denmark	
(Coordinating) Applicant: Banedanmark (Rail Net Denmark)	
Requested funding:	
Total eligible costs:	€80 359 000
Requested funding:	€40 179 500
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action covers the trackside deployment of ERTMS level 2 Baseline 3 over a 222 km long double-track section. It concerns the section Copenhagen - Middelfart located on the Danish section of the Scandinavian - Mediterranean Core Network Corridor. It is divided into three sections: Roskilde -Copenhagen Central Station, Roskilde - Korsør and Korsør -Middelfart, and includes the system deployment and its authorisation. The Action is part of a global project: the signalling programme that concerns the deployment of ERTMS on the Danish railway network. The Danish signalling programme includes the dismantling of the national signalling system, so the Danish network will be ERTMS equipped only.

Evaluation Remarks

The relevance and quality of the Action are very good as it addresses very well the priorities and expected results of the call. Its maturity is excellent with its readiness to start, secured budget and available contracts. The impact is very good as the Action contributes to the completion of interoperability in the EU and Denmark. However, the Action has not been retained for funding due to budgetary constraints.

ERTMS track-side deployment on the Danish access route to the Fehmarn Belt Fixed Link

2015-DK-TM-0130-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Denmark	
(Coordinating) Applicant: Banedanmark (Rail Net Denmark)	
Requested funding:	
Total eligible costs:	€12 100 000
Requested funding:	€6 050 000
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action covers the trackside deployment of ERTMS level 2 Baseline 3 over a 97 km long double-track section. It concerns the section Ringsted-Nykøbing Falster located on the Danish section of the Scandinavian - Mediterranean Core Network Corridor. The Action includes the system deployment and its authorisation. The Action is part of a global project: the signalling programme that concerns the deployment of ERTMS on the Danish railway network. The Danish signalling programme includes the dismantling of the national signalling system, so the Danish network will be ERTMS equipped only.

Evaluation Remarks

The relevance of the Action is very good as it addresses well the priorities and expected results of the call. Its maturity is good, but the Action will only start on 1 August 2017. The impact is good, because the Fehmarn Belt is not yet completed. The quality of the proposal is good, but some information is not sufficiently provided. However, the Action has not been retained for funding due to budgetary constraints.



ERTMS deployment on Chamartin - Atocha - Torrejon de Velasco section

2015-ES-TM-0115-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Spain	
(Coordinating) Applicant: ADIF Alta Velocidad	
Requested funding:	
Total eligible costs:	€8 500 000
Requested funding:	€4 250 000
Requested EU support:	50.00%
Recommended funding:	€0

The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action covers track-side deployment of ERTMS Baseline 2, release 2.3.0d ERTMS (ETCS+GSM-R) on 32 km long double track section Chamartin-Atocha-Torrejon de Velasco, currently under construction. The section is located on the Atlantic Core Network Corridor, within the pre-identified section Sines/Lisboa-Madrid high-speed rail. It is part of a global project on deployment of ERTMS in all Spanish high speed lines and main urban transport nodes. The proposed Action provides an important missing high speed rail link in the area of Madrid and contributes to interoperability of the Spanish part of the Atlantic CNC.

Evaluation Remarks

The relevance of the Action is very good, however not fully addressing the call priorities. Its maturity and impact are excellent, with completed tender procedures and interoperability improvement of the Atlantic CNC. The quality is very good. However, the Action has not been retained for funding due to budgetary constraints.

ERTMS deployment on Murcia-Monforte del Cid, Valencia-Castellon and Vandellos-Tarragona sections

2015-ES-TM-0119-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Spain	
(Coordinating) Applicant: ADIF Alta Velocidad	
Requested funding:	
Total eligible costs:	€45 515 000
Requested funding:	€22 757 500
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action covers track-side deployment of ERTMS level 2 (ETCS and GSM-R), Baseline 2.3.0d on 327.70 km long double-track equivalent railway line of the Spanish rail network. The concerned sections are located on the Mediterranean Core Network Corridor (CNC): Valencia - Castellon - Vandellos (216.70 km), Vandellos - Tarragona (48 km) and Murcia -Monforte del Cid (63 km). The Action is part of a global project on deployment of ERTMS in all Spanish high speed lines and main urban transport nodes. Implementing the Action will ensure interoperability of a considerable part of the Spanish high speed lines while enabling uninterrupted traffic of ERTMS equipped vehicles.

Evaluation Remarks

The relevance of the Action is very good as it addresses well the call priorities. The maturity is very good as the Action has started. Its impact is excellent as it will ensure better interoperability on the Mediterranean CNC. The quality of the Action is very good. However, the Action has not been retained for funding due to budgetary constraints.



ERTMS deployment on Castellbisbal - Nudo de Vilaseca section

2015-ES-TM-0120-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Spain	
(Coordinating) Applicant: ADIF	
Requested funding:	
Total eligible costs:	€15 270 000
Requested funding:	€7 635 000
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action covers the track-side deployment of ERTMS level 1 or 2 (ETCS, GSM-R and certification process), Baseline 2.3.0d on a railway section of 93 km of equivalent double-track of the Spanish rail network. The section covers the railway line Castellbisbal - Nudo de Vilaseca and is part of the Mediterranean Core Network Corridor (CNC). The Action is part of a global project on deployment of ERTMS in all Spanish high speed lines and main urban transport nodes. Implementing the Action will ensure interoperability of a considerable part of the Spanish high speed lines while enabling uninterrupted traffic of ERTMS equipped vehicles.

Evaluation Remarks

The relevance of the proposed Action is good but some elements are not relevant for the call. Its impact is very good as the Action would ensure better interoperability on the Mediterranean CNC. The quality is good because the Action is well described but some required information is not sufficiently provided. The maturity is only fair as the Action is planned to start on 30 September 2017.

ERTMS deployment in high speed passengers railway lines in Spain

2015-ES-TM-0123-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Spain	
(Coordinating) Applicant: ADIF Alta Velocidad	
Requested funding:	
Total eligible costs:	€93 383 454
Requested funding:	€46 691 727
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action covers the track-side deployment of ERTMS level 1 or 2 (ETCS and GSM-R), Baseline 2.3.0d on a railway section of 546.50 km of equivalent double-track of the Spanish rail network. The concerned sections are the high speed passengers lines Venta de Baños - Palencia - Leon, Variante Pajares, Olmedo - Lubian - Orense, Santiago - Vigo and La Coruña. The Action is part of a global project on deployment of ERTMS in all Spanish high speed lines and main urban transport nodes. Implementing the Action will ensure interoperability of a considerable part of the Spanish high speed lines while enabling uninterrupted traffic of ERTMS equipped vehicles.

Evaluation Remarks

The relevance of the proposed Action is good but some elements are not relevant for the call. Its maturity is very good because it has started. The impact of the Action is very good. The quality is good. the Action is well described whereas some required information is not provided. However, the Action has not been retained for funding due to budgetary constraints.



ETCS on-board tests campaign

2015-EU-TM-0039-S

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Belgium, United Kingdom	
(Coordinating) Applicant: Multitel	
Requested funding:	
Total eligible costs:	€1 565 402
Requested funding:	€782 701
Requested EU support:	50.00%
Recommended funding:	€0

The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The Action covers a series of laboratory tests prior to ERTMS on-board deployment on vehicles operating on the UK comprehensive railway network. It is a part of a global project on deployment of ERTMS in EU as defined in the TEN-T Guidelines. The Action encompasses evaluation of on-board equipment behaviour on UK comprehensive railway lines and conformity tests of Baseline 3 on-board equipment. Implementation of the Action will result in obtaining test campaigns' results contributing to ERTMS deployment in the UK.

Evaluation Remarks

The proposal is of good quality in terms of logic and clarity. Maturity and impact are demonstrated by approval by the management boards and a potential for a bug fixing in the latest ERTMS specifications. The Action's relevance is only fair, not covering a physical on-board deployment of the ERTMS. Its direct contribution to the development of interoperable railway traffic in the EU is therefore limited.

TRAXX AC2 Baseline 3 standardised ETCS on-board unit prototyping

2015-EU-TM-0327-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Germany, Luxembourg, Sweden, United Kingdom	
(Coordinating) Applicant: Deutsche Bahn AG	
Requested funding:	
Total eligible costs:	€26 653 018
Requested funding:	€13 326 509
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns the prototyping of ETCS Baseline 3 on-board units for the TRAXX AC2 locomotives covering all its variants. As part of the Action, a standardised and open Train Interface Unit (TIU) will be developed, allowing any 3rd party ETCS installations. The Action is the 1st phase of an ETCS migration plan for this type of locomotive. The Action is divided into 3 activities: prototyping, project management and the foundation of an EEIG. The Action will contribute to the deployment of ERTMS on European railways having a positive impact on their safety, interoperability and capacity.

Evaluation Remarks

The relevance and impact are excellent as the Action concerns ETCS Baseline 3 prototype. The maturity is also good, the Action is ready to start though the contracts have not yet been signed. The quality is good, but information on number of prototypes, the differences between the individual prototypes and the cost is limited. However, the Action has not been retained for funding due to budgetary constraints.



Re 482 - Retrofit of ERTMS on-board equipment

2015-EU-TM-0412-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Germany	
(Coordinating) Applicant: SBB Cargo Deutschland GmbH	
Requested funding:	
Total eligible costs:	€14 750 000
Requested funding:	€7 375 000
Requested EU support:	50.00%
Recommended funding:	€0

The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action covers the on-board deployment of ETCS Level 2, Baseline 3 on 50 freight locomotives class Re 482, operating primarily on the German and Swiss sections of the Rhine - Alpine Rail Freight Corridor. The Action is part of the TEN-T global project on deployment of ERTMS on the same Corridor. It includes prototyping and retrofitting activities. The Action will facilitate traffic management by allowing shorter headways. It will also improve the interoperability of the cross-border sections between Germany and Switzerland and reduce congestion.

Evaluation Remarks

Although the proposed Action is of very good relevance and good impact, it is not mature enough. Indeed, it is expected to start only in August 2017 and the availability of the Baseline 3 solution is not confirmed. Moreover, the quality of the proposal is only fair. The description of the activities is very generic and important details requested in the call's text have not been provided.

Re 421 - Retrofit of ERTMS on-board system

2015-EU-TM-0419-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Germany	
(Coordinating) Applicant: SBB Cargo Deutschland GmbH	
Requested funding:	
Total eligible costs:	€9 100 000
Requested funding:	€4 550 000
Requested EU support:	50.00%
Recommended funding:	€0

The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action covers the on-board deployment of ETCS Level 2, Baseline 3 on 26 freight locomotives class Re 421, operating primarily on the German and Swiss sections of the Rhine - Alpine Rail Freight Corridor. The Action is part of a global project on deployment of ERTMS on the same Corridor. It includes prototyping and retrofitting activities. The Action will facilitate traffic management by allowing shorter headways. It will also improve the interoperability of the cross-border sections between Germany and Switzerland and reduce congestion.

Evaluation Remarks

Although the proposed Action is of very good relevance and good impact, it is not mature. Indeed, it is expected to start only in November 2017 and the availability of the Baseline 3 solution is not confirmed. Moreover, the quality of the proposal is only fair. The activities description is very generic and specific information requested in the call text has not been provided.

RE 484 - Retrofit and upgrade of ERTMS on-board equipment

2015-EU-TM-0434-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Italy	
(Coordinating) Applicant: SBB Cargo Italia SRL	
Requested funding:	
Total eligible costs:	€2 941 000
Requested funding:	€1 470 500
Requested EU support:	50.00%
Recommended funding:	€0

The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action covers the on-board deployment of 11 and the upgrade of 10 freight locomotives class Re 484 with ETCS Level 2, Baseline 3. The vehicles operate primarily on the German, Swiss and Italian sections of the Rail Freight Corridors Rhine - Alpine, Scandinavian - Mediterranean and Mediterranean. The Action is part of the global project on deployment of ERTMS on the concerned Corridors. It includes prototyping, retrofitting and upgrade activities. The Action will facilitate traffic management, improve interoperability, in particular on the cross-border section between Italy and Switzerland, reduce congestion and increase the railways capacity and safety.

Evaluation Remarks

Although the proposed Action is of very good relevance and maturity, and of good impact, the quality of the proposal is only fair. The description of proposed activities is very generic. Important information requested in the call has not been provided. As a consequence, appropriateness of proposed activities and related costs is not evident and could not be properly evaluated.

ERTMS track-side deployment on the Paris-Lyon HSL

2015-FR-TM-0117-S

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: France	
(Coordinating) Applicant: Ministry of the Environment, Energy and Marine Affairs	
Requested funding:	
Total eligible costs:	€17 000 000
Requested funding:	€8 500 000
Requested EU support:	50.00%
Recommended funding:	€0

The Paris-Lyon high speed railway line (HSL) is one of the most heavily-trafficked lines in the world and handles one-third of all HS traffic in France. It is part of the CEF Annex I other sections, specifically of the Nantes-Tours-Lyon. The proposed Action consists of preparatory studies, enabling the deployment of ERTMS trackside components on the line, to boost its capacity, improve regularity and ensure interoperability. The specific objective is to finalise the customization of the available technical specifications for the implementation of ERTMS on HSLs, to incorporate the specific requirements of the Paris-Lyon line, so that a tender procedure can be launched immediately thereafter.

Evaluation Remarks

The study is relevant to the TEN-T priorities and objectives and is technically mature. The impact is significant as the Action will be a technical reference and tendering best practice for future HSL ERTMS implementations in France. The overall proposal is of very good quality in terms of its logic, completeness and clarity. However, the Action has not been retained for funding due to budgetary constraints.

ERTMS deployment on the Marseille-Ventimiglia line

2015-FR-TM-0229-S

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: France	
(Coordinating) Applicant: Ministry of the Environment, Energy and Marine Affairs	
Requested funding:	
Total eligible costs:	€30 000 000
Requested funding:	€15 000 000
Requested EU support:	50.00%
Recommended funding:	€0

The Marseille-Ventimiglia railway line is located on the core freight network. It is part of the pre-identified section Marseille-Toulon-Nice-Ventimiglia-Genova. The proposed Action encompasses all the preparatory tasks required to roll out ERTMS L2 B3 on the entire line, replace the system currently in use on the national network and improve railway performance in terms of interoperability, regularity, capacity and elimination of bottlenecks on the line. The Action will constitute a pilot implementation at national level. Its results will provide valuable input to ease the deployment of ERTMS L2 on the conventional French rail network.

Evaluation Remarks

Although relevance, maturity and impact are good, the quality of the proposal is only fair as the scope of the activities is not fully coherent with the objectives of the Action.

EURO-FLIRT

2015-IT-TM-0096-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Italy	
(Coordinating) Applicant: Strutture Trasporto Alto Adige S.P.A.	
Requested funding:	
Total eligible costs:	€9 498 500
Requested funding:	€4 749 250
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns ERTMS deployment of on-board components on 13 trainsets operating in South Tyrol and Austria. The Action is part of the global project aiming to strengthen the cross-border rail traffic on the Brenner axis (a section of the Scandinavian - Mediterranean Core Network Corridor) through the technological and operational enhancement of the local services. The three proposed activities are the final testing and homologation of the prototype, retrofitting and large scale implementation, and project management. The Action will contribute to ensuring interoperability on the cross-border Brenner line. Furthermore, it will enhance the rail transport flows along this important section of the Scandinavian - Mediterranean Core Network Corridor.

Evaluation Remarks

The Action has an excellent relevance, concerning ERTMS deployment on 13 train-sets operating in Italy and Austria. The maturity is very good, an activity having started. The impact is excellent as it will improve the competitiveness by reducing congestion on the Brenner section of the Scandinavian - Mediterranean Corridor. The quality is very good. However, the Action has not been retained for funding due to budgetary constraints.



ERTMS deployment on the Firenze-Roma High Speed Line

2015-IT-TM-0145-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Italy	
(Coordinating) Applicant: Ministry for Infrastructure and Transport	
Requested funding:	
Total eligible costs:	€15 000 000
Requested funding:	€7 500 000
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns the deployment of European Train Control System level 2 release 2.3.0d on the 240 km-long double-track high-speed line Florence-Rome, located on Scandinavian - Mediterranean Core network Corridor. The activities cover the ETCS design, installation, testing and authorization phases, as well as the project management. The Action is part of a global project aiming at equipping the entire Turin-Salerno railway line with ETCS. It will contribute to the deployment of ERTMS on Italian railways having a positive impact on their safety, interoperability and capacity.

Evaluation Remarks

The Action is of very good relevance, as it deploys ERTMS on Core Network Corridors. Maturity is very good, the Action is about to start. The impact is excellent in terms of interoperability, service quality, and traffic management. The proposal's quality is excellent as regards logic, consistency and clarity. However, the Action has not been retained for funding due to budgetary constraints.

Development of High Density ERTMS on the Rome Railway Hub

2015-IT-TM-0146-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Italy	
(Coordinating) Applicant: Ministry for Infrastructure and Transport	
Requested funding:	
Total eligible costs:	€20 000 000
Requested funding:	€10 000 000
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns the deployment of European Train Control System level 2 baseline 3 in the railway node Rome, located on Scandinavian - Mediterranean Core Network Corridor. The total length of the section is 49 km double-track equivalent. The activities cover the ETCS design, installation, testing and authorization phases, as well as the project management. The Action is part of a global project aiming at equipping the entire Turin-Salerno railway line with ETCS. It will contribute to the deployment of ERTMS on Italian railways having a positive impact on their safety, interoperability and capacity.

Evaluation Remarks

The Action is of excellent relevance, as it deploys ERTMS in a railway node situated at a Core Network Corridor. Maturity is good, although the technical design has still to be finalized. The impact is excellent in terms of interoperability, service quality, traffic management and capacity increase. The proposal's quality is very good. However, the Action has not been retained for funding due to budgetary constraints.

EDERA - ERTMS deployment on railway cars

2015-IT-TM-0147-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Italy	
(Coordinating) Applicant: Ministry for Infrastructure and Transport	
Requested funding:	
Total eligible costs:	€10 814 000
Requested funding:	€5 407 000
Requested EU support:	50.00%
Recommended funding:	€0

This Action aims to retrofit 42 maintenance vehicles operating in Italy with European Train Control System Baseline 3 on-board equipment. The locomotives are expected to operate on the Italian rail network, including the Scandinavian -Mediterranean Corridor. The activities of the Action include prototyping, testing and deployment of on board units on the maintenance vehicles, project management. Completion of the Action would allow maintenance works to be carried out in a more efficient manner, resulting in a higher availability of the Italian and TEN-T rail network.

Evaluation Remarks

The Action has very good relevance and maturity. It has started and there are no pending issues. The impact is also very good as it will increase the availability of the rail network. The Action has a good quality, the activities are coherent with the objectives. However, the Action has not been retained for funding due its relatively lower EU added value and because of budgetary constraints.

ERTMS series retrofitment and upgrade on electric locomotives

2015-LU-TM-0162-W

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Austria, Belgium, Germany, Hungary, The Netherlands, Sweden	
(Coordinating) Applicant: Alpha Trains Luxembourg S.a r.l.	
Requested funding:	
Total eligible costs:	€15 900 000
Requested funding:	€7 950 000
Requested EU support:	50.00%
Recommended funding:	€0

The European Railway Traffic Management System (ERTMS) aims to ensure the interoperability of the EU railway network. The proposed Action concerns the retrofitting with ETCS Level 2, Baseline 3 of 35 Bombardier TRAXX AC2 locomotives, as well as the prototype development and subsequent upgrading of 55 Bombardier TRAXX MS DABNL locomotives. The Action is part of the ongoing global project for the ETCS on-board equipment on the applicant's freight locomotives fleet. The Action will have a positive effect on traffic management, interoperability, quality and safety of freight transport services.

Evaluation Remarks

Although the Action is of very high relevance and impact, it is not mature enough. The effective start of the retrofitting is only in March 2020 and the start of the upgrade activity is only scheduled at the end of June 2017. The quality of the proposal is good, with activities coherent with the Action's objectives, though not sufficiently well explained.

ETCS on-board equipment on CFL rolling stock

2015-LU-TM-0350-W

NOT RECOMMENDED FOR FUNDING

**General call
ERTMS**

Member State(s) concerned:

Belgium, Germany, France, Luxembourg

(Coordinating) Applicant:

Societe nationale des chemins de fer luxembourgeois

Requested funding:

Total eligible costs: €23 888 959

Requested funding: €11 944 480

Requested EU support: 50.00%

Recommended funding: €0

ERTMS deployment is a horizontal priority aiming at ensuring interoperability of the EU railway system. The Action covers the upgrade and retrofit of 78 vehicles with ERTMS level 1, Baseline 2, release 2.3.0d operating primarily on the North Sea - Mediterranean Core Network Corridor. It is a part of a global project aiming at deploying ERTMS on the entire rolling stock of the applicant. The successful implementation of the Action will increase the interoperability and safety of railway traffic on the Corridor.

Evaluation Remarks

While the relevance of the Action is good, fitting the TEN-T objectives and the Work Programme ERTMS priority, its maturity, impact and quality are poor. Readiness to start the Action is not ensured and the advancement of procurement procedures is poorly described. The impact has been demonstrated insufficiently. The overall proposal is of poor quality in terms of its logic, completeness and clarity.

ETCS upgrade of 84 cross-border locomotives

2015-NL-TM-0254-W

NOT RECOMMENDED FOR FUNDING

**General call
ERTMS**

Member State(s) concerned:

The Netherlands

(Coordinating) Applicant:

Mitsui Rail Capital Europe B.V.

Requested funding:

Total eligible costs: €19 965 600

Requested funding: €9 982 800

Requested EU support: 50.00%

Recommended funding: €0

The proposed Action concerns the upgrade of the ETCS on-board units, installed on 84 Siemens ES64F4 locomotives, from Baseline 2 to Baseline 2. The locomotives are authorised for service in five EU Member States and Switzerland, and are operating on five Core Network Corridors. The main objective of this Action is to upgrade the on-board ETCS with new a SW version, which is compliant with new national requirements in Austria, Switzerland and Italy. It mainly concerns the upgrade of the integrated STMs and introduction of the Euroloop option. The upgrade is necessary to allow continued operation of these locomotives in these three countries beyond July 2016.

Evaluation Remarks

Although the relevance and impact are good and maturity excellent (the Action has already started) the quality is fair due to unclear description of the upgrade, focusing only on the STMs, which are not eligible. Moreover, the Action is of a limited EU added value. It doesn't provide additional benefits to interoperability and safety as the locomotives are already equipped with baseline 2.

Railway connection Sines/Elvas (Spain): Évora-Caia section / ERTMS

2015-PT-TM-0384-M

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Portugal	
(Coordinating) Applicant: Ministerio do Planeamento e das Infraestruturas	
Requested funding:	
Total eligible costs:	€24 895 908
Requested funding:	€12 447 954
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns ERTMS deployment on part of the Atlantic Core Network Corridor in Portugal (ERTMS Level 2 on the 104 km section between Évora and Caia). The Action is part of a global project that aims to improve the international railway connection between the port of Sines and Spain via a new, shorter railway line between Évora and Elvas/Caia (the Action). Equipment of this new line with ERTMS will allow interoperability and improve capacity and safety.

Evaluation Remarks

Although the relevance and impact of the proposed Action are very good and the maturity is also good, the quality of the proposal is only fair as it does not allow linking of the activities to the Action's objectives and the global project. In the activity description ERTMS related information (e.g. ETCS baseline, test description, ERA involvement, etc.) is not specified.

Beira Alta line (Pampilhosa-Vilar Formoso): ERTMS

2015-PT-TM-0396-M

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Portugal	
(Coordinating) Applicant: Ministerio do Planeamento e das Infraestruturas	
Requested funding:	
Total eligible costs:	€56 081 500
Requested funding:	€28 040 750
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns ERTMS deployment on the Aveiro-Vilar Formoso railway line. It is part of the Atlantic Core Network Corridor in Portugal and will improve the railway connection of Portuguese ports with their hinterland, as well as passenger rail connections with Spain. The Action aims to install ETCS level 2 and GSM-R on the Pampilhosa-Vilar Formoso section to overcome the incompatibility of the current electronic signalling system with ERTMS/ETCS. The Action will ensure interoperability, reduce the interruption between networks, increase capacity and reduce energy consumption.

Evaluation Remarks

Although the relevance and impact of the proposed Action are very good and the maturity is also good, the quality of the proposal is only fair as it does not allow linking of the activities to the objectives of the Action and the global project. Crucial information on the ERTMS specifications (e.g. baseline and system version) is not sufficiently detailed or specified at all.

Aveiro-Mangualde section: ERTMS

2015-PT-TM-0429-M

NOT RECOMMENDED FOR FUNDING

General call ERTMS	
Member State(s) concerned: Portugal	
(Coordinating) Applicant: Ministerio do Planeamento e das Infraestruturas	
Requested funding:	
Total eligible costs:	€21 824 506
Requested funding:	€10 912 253
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns ERTMS deployment on the Aveiro-Mangualde section of the new Aveiro-Vilar Formoso railway line. It is part of the Atlantic Core Network Corridor in Portugal and will improve the railway connections of Portuguese ports with their hinterland, as well as passenger rail connections with Spain. The Action aims to deploy ETCS level 2 and GSM-R. The detailed design for the new railway line is currently being developed. Equipping the line with ERTMS will ensure interoperability, reduce the interruption between networks, increase capacity and reduce energy consumption.

Evaluation Remarks

Although the relevance and impact of the proposed Action are very good and the maturity is also good, the proposal is of poor quality as it is not possible to link the sole foreseen activity to the Action's objective. It also does not allow assessing the cost in relation to the activity. ERTMS related information (e.g. ETCS baseline, test description, ERA involvement, etc.) is not specified.

Speeding-up Harmonised Innovation on Flemish TEN-T (SHIFT)

2015-BE-TM-0131-M

NOT RECOMMENDED FOR FUNDING

General call Innovation	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: Flemish Government	
Requested funding:	
Total eligible costs:	€17 680 000
Requested funding:	€4 940 000
Requested EU support:	27.94%
Recommended funding:	€0

The Action aims to advance a coordinate approach for the deployment of alternative fuel infrastructure and to boost innovation in logistics in Flanders and Belgium. The Action consists on a grant scheme covering the Flemish sections of the Core Network. The grant scheme will address several priorities on transport innovation and on the deployment of alternative fuels (Electric Vehicles, Compressed Natural Gas and Onshore Power Supply) for different modes. It covers studies (with pilot deployment) and works. Calls for proposals will be launched in 2016 and 2017. The Action results will be evaluated on a study and widely disseminated. The Action will contribute to the achievement of Flemish and Belgian objectives on decarbonisation and innovation.

Evaluation Remarks

The proposed Action is relevant and mature, addressing several priorities of the call through a grant scheme to be implemented in a Belgian region. It will have a good impact although its magnitude will depend on the projects selected through the grant scheme. Overall the proposal is of a good quality. However, the Action has not been retained for funding due to budgetary constraints and its relatively lower EU added value.



European Commission

LNG4Dredgers

2015-BE-TM-0288-M

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Belgium, Spain, The Netherlands

(Coordinating) Applicant:

Dredging, Environmental and Marine Engineering (DEME) NV

Requested funding:

Total eligible costs: €37 180 500

Requested funding: €10 727 100

Requested EU support: 28.85%

Recommended funding: €0

The Action aims at introducing and testing an environmentally friendly sustainable technology in a power generating system for dredging. It consists of a pilot deployment of LNG propulsion and dredging installation systems on 5 different new dual fuel dredgers. Activities include draft and detail designs, engineering, construction and installation of the systems, market studies on LNG bunkering supply and a feasibility study on financing, the set up of training for crew and staff and the preparation of a white paper on LNG for dredgers. The LNG powered dredgers will operate on TEN-T Core Network Corridors and in the SECA-zone, contributing to the reduction of CO₂, SO₂ and NO_x emissions.

Evaluation Remarks

The maturity of the Action is very good and the quality and impact are good. The Action will contribute to the decarbonisation of port operations, based on a mature and a good socio-economic analysis. However, the relevance is poor as the Action does not fully address the priority of the call since it concerns only mobile equipment.

HYBRID-INFRA-RAIL

2015-DE-TM-0176-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Germany

(Coordinating) Applicant:

DB Schenker Rail AG

Requested funding:

Total eligible costs: €5 587 500

Requested funding: €2 793 750

Requested EU support: 50.00%

Recommended funding: €0

Over 17,000 diesel locomotives operate on the TEN-T network and generate significant levels of greenhouse gas emissions. The proposed Action consists of a study with pilot activities to deploy hybrid rail infrastructure to cut energy consumption by 30% on TEN-T Core Network Corridors. The trials will be conducted on the Rhine - Danube, Rhine - Alpine, North Sea - Baltic and Scandinavian - Mediterranean Corridors. The Action is part of the beneficiary's Technology and Innovation Strategy to reduce energy consumption in the rail freight sector. It is expected to contribute to improved efficiency of rail transport while at the same time ensure energy savings.

Evaluation Remarks

The relevance of the Action is very good as it contributes to improved efficiency of rail transport and energy savings. The Action is technologically and administratively mature. Its impact is very good. The quality of the Action is good thanks to coherent objectives, activities and resources. However, the Action has not been retained for funding due its relatively lower EU added value and budgetary constraints.



European Commission

IBIS - Intelligent Barge Information Service

2015-DE-TM-0240-M

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Germany

(Coordinating) Applicant:

Hamburg Port Authority

Requested funding:

Total eligible costs: €1 151 600

Requested funding: €575 800

Requested EU support: 50.00%

Recommended funding: €0

The Hamburg port, one of the biggest sea ports in Europe, is also an important inland port located on the Orient/East-Med Corridor linking it to the Czech Republic via the Elbe river. The Action (a study and pilot) is part of a global project aiming to interconnect intelligent systems to the Hamburg smartPORT traffic system. The main activities include (i) actual-state analysis (ii) development of the Intelligent Barge Information Service concept (iii) pilot implementation and evaluation. The main benefit will be to close an existing technology gap and make a major step forward towards integrating intelligent systems in the port and establish it as an attractive alternative for the logistics chain.

Evaluation Remarks

The Action is relevant to the call although it is limited to the Hamburg port. It is mature and will have a positive impact, providing a solid basis for decision-making and future deployment. The quality of the Action is very good. However, the Action has not been retained for funding due to its relatively lower EU added value and budgetary constraints.

DENATO-NODE

2015-DE-TM-0271-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Germany

(Coordinating) Applicant:

DB Schenker Rail AG

Requested funding:

Total eligible costs: €4 942 500

Requested funding: €2 471 250

Requested EU support: 50.00%

Recommended funding: €0

Around 100 rail infrastructure nodes (e.g. terminals, yards and transshipment points) ensure connections to Corridors and contribute to the backbone of the TEN-T Core Network. The proposed Action prepares the German deployment of an energy-efficient, automated and safe rail infrastructure system using multi-sensor interface technology. It contains a real life trial in Munich, which is part of the Scandinavian - Mediterranean and Rhine - Danube Corridors. After completion of the Action, the study results and developed business plan will be used for a roll-out on the German Core Network on both Corridors as well as the Rhine - Alpine Corridor. In the long term, a further roll-out on the Core Network in neighbouring countries is envisaged.

Evaluation Remarks

The relevance and maturity of the Action are very good. The impact is good although the market take-up after conclusion of the deployment study is not well substantiated. The quality is good, even if important aspects of the technological feasibility are insufficiently integrated into the concept. However, the Action has not been retained for funding due to budgetary constraints and its relatively lower EU added value.



European
Commission

LNG4Trucks

2015-DE-TM-0285-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Belgium, Germany, France, Poland

(Coordinating) Applicant:

Uniper LNG Kraftstoff GmbH

Requested funding:

Total eligible costs: €57 945 102

Requested funding: €28 972 552

Requested EU support: 50.00%

Recommended funding: €0

The proposed Action aims at supporting decision-maker and private stakeholder efforts to promote LNG as a sustainable fuel alternative for European road transport. The Action is part of a global project providing LNG along the 9 Core Network Corridors. A study and a pilot will deploy 25 LNG fuelling stations for trucks, 10 LNG trucks and 1 semi-mobile station at logistics distribution centres in Belgium, France, Germany and Poland. The Action will contribute to establish at least 200 LNG truck fuelling stations by 2030 and promote a sustainable, integrated and efficient transport network.

Evaluation Remarks

Even though the Action has excellent relevance and good maturity and impact, its quality is weak. The costs are very high and not supported by any detailed analysis. The distribution of financial resources is unbalanced. The coordination of studies, deployment and evaluation is poorly described and the dissemination strategy is not sufficiently developed.

Rail Data Gate

2015-DE-TM-0411-M

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Germany

(Coordinating) Applicant:

Hamburg Port Authority

Requested funding:

Total eligible costs: €1 159 200

Requested funding: €579 600

Requested EU support: 50.00%

Recommended funding: €0

The Action is located at the Hamburg port in Germany, which handles on average 200 inbound and outbound trains with 5,000 wagons every day. It is located at the junction of three Core Network Corridors (Scandinavian - Mediterranean, North Sea - Baltic and Orient/East-Med). Overall, the Action aims at improving the efficiency of intermodal operations between seaport and hinterland terminals through enhanced acquisition of train-related data and its early transmission to all stakeholders involved. The Action, a study with pilot deployment, will test cameras in a data collection station along the railway, report on its results, integrate data into the existing system of the Hamburg Port Authority and further disseminate results to relevant stakeholders.

Evaluation Remarks

The Action is highly relevant, located on three Core Network Corridors, aiming at improving railway multimodal operations. Its maturity and impact are good as it will optimise safety and sustainability of rail freight transport. The Action's quality is very good: budget and activities are consistent. However, the Action has not been retained for funding due its relatively low EU added value and to budgetary constraints.

Innovative brake monitoring system for freight wagons

2015-DE-TM-0423-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Austria, Germany, Hungary, The Netherlands

(Coordinating) Applicant:

HaCon Ingenieurgesellschaft mbH

Requested funding:

Total eligible costs: €2 226 330

Requested funding: €1 113 165

Requested EU support: 50.00%

Recommended funding: €0

Periodic inspections on brakes for freight wagons are time consuming. Brake components are not easily accessible and data and inspection results are collected by traditional means. The Action aims to streamline brake monitoring, wagon inspections and freight operations. It consists of a study with a pilot deployment of an innovative braking monitoring system on rail freight wagons based on telematics. Two real-life trials will be carried out along 3 Core Network Corridors. Activities include preparation, set up, assembly and installation of the test equipment; trial result evaluation and business plan preparation for the roll-out. The Action will contribute to rail competitiveness by increasing safety in operations, reducing costs and optimising the use of wagon fleets.

Evaluation Remarks

The Action is highly relevant, contributing to the optimization of rail operations. Based on a mature technology, it is supported by interested stakeholders. The impact will be positive, since the monitoring system will reduce time and costs of inspections. Overall the Action is of a good quality. However, the Action has not been retained for funding due to budgetary constraints and to its relatively lower EU added value.

GREAT Hydrogen - Green Regions with Alternative fuels for Transport

2015-DK-TM-0318-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Denmark

(Coordinating) Applicant:

The Danish Partnership for Hydrogen and Fuel Cells

Requested funding:

Total eligible costs: €6 558 850

Requested funding: €3 935 311

Requested EU support: 60.00%

Recommended funding: €0

The Action is part of a global project aiming to ensure volume introduction of alternative fuel infrastructure and vehicles, decarbonisation of the fleet and transition from fossil fuels. The Action completes the alternative fuel offer of the co-funded Action GREAT. It aims to demonstrate an easily scalable customer business model, to enhance alternative service level fuels bridging missing links and bottlenecks in the geographical area, and to expand open access and roaming application for payments. The Action is a study with a pilot deployment of three hydrogen refueling stations in Denmark and 32 fuel-cell vehicle. Stations will be located next to Scandinavia - Mediterranean Corridor. It also includes studies on business models and policy measures, communication and dissemination activities.

Evaluation Remarks

The Action addresses well the priorities of the call by deploying hydrogen infrastructures in Denmark. It is ready to start from a technical and administrative point of view. The Action is of a good quality and will have a good impact for policy-making and business models development for the hydrogen supply chain. However, the Action has not been retained for funding due to budgetary constraints.

P-RCMS

2015-EL-TM-0163-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Greece

(Coordinating) Applicant:

Rogan Associates S.A.

Requested funding:

Total eligible costs: €1 824 000

Requested funding: €912 000

Requested EU support: 50.00%

Recommended funding: €0

The Action is located in the Piraeus core port in Greece. Its objective is to customise the pilot Robotic Container Management System (RCMS) design to the port needs. This innovative concept of container handling allows approximately 200% increase in storage capacity, as well as an improvement in port container throughput. The Action will carry out the necessary studies (including EIA and CBA) and activities in order to gather all the necessary permits (environmental, construction, operational), and execute the necessary public consultation and dissemination activities.

Evaluation Remarks

The Action's relevance is very good in terms of efficiency, interoperability, multimodality, safety and security in a core port. It is very mature, being technically ready to start. The impact is good in terms of competitiveness and operability. The quality is good, activities being well described. However the Action has not been retained for funding due to its relatively lower EU added value and to budgetary constraints.

Pilot CNG filling station network across the Greek road core network

2015-EL-TM-0304-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Greece

(Coordinating) Applicant:

Public Gas Corporation (DEPA) S.A.

Requested funding:

Total eligible costs: €8 592 020

Requested funding: €4 296 010

Requested EU support: 50.00%

Recommended funding: €0

The Action, a study with integrated pilot, will be implemented in Greece along the Orient/East-Med Core Network Corridor. A total of 13 CNG refuelling stations will be deployed in already existing petrol stations. The project includes the necessary connections to the natural gas network. Outcomes of the pilot and a business model will be studied and consolidated so as to allow future larger deployments of CNG refuelling infrastructure. Overall, the Action contributes to decarbonisation and roll-out of alternative fuels in the EU.

Evaluation Remarks

The Action's relevance is good, aiming at deploying a network of 13 CNG fuelling stations in Greece. The Action's maturity, impact and quality are good: locations have been selected and it will contribute to developing the required infrastructure for CNG supply based on a reliable organisational structure. However the Action has not been retained for funding due to environmental concerns and budgetary constraints.



European Commission

Feasibility study of infrastructure needed to promote decarbonised railway traction systems units

2015-ES-TM-0044-S

NOT RECOMMENDED FOR FUNDING

General call Innovation	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Renfe Operadora	
Requested funding:	
Total eligible costs:	€2 000 000
Requested funding:	€1 000 000
Requested EU support:	50.00%
Recommended funding:	€0

The Spanish railway sector strategy aims to improve transport sustainability by reducing emissions. The Action includes a feasibility study with real-life trial to evaluate, with the focus on the infrastructure needed, the use of hydrogen as source of energy on the Atlantic Corridor. The necessary procedures, legal requirements and technical aspects relating to the fixed and mobile facilities for producing and supplying hydrogen will be defined, set up and tested in practice. The Action contributes to developing the technical, economic and legal reference framework for stakeholders and decision makers involved in the future use of hydrogen in rail transport.

Evaluation Remarks

The Action fails to demonstrate its relevance to the call priorities. Its maturity is weak as legal and permitting requirements still need to be studied. The impact of the Action is poor as no credible information on its contribution to decision-making and best practices is provided. The quality is poor as the activities are insufficiently described and are inconsistent with the timeline and high budget.

New generation of technology rooms network to empower ERTMS/ETCS and GSM-R implementation

2015-ES-TM-0064-M

NOT RECOMMENDED FOR FUNDING

General call Innovation	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Renfe Operadora	
Requested funding:	
Total eligible costs:	€2 956 000
Requested funding:	€1 151 001
Requested EU support:	38.94%
Recommended funding:	€0

The Action is located in Spain on the railway core network. Its general objective is to enhance trains energy efficiency, traffic safety, as well as to improve usage of new technologies for train protection systems. The Action will deploy training schemes for train machinists in the above mentioned fields including ERTMS, using a new generation of driving simulators, at Renfe Operadora training centers located at Madrid, Barcelona, Valencia, Sevilla and Bilbao. These new simulators will also include a new ERTMS module that enables training in any kind of situation both in conventional Corridors as in high speed ones. In the long term, through driving analyses provided by the simulators, the Action aims at improving the overall train transport efficiency and safety.

Evaluation Remarks

The Action's relevance is limited in terms of EU added value. It is fairly mature as the Technology Readiness Level relates to a prototype. The Action's impact is low, not demonstrating any contribution of the study as a decision-making tool, or for policy-making at EU level. The quality of the Action is weak as it lacks detailed and coherent activities, deliverables and milestones.



Mobile mapping technologies for generating the spatial data infrastructure for mobility

2015-ES-TM-0075-W

NOT RECOMMENDED FOR FUNDING

General call Innovation	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Centro Nacional de Informacion Geografica	
Requested funding:	
Total eligible costs:	€1 278 000
Requested funding:	€639 000
Requested EU support:	50.00%
Recommended funding:	€0

The creation of spatial road information is fundamental for the development and management of road infrastructure. The proposed Action aims to promote the development of Geographic Information Services (GIS) for mobility from the most accurate and complete data captured with mobile mapping technologies. Activities include road data capturing, extracting vector data and uploading the database, and creating the GIS for mobility. The main benefits will be the availability of detailed data on the Spanish road core network.

Evaluation Remarks

The maturity of the proposed Action is very good as it is fully ready to start. However, its relevance and quality are insufficient. It does not directly address the call specific objectives and its EU added value is limited because of implementation in one Member State only. The impact of the Action is poor due to little clarity on future use of its output. Overall, the Action is insufficiently described.

Smart Connected Port

2015-ES-TM-0153-S

NOT RECOMMENDED FOR FUNDING

General call Innovation	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Autoridad Portuaria de Baleares	
Requested funding:	
Total eligible costs:	€3 000 000
Requested funding:	€1 500 000
Requested EU support:	50.00%
Recommended funding:	€0

The Action is located in the Palma core port. Its objective is to implement a comprehensive management system for the port allowing to remotely connect and manage five other ports of the Balearic Islands. It will make possible in particular the control of the smart lighting system in port areas, monitor the mooring of all kinds of vessels, handle the information registered by the cameras in a smart manner. To that end the Action will draw up a Master Plan, launch the procurement, carry out civil engineering works for the pilot, purchase the equipment and develop the software.

Evaluation Remarks

The Action's relevance is good as it contributes to the deployment of telematics applications in a core port. It is very mature in terms of technological readiness, as equipment and software to be deployed are commercially available. The impact is only fair since socio-economic, environmental and mobility effects are not quantified. Its quality is fair as activities and envisaged systems are insufficiently detailed.

System of automatic changeover gauge in freight wagons and rail tracks

2015-ES-TM-0156-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Spain

(Coordinating) Applicant:

ADIF

Requested funding:

Total eligible costs: €4 800 000

Requested funding: €2 400 000

Requested EU support: 50.00%

Recommended funding: €0

The Action aims to develop and manufacture a pilot integral system of automatic standard/Iberian changeover gauge for freight wagons and rail track. The pilot is located on the Mediterranean Corridor. The Action is part of the global plan to manufacture and approve a prototype, including transfer of knowledge. The activities consist of studies to develop, manufacture and certify movable rolling sets that include variable width axles for wheels of 920 mm and 760 mm. The Action will contribute to compatibility with the existing rail freight bogies used in Europe, reduction of bottlenecks and improvement of rail efficiency.

Evaluation Remarks

The relevance of the Action is very good by tackling cross-border and bottleneck issues. The technology for the changeover gauge system is ready for implementation. The Action's impact is good but its contribution to decision and policy-making is insufficiently elaborated. The quality of the Action is very good with clear objectives. However, it has not been retained for funding due to its relatively lower EU added value.

Interoperable, multimodal, efficient and sustainable transport in the Murcia-Cartagena axis

2015-ES-TM-0169-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Consejeria de Fomento e Infraestructuras de la Region de Murcia

Requested funding:

Total eligible costs: €4 400 000

Requested funding: €2 200 000

Requested EU support: 50.00%

Recommended funding: €0

The Action aims to deploy a technological platform allowing intermodality and interoperability between all public transport modes along the Murcia-Cartagena axis of the Mediterranean Core network Corridor. The Action consists of a study with a pilot deployment which includes development of an integrated ticketing system, the modernisation and integration of fleet management systems, a passenger information system, and an integral control centre for exploitation and maintenance. The Action also includes the deployment of vehicles using alternative fuels and supply system points. Once implemented, the Action will contribute to enhance sustainability, efficiency and accessibility thus promoting the modal shift towards public transport.

Evaluation Remarks

Despite the very good relevance and the good maturity, impact and quality of the Action are only fair. The Action lacks a robust study component and follow-up tasks. Furthermore no business model or innovative client relation analysis will be delivered. The description of the activities lacks details and their interrelation lacks clarity. No dissemination task is foreseen.

iC+

2015-ES-TM-0171-W

NOT RECOMMENDED FOR FUNDING

**General call
Innovation**

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Renfe Viajeros S.A.

Requested funding:

Total eligible costs: €93 480 555

Requested funding: €9 589 427

Requested EU support: 10.26%

Recommended funding: €0

The Action aims at deploying over the Spanish railway network antennas and WIFI connectivity on board of 89 high speed trains and 20 commuter stations. It mostly takes place on the Mediterranean Core Network Corridor. The goal is to increase market share and improve customer's satisfaction, gradually enabling a modal shift towards rail. This will be done through the setting up of 4G-Long Term Evolution WiFi and satellite communications and the development of an entertainment platform.

Evaluation Remarks

The Action is poorly relevant as it does not fit the priorities of the call. Being ongoing it is very mature. The Action's impact is poor since it does not need the CEF funding and does not foresee any socio-economic nor environmental impacts. The Action's quality is good as its organisational structure, risk management procedures and quality management are adequate.

**High-performance asphalt mixes
for safety and long-life roads**

2015-ES-TM-0230-S

NOT RECOMMENDED FOR FUNDING

**General call
Innovation**

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Eiffage Infraestructuras

Requested funding:

Total eligible costs: €1 188 678

Requested funding: €594 339

Requested EU support: 50.00%

Recommended funding: €0

The A-92 highway in Andalusia is a Spanish road connection between Seville and Antequera on the Mediterranean Corridor. The Action will demonstrate advantages of new types of Warm Asphalt Mixes based on Stone Mastic Asphalt in order to increase their use in the Iberian Peninsula. In the framework of pavement rehabilitation, a 3 km experimental section will be deployed. This will allow studying the performance evolution of the road surface until 2020, with strong focus on durability, driving safety and comfort. The expected benefits are a reduction in fuel consumption; improved working conditions; longer asphalt lifespan - resulting in reduced accidents and fatalities - with lower maintenance costs.

Evaluation Remarks

Although relevant, the Action is not mature as it implements a technology prototype and has not received political support or permits. Its impact is too limited. No innovative process to improve business model and business-client relationship is foreseen. The quality is low since the activity description, budget and timing lack clarity and coherence and no dissemination strategy has been proposed.

SHARP RAIN

2015-ES-TM-0283-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Port Authority of Gijon

Requested funding:

Total eligible costs: €3 402 000

Requested funding: €1 701 000

Requested EU support: 50.00%

Recommended funding: €0

The maritime Port of Gijon, core port of Spain, plays an important role in bulk freight, causing continuous environmental challenges regarding handling, storage and transportation. The proposed Action aims to deploy a smart irrigation technology to reduce adverse effects of the port's activity on the environment. It is part of a global project to improve air quality in Gijon. Activities include an Intelligent Control System for bulk terminals, real-life trials implementation and impact analysis. The Action is expected to contribute to reducing particle emissions into the atmosphere and thus improve air quality and safety in the terminal environment.

Evaluation Remarks

Although the Action is relevant, mature and good in terms of quality, the specific impact of the study as policy-making tool is described only qualitatively and the potential impact as decision-making tool is not entirely justified. Moreover, the study does not include an assessment of the targeted technology. The development of innovative business models and business-client relationships is also not specifically mentioned.

Smart early detection of intrusions in restricted port areas (SEDIRPA)

2015-ES-TM-0339-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Puertos del Estado

Requested funding:

Total eligible costs: €7 320 000

Requested funding: €3 660 000

Requested EU support: 50.00%

Recommended funding: €0

Ports of Bahía of Algeciras and Ceuta - respectively core and comprehensive ports on the Mediterranean and Atlantic Corridors - are affected by security problems linked to the intense flow of passengers and goods. These problems also cause delays, bottlenecks and reduction of service quality. The proposed Action is part of a strategy to improve the safety, efficiency and sustainability of ports concerned by the 'Operation Crossing the Strait' of Gibraltar. It aims to study, design and deploy pilots to allow early detection, warning, monitoring and response to any intrusion in the restricted concerned port areas. It is expected that the Action will contribute to improved passengers and goods transit, with better levels of safety and security.

Evaluation Remarks

The relevance of the Action to the call is very good as it is expected to lead to a business plan for roll-out in Mediterranean ports and to streamlining traffic through the ports. The Action is mature and ready to start. The impact is demonstrated with positive socio-economic benefits. The quality is good. However, the Action has not been retained for funding due to its relatively lower EU added value and budgetary constraints.

INToLNG - Innovative LNG solutions to provide clean transport fuel

2015-EU-TM-0077-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Belgium

(Coordinating) Applicant:

Engie LNG Solutions Antwerp bvba

Requested funding:

Total eligible costs: €19 342 130

Requested funding: €9 671 065

Requested EU support: 50.00%

Recommended funding: €0

Antwerp port is the second biggest port in Europe. It is a core port located on the North Sea - Baltic and Rhine - Alpine Corridors. The deployment of LNG in inland water transport is still underdeveloped due to lack of infrastructure and few LNG-fuelled vessels. The Action deploys an innovative alternative fuels hub enabling efficient shore-to-ship LNG bunkering using a permanent installation, and fuelling road vehicles at an integrated L-CNG station. Boil-off gas is used to power hub installations and e-vehicle recharging points. Four LNG-fuelled vessels and several LNG/CNG trucks will be used for real-life trials. The Action will optimise the current technologies and is expected to contribute to significantly further the market take-up of alternative fuels.

Evaluation Remarks

The relevance of the Action is very good but the scope remains mainly regional as the cross-border dimension is not sufficiently established. Maturity, impact and quality are excellent, as the Action obtained permits, political commitments and end user/stakeholder support. However, the Action has not been retained for funding due to budgetary constraints and its relatively lower EU added value.

NEXTCARGE - The next level of European charging Corridors

2015-EU-TM-0090-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Germany, Denmark, Sweden

(Coordinating) Applicant:

CLEVER A/S

Requested funding:

Total eligible costs: €13 057 248

Requested funding: €7 834 349

Requested EU support: 60.00%

Recommended funding: €0

The Action is the third of a six-step global project aiming to ensure seamless e-mobility travel across the Nordic countries considering the needs of commuters, travellers in urban, suburban agglomeration and rural areas. The Action aims to create a non-proprietary open-access charging system to ensure an adequate charging network available for new Electric Vehicles (EV), entering into the market from 2017. The Action is a study with pilot deployment of 15 superfast charging sites in Germany, Denmark and Sweden along the North Sea - Baltic, Scandinavian - Mediterranean and Orient/East-Med Corridors. It includes also studies focusing on relevant sites for the location of the super-fast charges, on relevant services for EV drivers and on necessary actions to be implemented on the sites.

Evaluation Remarks

The Action has high relevance and good impact, enhancing efficiency and sustainability of long distance electro-mobility through the deployment of super-fast charging. It is ready to start from a technical point of view and of a good quality. However, the Action has not been retained for funding due to budgetary constraints. The applicants are encouraged to explore funding opportunities under EFSI.

Hydrogen Refuelling Network for the UK (UK HRN)

2015-EU-TM-0124-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

United Kingdom

(Coordinating) Applicant:

ITM Power PLC

Requested funding:

Total eligible costs: €19 995 072

Requested funding: €9 997 536

Requested EU support: 50.00%

Recommended funding: €0

The Action aims at paving the way for the market deployment of fuel cell Electric Vehicles (FCEV) along the North Sea - Mediterranean Core Network Corridor. A total of 8 pilot Hydrogen Refuelling Stations will be deployed (200kg/day, 700bar refuelling pressure) to test a new business model for hydrogen fuel retailing in Europe. 80 FCEV will be used to feed the study activities. In addition a study will be carried out for further 50 stations to be deployed from 2018, to identify an optimal national network strategy and actual sites. The Action will produce lessons learnt and a business planning study concluding on profitable models for Europe. The project will disseminate to other Member States and stakeholders in the UK with a view to creating business opportunities.

Evaluation Remarks

The Action's relevance is very good as it addresses the specific priorities of the Innovation call. The Action's maturity is very good in terms of readiness for deployment and global support. The Action's impact is very good in terms of socio-economic effects. The Action's quality is very good. Work packages are well detailed and consistent. However, the Action has not been retained for funding due to budgetary constraints.

LNG ScanMed Masterplan for inland transport

2015-EU-TM-0142-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Germany, Italy

(Coordinating) Applicant:

Consorzio ZAI Interporto Quadrante Europa

Requested funding:

Total eligible costs: €3 610 000

Requested funding: €1 805 000

Requested EU support: 50.00%

Recommended funding: €0

The Action is the first step of the implementation LNG refueling point along the Scandinavian/Mediterranean Corridor (global project). It aims to prepare the masterplan for the deployment of LNG for inland transport along the Corridor. The Action is a study with the pilot deployment. Studies focus on market analysis, innovative technical solutions and draft and detailed design for LNG stations on road rail terminals of Bremen, Verona, Novara, Bologna, Prato and Naples, CBA and risk analyses at terminal level. The real life trials include the first-last mile connection to rail road terminals with 4 LNG trucks and the integration of LNG sensors on the port community system. The Action will contribute to remove market barriers and will pave the way for the roll out of LNG.

Evaluation Remarks

The proposed Action is relevant and mature, addressing the objectives of the call and supported by relevant stakeholders and public authorities. The impact will be positive, contributing to the deployment of LNG, although limited to rail road terminals. Overall the proposal is of a good quality. However, the Action has not been retained for funding due to budgetary constraints and its relatively lower EU added value.

BEST Ports

2015-EU-TM-0297-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Estonia, Spain, Finland, Italy, The Netherlands, Slovenia, United Kingdom

(Coordinating) Applicant:

Fundacion Valenciaport

Requested funding:

Total eligible costs: €12 999 442

Requested funding: €6 499 721

Requested EU support: 50.00%

Recommended funding: €0

BEST Ports aims to boost the transition of the port industry towards a progressive and effective low-carbon/zero emission operative model, integrating new technologies oriented to increase energy efficiency, decarbonisation and safety of port terminals and their equipment (electrical machinery concepts, use of alternative fuels for heavy duty port equipment, etc.) through innovative market sided solutions. The Action is a study with ten pilots in four Core Ports (Valencia, Bilbao, Livorno and Koper) on real life trials deployment of new technologies for port-logistic activities. Innovation relies on the introduction of full electric technologies and alternative fuels like LNG, Hydrogen Fuel Cells and Biofuels.

Evaluation Remarks

The relevance of the Action is very good. It introduces decarbonisation technologies for the logistics industry at four core ports. Its maturity is limited in terms of technical readiness for several of the envisaged pilots. The impact is good as the study has potential effects as a decision-making tool. The quality is fair, lacking an integrated approach. Management procedures and implementation are insufficiently explained.

ConnectLNG2Sea

2015-EU-TM-0338-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Ireland, United Kingdom

(Coordinating) Applicant:

Unilever UK Limited

Requested funding:

Total eligible costs: €8 106 999

Requested funding: €4 053 500

Requested EU support: 50.00%

Recommended funding: €0

The main objective of the ConnectLNG2Sea Action is the completion of a study with pilot deployment of an LNG refuelling network comprising 5 physical pilot LNG stations and 125 new LNG fuelled HGV's on the road across the UK and Ireland. Identification of 2-3 future strategic station locations in Ireland is also a part of the project. This Action will thus extend the LNG fuelling infrastructure for HGVs to the northern end-points of the North Sea - Mediterranean Core Network Corridor. The expected result will be a full-scale deployment of LNG - using the short sea sections and ports as multi-modal interconnectors and links to the Motorways of the Sea - as an alternative HGV fuel modality for medium to long haul road transport.

Evaluation Remarks

The Action addresses well the priorities of the call as it is situated on North Sea - Mediterranean Corridor. Maturity, impact and overall quality of the Action are very good. The political support is ensured and a consortium covering the entire value chain is involved. Activities and resources are coherent with the specific objectives set. However, the Action has not been retained for funding due to budgetary constraints.



European
Commission

EV refuelling stations of the future

2015-EU-TM-0379-M

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

France, United Kingdom

(Coordinating) Applicant:

Ecotricity Group Limited

Requested funding:

Total eligible costs: €9 711 251

Requested funding: €4 855 626

Requested EU support: 50.00%

Recommended funding: €0

Many charging sites are facing restrictions on additional space or power available to cope with a growing demand. EV users require a high level of reliability for charging points: easy to find, vehicle-compatible and available without long queues. The Action aims to scale up to meet future demand forecast by increasing availability and speed of ultra-fast charging services. The Action consists of a study with pilot deployment of 9 stations with third generation charging points, incorporating additional capacity and ultra-fast charging services along the North Sea-Mediterranean CNC in UK and France. It includes studies on power and station conditions requirements and design solutions, and will provide the business case for the expansion in capacity and charging speed.

Evaluation Remarks

The proposed Action is relevant. It contributes to enhancing the efficiency and sustainability of long distance electro-mobility along the North Sea - Mediterranean CNC. It is technically ready to start. Its impact will be good, paving the way to a future roll out of the super-fast charging. Overall the proposal is of a good quality. However the Action has not been retained for funding due to budgetary constraints.

CNG/LNG Mob-Iberian Network

2015-EU-TM-0408-M

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Gas Natural Distribucion

Requested funding:

Total eligible costs: €34 331 800

Requested funding: €8 853 500

Requested EU support: 25.79%

Recommended funding: €0

The Iberian Peninsula has a long experience in the gas sector and therefore good infrastructure facilities capable of supplying increasing demand. Despite this, the lack of user-oriented solutions results in a weak penetration of CNG/LNG mobility with only 49 active refuelling points for private fleets. The Action will implement a first stage of the Master Plan for the infrastructure development of CNG/LNG supply along the Mediterranean and Atlantic Corridors and major urban and suburban agglomerations, by constructing 57 new refuelling points. The Action expects to improve the gas supply network to enable a faster penetration of sustainable mobility with CNG/LNG.

Evaluation Remarks

The Action has very good relevance and maturity, but poor quality as there is no clear description of activities, milestones, verification means and dissemination plan. It fails to show control procedures and monitoring/evaluation arrangements. The impact is only fair as its use as policy-making tool, improvement of business models and efforts to reach commercial viability are poorly described and it has major weaknesses in the CBA.



European
Commission

Winds of change

2015-FI-TM-0086-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Finland

(Coordinating) Applicant:

Bore Oy Ab

Requested funding:

Total eligible costs: €2 096 000

Requested funding: €1 048 000

Requested EU support: 50.00%

Recommended funding: €0

The Action proposes to test new technologies in maritime transport in a real-life operation. The aim is to increase energy efficiency, reduce CO2 emissions and increase fuel savings, as well as reduce cost for electricity supply. The new technologies will be installed on two Finnish RoRo vessels operating in the North Sea and the English Channel between the core ports of Rotterdam and Teesport on the one hand, and Zeebrugge and Tilbury on the other hand. The Action is part of the global project aiming to demonstrate the economic viability of innovative technological solutions. Through three pilots, an alternative auxiliary wind propulsion (rotor sails), a hull vane and a new way to connect a vessel to on-shore power will be introduced.

Evaluation Remarks

Although the Action is of good quality, it does not comply with the call requirements concerning mobile equipment. In terms of maturity, the technologies to be used are not ready for deployment and their commercial availability beyond the prototype has not been demonstrated. The impact of the Action suffers from insufficient justification as regards its contribution to decision and policy-making or best practices development.

Piloting innovative and sustainable satellite CNG network in Finland

2015-FI-TM-0278-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Finland

(Coordinating) Applicant:

Gasum Ltd

Requested funding:

Total eligible costs: €5 495 030

Requested funding: €2 747 516

Requested EU support: 50.00%

Recommended funding: €0

The objective of the Action is to study and identify optimal solutions for a Finnish off-grid CNG/CBG blend refuelling ecosystem concept, comprising a pilot satellite supply chain and six refuelling stations. It is to be implemented in Finland along the Scandinavian - Mediterranean Core Network Corridor. Outcomes of the pilot and a business model will be studied and consolidated so as to allow future larger deployments of CNG/CBG refuelling infrastructure for vehicles. Overall, the Action contributes to the implementation of the Directive 2014/94/EU on the deployment of alternative fuels infrastructure.

Evaluation Remarks

The Action's relevance is excellent and its maturity, impact and quality are good, as the locations for the pilot stations have been selected, the study is conducted in parallel with the pilot deployment, which allows for lessons learned, and activities are coherent to reach the objectives. However the Action has not been retained for funding due to budgetary constraints and its relatively lower EU added value.



European
Commission

LNG as a fuel for road transport: a bridge between Southern and Northern Europe

2015-FR-TM-0084-W

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Belgium, France

(Coordinating) Applicant:

Compagnie des Gaz de Petrole PRIMAGAZ

Requested funding:

Total eligible costs: €9 539 960

Requested funding: €1 907 993

Requested EU support: 20.00%

Recommended funding: €0

Only few road transport companies have started switching their truck fleet to LNG for their fuel needs because of missing LNG refuelling infrastructure and the high necessary initial investment. The proposed Action aims to build and operate a portfolio of 11 LNG refuelling stations in France and Belgium by 2020. 8 LNG refuelling stations are directly located on the North Sea - Mediterranean Core Network Corridor in France and Belgium. 3 other stations are strategically located in dense traffic urban nodes. The Action is expected to have a positive impact on the environment by contributing to the re-balancing of road transport in favour of a more environmentally friendly fuel.

Evaluation Remarks

The relevance of the Action is excellent as it contributes to decarbonise road transport by building and operating 11 LNG refuelling stations. The technical and technological maturity of the Action is well demonstrated. Although the request for funding is not modulated according to the funding gap, quality and impact are good. However, the proposal is not retained for funding due to budgetary constraints.

Bio Mov LNG 2.0

2015-FR-TM-0273-M

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Belgium, France, Poland

(Coordinating) Applicant:

PROVIRIDIS SAS

Requested funding:

Total eligible costs: €11 192 000

Requested funding: €5 596 000

Requested EU support: 50.00%

Recommended funding: €0

BioMovLNG is a multipurpose Action located on the core roads of three Core Network Corridors. Its aim on one hand is to continue building up an LNG infrastructure in France, Belgium and Poland with five new stations. On the other hand a study will be carried out, leading to test and develop an integrated multi-fuel station offering LNG/LBG and GNC supply, superfast electric charging points and supply of hydrogen.

Evaluation Remarks

The Action's relevance is very good, with life trials on three Core Network Corridors. Its maturity is good. The LNG fuelling part has already started. The impact is good ensuring continuity of stations across Member States. It is of good quality, being well structured with suitable management procedures. However the Action has not been retained for funding due to its relatively lower EU added value.

Towards an optimised rail supply chain (TOSCA)

2015-FR-TM-0335-S

NOT RECOMMENDED FOR FUNDING

General call Innovation	
Member State(s) concerned: France	
(Coordinating) Applicant: ID Logistics France 4	
Requested funding:	
Total eligible costs:	€13 442 600
Requested funding:	€6 721 300
Requested EU support:	50.00%
Recommended funding:	€0

Danone is implementing a strategy towards a green supply chain through optimising logistic schemes and modal shift from road to rail transport. The Action will deploy a pilot of Danone in France on the Mediterranean (Marseille-Lyon) and North Sea - Mediterranean (Lyon-Dijon-Paris-Lille) Corridors using shuttle train services operated by a single proximity rail operator. The Action uses swap bodies on the routes from the factory to the final clients and promotes backhauling. It also contains a consolidation of a logistic hub in Amberieu (Lyon). After the Action, this scheme will be expanded to other EU Member States such as Germany, Belgium and the UK. The expected benefit is a reduction of 17,198 tones of CO2 and 28,602 truck movements replaced by multimodal rail.

Evaluation Remarks

The relevance of the Action is very good, although it does not particularly focus on cross border sections. Maturity and impact are also very good, but the use of a high level of innovative technology and how replicability will be achieved are insufficiently described. The quality is good. However, the Action has not been retained for funding due to budgetary constraints and its relatively lower EU added value.

Atlantic Rail Motorway: structure gauge enlargement studies

2015-FR-TM-0364-S

NOT RECOMMENDED FOR FUNDING

General call Innovation	
Member State(s) concerned: France	
(Coordinating) Applicant: Ministry of the Environment, Energy and Marine Affairs	
Requested funding:	
Total eligible costs:	€8 000 000
Requested funding:	€4 000 000
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action aims at creating a railway cross-border connection along the Vitoria-Bayonne-Bordeaux-Tours-Paris-Lille. The Action is part of a global project, which will facilitate the deployment of platform trains carrying trailers on rail motorways like the Alpine one and thereby boost the development of the Atlantic and North Sea - Mediterranean Corridors. Activities include technical studies to adapt the existing rail links which will be used by trains from the French-Belgian border to the French-Spanish border. The Action will contribute to modal shift from road to sustainable modes for long distance transport and enhance the overall safety and security of freight.

Evaluation Remarks

Despite very good maturity, the Action's relevance, impact and quality are fair. It's a pure engineering project, which does not include any innovative technological development and deployment. There is not sufficient information on the studies' impact as a decision-making tool. Activities, risk management and procedures lack details and the cost breakdown does not clearly indicate how costs are distributed among the planned activities.



European Commission

I - B E E P -- Infrastructure for Buses Electric Energy Powered

2015-IT-TM-0025-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Italy

(Coordinating) Applicant:

Azienda Trasporti Milanesi S.p.A.

Requested funding:

Total eligible costs: €1 200 000

Requested funding: €600 000

Requested EU support: 50.00%

Recommended funding: €0

Milan suffers from air pollution caused notably by particulate matters produced by internal combustion engines of public transport buses and other private vehicles. The Action, a study with pilot deployment, aims at improving air quality and fostering sustainable urban public transport development through the acquisition and deployment of zero emission electric buses. Milan is a core urban node and the proposed Action will deploy charging infrastructure to load 10 new electric buses to be purchased. The study will report on the pilot and on related training schemes.

Evaluation Remarks

The Action's relevance is fair. EU added value is very limited since it is not connected to a larger global project with other cities. Although the Action's maturity is very good, its impact is only fair as the capacity to roll out or scale up in Europe is not demonstrated. The Action's quality is poor: activities are not adequately described and substantiated, and they are not fully coherent with the objectives.

EDEN - Enhancing the Diffusing of Electric vehicles recharging Network

2015-IT-TM-0208-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Italy

(Coordinating) Applicant:

Spin8

Requested funding:

Total eligible costs: €1 698 000

Requested funding: €849 000

Requested EU support: 50.00%

Recommended funding: €0

The Action, a study with integrated pilot, is implemented in northern Italy along sections of the Scandinavian - Mediterranean and Mediterranean Core Network Corridors. It will deploy seven multi-standard fast charging stations for electric vehicles and secure their integration in the existing EV infrastructure by ensuring full interoperability in terms of technical and customer service management. It is part of a global project which foresees the implementation of 75 fast charging stations. Outcomes of the pilot and business models will be studied so as to allow future larger deployments of EV fast charging infrastructure. Overall, the Action contributes to decarbonisation and roll-out of alternative fuels in the EU.

Evaluation Remarks

Although Action's relevance and maturity are good, its impact and quality are limited. The interoperability of the charging infrastructure with other EU networks, beyond Italy, is not sufficiently addressed. The timeline for implementing the pilot will not allow for robust data collection and the budget claimed for some activities is excessive, in particular considering the small number of chargers to be deployed.



GAINN4INN

2015-IT-TM-0231-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Italy

(Coordinating) Applicant:

Ministero delle Infrastrutture e dei Trasporti

Requested funding:

Total eligible costs: €8 830 000

Requested funding: €4 415 000

Requested EU support: 50.00%

Recommended funding: €0

The Action takes place on the three Core Network Corridors which cross Italy. It aims at further developing a mature and interoperable LNG network in the north east part of the country. To that end it will built 3 LNG refuelling stations in Venice, Bolzano and one for the public transport, design and implement a computerised maintenance management system, purchase 32 LNG trucks and retrofit 3 buses. This will be achieved through three phases: Final engineering and permitting; Building and testing of components; and Real life trials and validation.

Evaluation Remarks

The Action's relevance is very good as it will take place on the Core road Network. Its maturity is very good as the technology is immediately available. However the impact is low due to the very limited number of fuelling stations. The quality is poor, activities not being structured in a coherent way, with few milestones and few risks identified.

Fast security application in smart ports

2015-IT-TM-0267-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Italy

(Coordinating) Applicant:

UIRNet S.p.A.

Requested funding:

Total eligible costs: €2 150 000

Requested funding: €1 075 000

Requested EU support: 50.00%

Recommended funding: €0

Making the logistical process more efficient is one of the priorities of the reform of the Italian port and maritime sectors. The proposed Action consists of a study with pilot activities in the core ports of Bari, Naples, Gioia Tauro and La Spezia, with the aim at testing improved systems and services for upgraded security management in Italian ports. It identifies the processes that can be shared and standardised on a national scale. The Action is expected to contribute to the streamlining of the logistics chain that begins or ends in Italian ports.

Evaluation Remarks

Although globally relevant to the TEN-T Guidelines, the Action is not mature since the readiness of the technology is not demonstrated. The impact of the Action on decision and policy-making is insufficiently elaborated. Moreover, the business models and roll out are not considered. The quality is poor as activities and project management procedures are insufficiently described.

LUCSORI - Lightspeed User Centred Services Over Reliable Infrastructure

2015-IT-TM-0287-M

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Italy

(Coordinating) Applicant:

Ministero delle Infrastrutture e dei Trasporti

Requested funding:

Total eligible costs: €9 968 833

Requested funding: €4 139 488

Requested EU support: 41.52%

Recommended funding: €0

Around 13% of the world maritime traffic passed through Italian ports in 2014. The Action aims at testing the evolution of the Italian Port Management Information System into the National Maritime Single Window as defined in Directive 2010/65/EU. The Action includes a new data centre and its connection with the ports of Venice, Bari and La Spezia, located on the Baltic - Adriatic, Mediterranean and Scandinavian - Mediterranean Corridors. The Action will enable the Italian coast guard, as well as relevant authorities and operators to significantly facilitate the clearance of arrival and departure of ships. The pilot prepares a mass rollout in more than 100 Italian ports after the completion of the Action.

Evaluation Remarks

The relevance of the Action is very good, although it does not focus on cross-border sections and the expected benefits are not clearly quantified. Maturity and impact are also very good. The quality is good, even if some risk mitigation measures are not elaborated enough. However, the Action has not been retained for funding due to budgetary constraints and its relatively lower EU added value.

Intermodal LNG cluster for mobility

2015-LU-TM-0095-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Italy

(Coordinating) Applicant:

GASFIN SA

Requested funding:

Total eligible costs: €6 200 000

Requested funding: €3 100 000

Requested EU support: 50.00%

Recommended funding: €0

The Action aims at establishing the first LNG cluster in the Padova-Venezia-Treviso triangle (Baltic - Adriatic and Mediterranean Corridors). The Action launches the LNG dispenser availability with a transfer and distribution systems available to the entire Italian peninsula and islands, by using LNG ISO-containers moved preferably by rail and water with minimal environmental impact and without congesting highway traffic. The Action also aims at avoiding long distance transport of LNG by providing local sources of bio-LNG, thus contributing to de-carbonising and de-congesting transport. The Action consists of studies preparing the development of specific pilot activities aimed at demonstrating the possible use of LNG.

Evaluation Remarks

The Action's relevance is good. It addresses the TEN-T and call priorities through LNG infrastructure deployment. The technical maturity is only fair notably regarding the LNG vehicles within the pilots. The impact of the Action is only fair as it does not include the development of a business plan and a strategy for further roll-out. The quality is poor. The activities lack coherence and clarity on the targeted objectives.



European Commission

ZE-Lim: Zero Emission Bus Transport Limburg

2015-NL-TM-0183-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

The Netherlands

(Coordinating) Applicant:

Arriva Personenvervoer Nederland B.V.

Requested funding:

Total eligible costs: €5 397 009

Requested funding: €2 698 505

Requested EU support: 50.00%

Recommended funding: €0

The objective of ZE-Lim is a regional study with pilot deployment of zero emission (ZE) public buses. The project will provide in-depth knowledge on the technical, operational, legal and financial aspects of full-scale ZE public bus transport. The project aims at replacing the conventional diesel fuelled buses with 45 ZE electrically fuelled buses in the municipalities of Venlo (rural area) and Maastricht (urban area), located on the North Sea - Mediterranean Core Network Corridor, constructing the corresponding charging stations in Maastricht and Venlo, completing a regional study with the aim to demonstrate the economic viability of a large scale deployment of ZE buses and set the conditions of a future roll-out in the Netherlands and the rest of Europe.

Evaluation Remarks

The Action's relevance is only fair as it is partially outside the Core Network (Maastricht) and the EU added value becomes limited. The maturity is high, as the Action is technically ready to start. The quality of the Action is very good regarding completeness and clarity. With a very limited number of buses and one charging station, the proposal fails to demonstrate sufficient impact.

Accelerate LNG for inland waterway transport: from reality to materiality

2015-NL-TM-0194-S

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

Belgium, Germany, France, The Netherlands

(Coordinating) Applicant:

Shell Trading Rotterdam B.V.

Requested funding:

Total eligible costs: €48 943 392

Requested funding: €16 644 657

Requested EU support: 34.01%

Recommended funding: €0

The Action, a study with pilot deployment, will be implemented on inland waterways from the Amsterdam Rotterdam Antwerp area up to the Rhine-Main-Danube area around Cologne. The objective of the Action is to accelerate liquefied natural gas (LNG) availability for inland waterway transport (IWT) along three Core Network Corridors: Rhine - Alpine, North Sea - Baltic and North Sea - Mediterranean. The Action will study the design of innovative LNG vessels and facilities, as well as the reduction of unit cost to build IWT LNG vessels. The two-year pilot will span over 1,300 km of waterways, including fixed and mobile LNG infrastructure. A business plan for roll-out in Europe will be produced, contributing to full LNG bunkering coverage along the IWT Core Network by 2030.

Evaluation Remarks

The Action's relevance, maturity, impact and quality are very good. It is implemented along three Core Network Corridors, supporting LNG for inland waterways, providing impact in terms of a decision-making tool and environment. Activities are adequate to achieve objectives. However the Action has not been retained for funding due to budgetary constraints. The applicant is encouraged to explore funding opportunities under EFSI.



European
Commission

Introduction LNG in inland waterway transportation

2015-NL-TM-0407-W

NOT RECOMMENDED FOR FUNDING

**General call
Innovation**

Member State(s) concerned:

Germany, The Netherlands

(Coordinating) Applicant:

Verenigde Tankrederij Holding BV

Requested funding:

Total eligible costs: €80 000 000

Requested funding: €6 000 000

Requested EU support: 7.50%

Recommended funding: €0

The objective of the project is to initiate the transition from conventional diesel engines to Liquefied Natural Gas (LNG) engines in order to reduce fuel emissions of ships to meet the requirements of the EU environmental legislation (e.g. emission control area legislation in coastal and inland waterway areas). The specific aim of the Action is the launch of 15 LNG propelled inland waterway barges to be used for waterway transportation on the Rhine river in order to reduce fuel emissions.

Evaluation Remarks

The Action's relevance is good. It will contribute to the reduction of greenhouse gas emissions and particulate matter in inland waterway transport along the Rhine river. The lack of comprehensive data, including on existing LNG infrastructure for fuelling the vessels, weakens the maturity and impact. The quality of the Action is low, as activities, outputs and deliverables are insufficiently described.

Enabling hydrogen mobility in Poland - H2Poland

2015-PL-TM-0296-S

NOT RECOMMENDED FOR FUNDING

**General call
Innovation**

Member State(s) concerned:

Poland

(Coordinating) Applicant:

Motor Transport Institute

Requested funding:

Total eligible costs: €12 640 000

Requested funding: €6 320 000

Requested EU support: 50.00%

Recommended funding: €0

H2Poland addresses the possibility of planning and realising a hydrogen refueling stations (HRS) continuity along two Core Network Corridors (North Sea - Baltic and Baltic - Adriatic) in Poland. The objective of the action is to establish an interconnected hydrogen re-fuelling network in Poland by the realisation of four pilot HRS connecting major urban areas to enable long distance travel with Fuel Cell Electric Vehicles. The pilot (involving four vehicles and two buses) and the analysis of the business-client relationship will be translated into a business plan for further roll-out in Poland in 2020 - 2040.

Evaluation Remarks

Although the Action's relevance and impact are good, the maturity and quality are only fair. The market maturity in Poland is very low since the number of vehicles available is limited. The Action lacks consistency between milestones and activities and the overall duration is not optimised. Moreover, the time to bring Fuel Cell Electric Vehicles into operation is too long and only implies four vehicles.

TI4: Intelligent interface for interoperability and intermodality

2015-UK-TM-0059-W

NOT RECOMMENDED FOR FUNDING

General call Innovation

Member State(s) concerned:

United Kingdom

(Coordinating) Applicant:

Department for Regional Development
(Northern Ireland)

Requested funding:

Total eligible costs: €37 078 666

Requested funding: €11 123 601

Requested EU support: 30.00%

Recommended funding: €0

The proposed Action aims to deploy an integrated ticketing system that will operate across public transport modes in Northern Ireland, including bus, rail and rapid transit. The Action includes procurement of software and back office systems, to the deployment of hardware on buses, trains and infrastructures. The system aims to manage over 85 million passenger transactions annually by 2020 through a single technological interface.

Evaluation Remarks

Although relevance, maturity and quality of the Action are good, the positive impact of the Action is not sufficiently demonstrated. Socio-economic and environmental positive impacts are stated but not quantified. The Action involves only one Member State. Moreover, the technology maturity is at TRL6, which shows low readiness of the technology.

Implementation of shotblasting to improve skid resistance

2015-EL-TM-0279-S

NOT RECOMMENDED FOR FUNDING

General call Safe and secure infrastructure

Member State(s) concerned:

Greece

(Coordinating) Applicant:

Eleftherios Kokkinakis Ltd

Requested funding:

Total eligible costs: €3 493 340

Requested funding: €1 746 670

Requested EU support: 50.00%

Recommended funding: €0

A main problem in road safety is the reduced skid resistance capacity on road pavements. The proposed Action covers a study with on-site pilot activities to investigate the effectiveness and performance of the shotblasting method for the retexturing of asphalt pavement surfaces as a road safety measure. It is located on seven dangerous sections (black spots) of the core road network in Greece, namely the Orient/East-Med Corridor. It could generate ultimately socioeconomic benefits associated with the improvement of safety conditions on the network, such as the increase in service quality, and the reduction of accidents.

Evaluation Remarks

Although mature and of generally good quality, the proposed Action's relevance and impact are limited. Its ultimate objective is to apply a maintenance-related method and as such it does not meet the requirements of the call. In addition, there is no conclusive information regarding a commitment from the Member State to use these results in decision or policy-making procedures.



Pavement-embedded monitoring system for safer roads

2015-ES-TM-0172-S

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
BECSA SAU	
Requested funding:	
Total eligible costs:	€1 366 494
Requested funding:	€683 248
Requested EU support:	50.00%
Recommended funding:	€0

Lack of regular road maintenance can exacerbate the condition of its surface which may compromise safety. The proposed Action aims to study the deployment of new technologies, based on photonic technologies on a layer of a mixture types Stone Mastic Asphalt, which contribute to the improvement of road safety management and help detect and correct design deficiencies. It will take place on the Mediterranean Corridor, specifically in the section between Tarragona and Valencia. The study covers a monitoring and preventive maintenance system as well as a pilot to verify the feasibility of its implementation on the Core Network. The Action is expected to contribute to enhance road maintenance and safety.

Evaluation Remarks

Despite its good maturity, impact and quality, the Action is insufficiently relevant. It is research oriented and not close enough to wide-spread implementation beyond the context of the proposed pilot. Moreover, the Action covers a monitoring and preventive maintenance system. Therefore, the relevance to the call priority under which it has been submitted is low.

Traffic re-organisation of the road access to Madrid

2015-ES-TM-0298-S

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
Ministerio de Fomento	
Requested funding:	
Total eligible costs:	€3 137 084
Requested funding:	€1 568 542
Requested EU support:	50.00%
Recommended funding:	€0

Madrid as capital of Spain is an urban node of the Core network and one of the busiest cities in Europe. Significant congestion problems hinder smooth flow of goods and persons. The proposed Action aims to re-organise five major Motorways to improve road access to Madrid. The Action is the first part of a global project that aims to facilitate Madrid access. The activities cover the studies to carry-out the necessary subsequent works. Easier access will improve traffic flow and public transport services.

Evaluation Remarks

Although its quality is good and its maturity is very good, the Action is insufficiently relevant as regards the call priorities since it relates to an extensive improvement programme of five motorways. Moreover, in terms of impact, it is unclear whether the investment decision depends on the outcome of the proposed studies.

Elimination of 6 level crossings to the south of Bordeaux

2015-FR-TM-0063-S

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
Ministry of the Environment, Energy and Marine Affairs	
Requested funding:	
Total eligible costs:	€1 150 000
Requested funding:	€575 000
Requested EU support:	50.00%
Recommended funding:	€0

In Southern Bordeaux, the existing section between Bordeaux station and the future junction with the new line to Toulouse and new high-speed line to Spain is heavily used with 80 trains per day. Up to 2,000 vehicles per day use the remaining six level crossings in this section. Rail traffic will triple by 2030 due to the two new lines and coming into service of the HSL from Paris. The Action is located on the Atlantic Corridor and carries out detailed design studies in order to replace these six level crossings with a series of under/overpasses, associated road accesses, and 4 pedestrian overpasses. It also produces the input needed to launch a competitive bidding process. At the end of the Action contractors will be selected, which will enable work to start from 2020.

Evaluation Remarks

The relevance of the Action is very good as it prepares the construction works for the elimination of six level crossings between local roads and the core railway network. The maturity, impact and quality of the Action are good. The Action will positively impact safety. However, the Action has not been retained for funding due to budgetary constraints.

Elimination of a level crossing on the Lyon-Avignon section

2015-FR-TM-0149-S

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
Ministry of the Environment, Energy and Marine Affairs	
Requested funding:	
Total eligible costs:	€2 000 000
Requested funding:	€1 000 000
Requested EU support:	50.00%
Recommended funding:	€0

The Action aims to eliminate a level crossing at Pont Saint Esprit in the Gard (France). This level crossing is located on the freight rail network of both Mediterranean and North Sea - Mediterranean Corridors. It is classified as black spot in the national safety enhancement programme. The Action is part of a global project that also includes the construction of a bridge under the railway track to re-connect the road. The activities consist of public consultations, technical studies and preparation of detailed design. In the longer term, the Action will improve safety and efficiency as well as the urbanisation of Pont Saint Esprit.

Evaluation Remarks

The relevance of the Action is very good as it addresses the priority under which it was submitted. Its maturity is good, being supported by both the State and SNCF réseau. The Action will have a good impact on decision-making, although this is not well substantiated. The Action is of good quality despite insufficient technical details. However, the Action has not been retained for funding due to budgetary constraints.

Elimination of a level crossing on the Paris-Bordeaux conventional railway line

2015-FR-TM-0263-S

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
Ministry of the Environment, Energy and Marine Affairs	
Requested funding:	
Total eligible costs:	€1 750 000
Requested funding:	€875 000
Requested EU support:	50.00%
Recommended funding:	€0

Removal of level crossing 91 is nationally classified as a priority given the number of accidents and the traffic of dangerous goods. The Action aims to eliminate this level crossing. It is located on the Atlantic Core Network Corridor. The Action is part of the global project aiming to remove level crossings of railway lines in France. The activities consist of socio-economic and environmental impact studies as well as public consultations and detailed design. The Action is a necessary step for the subsequent works to ensure safety of the users and the local population.

Evaluation Remarks

The Action is very relevant as it addresses the removal of a level crossing on the Atlantic Corridor. The Action is mature although there is no evidence that the funding has been secured. The Action's impact is good as decision-making, yet its effect on the Corridor will be limited. The Action is of good quality despite some shortcomings. However, the Action has not been retained for funding due to budgetary constraints.

SECUPARK A1

2015-FR-TM-0337-W

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
TIP Trailer Services France	
Requested funding:	
Total eligible costs:	€14 421 000
Requested funding:	€4 542 300
Requested EU support:	31.50%
Recommended funding:	€0

The proposed Action aims to create a safe and secure parking in Dourges (Nord-Pas-de-Calais, France) for 149 Heavy Goods Vehicles places. Dourges is located on the North Sea - Mediterranean Corridor, connecting the UK to East Europe, and North West maritime ports to South Europe. The Action is part of the global project to develop a network of secure truck areas in France. The activities cover the parking construction, infrastructure for services such as technical centre and restaurant, as well as an ITS application for online booking. The parking area will be certified at level 4 according to ESPORG labelling. The creation of parking areas will address the obligation of hauliers to rest and allow their cargo to be secured.

Evaluation Remarks

The Action is very relevant for enhancing safety and security on the North Sea - Mediterranean Corridor. Its maturity is good although it is not fully ready to start. Its impact and quality are good thanks to drivers' working conditions improvement and well defined implementation plans. However, due to major weaknesses in the CBA and budgetary constraints, the Action has not been retained for funding.

Setup of a secure and connected HGV parking centre at Calais transport hub

2015-FR-TM-0418-S

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
Polley Secured Lorry Park	
Requested funding:	
Total eligible costs:	€7 090 000
Requested funding:	€3 545 000
Requested EU support:	50.00%
Recommended funding:	€0

Calais (France) is one of the most important transport hubs in Europe, located next to a major Schengen border. The proposed Action aims to create a safe and secure parking in Calais by upgrading 390 existing spaces and adding 80 new ones. It is located on A1 motorway on the North Sea - Mediterranean Corridor. The Action is part of a global project that aims to improve safety and security of the Dover - Bordeaux axis. The activities include feasibility studies as well as an ITS pilot deployment connected with traffic data platforms, truck safety services and a secure cross-docking station. The creation of parking areas will prevent freight theft and provide a better service quality to truck drivers at rest areas.

Evaluation Remarks

The relevance and maturity of the Action are very good. However, its impact is only fair given the insufficient value the study brings to decision or policy-making. Moreover, the need for CEF support is not well substantiated on the basis of the provided financial analysis. The Action also suffers from quality weaknesses like insufficient information to assess the coherence between the budget and the extent of works.

Study to enhance road tunnel safety management in Rome

2015-IT-TM-0069-S

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
Italy	
(Coordinating) Applicant:	
ANAS S.p.A.	
Requested funding:	
Total eligible costs:	€1 300 000
Requested funding:	€650 000
Requested EU support:	50.00%
Recommended funding:	€0

The aim of the Action is to study and deploy in operational conditions a system to improve risk analysis and to develop a supporting tool for the decision making process for the enhancement of the road safety management. The Action consists of a study and pilot activities which will be conducted in one tunnel on the road bypass of Rome, which is one of the most congested nodes in Europe as far as local and interurban road links are concerned. The Action will contribute to the enhancement of the safety of transport flows for passengers and freight with a view to preparing for expected future transport flows. Furthermore, it will increase quality service levels through an efficient use of the existing infrastructures.

Evaluation Remarks

Although the proposed Action's maturity is very good and its relevance is good as it is ready to start and will improve safety, it has a fair impact and quality. The proposal fails to demonstrate its impact in the decision-making process and there are no commitments of further implementation of the results. Task commitments and responsibilities are weakly defined and there is a lack of coherence with the budget.

Removing a level crossing on the section connecting Ravenna port to the railway station

2015-IT-TM-0143-M

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
Italy	
(Coordinating) Applicant:	
Ministero delle Infrastrutture e dei Trasporti	
Requested funding:	
Total eligible costs:	€6 000 000
Requested funding:	€1 875 000
Requested EU support:	31.25%
Recommended funding:	€0

The Action aims at building an underpass in order to eliminate the Via Canale Molinetto level crossing on the road linking Ravenna's port to the city's main railway station. The Action consists of two phases, one for the final and executive design for the construction of the underpass followed by a second for the construction works and the elimination of the level crossing. The project will remove a bottleneck and, in doing so, will enhance the integration between different transport modes and will contribute to sustainability and reduction of pollution through a decrease in travelling time.

Evaluation Remarks

Although the Action's relevance and impact are very good as the Action addresses the call priorities and will improve safety, its maturity is weak. There is no evidence of any procurement procedure having started, public consultations, nor secured funding. The quality of the Action is good as the proposed activities are coherent with the Action's objectives and adequate to achieve them.

Multifunctional secure truck parking solution in Rotterdam

2015-NL-TM-0294-W

NOT RECOMMENDED FOR FUNDING

General call	
Safe and secure infrastructure	
Member State(s) concerned:	
The Netherlands	
(Coordinating) Applicant:	
Havenbedrijf Rotterdam N.V.	
Requested funding:	
Total eligible costs:	€12 913 777
Requested funding:	€2 582 755
Requested EU support:	20.00%
Recommended funding:	€0

Port of Rotterdam (The Netherlands) is among the largest ports in the world and is the largest in Europe. The proposed Action aims to create three secure truck parking areas in the port. It is located at the intersection of three Core Network Corridors (Rhine - Alpine, North Sea - Mediterranean and North Sea - Baltic). The activities cover the construction of two new parking areas totalling 459 truck places, as well as the upgrade of an existing parking, totalling 107 ADR-classified trucks. They will be certified according to EU LABEL standards. The Action contributes to the improvement of social and working conditions of truck drivers, safety and security of road transport and reduction of noise and pollutant emissions.

Evaluation Remarks

The relevance of the Action is good since it aims to develop 3 secure parking areas. The maturity of the Action is very good as some works contracts have already been awarded. Its impact is good despite insufficient justification of the EU funding. The quality is very good although activities could be more detailed. However, the Action has not been retained for funding due to budgetary constraints.

Grade-separated crossing of railway line Warsaw-Terespol in the area of Mińsk Mazowiecki Anielina

2015-PL-TM-0212-S

NOT RECOMMENDED FOR FUNDING

General call
Safe and secure infrastructure

Member State(s) concerned:

Poland

(Coordinating) Applicant:

Miasto Minsk Mazowiecki

Requested funding:

Total eligible costs: €1 250 000

Requested funding: €625 000

Requested EU support: 50.00%

Recommended funding: €0

The proposed Action concerns a study to eliminate a level crossing on the TEN-T core rail network in the Polish city of Minsk Mazowiecki. It is part of the North Sea - Baltic Sea Core Network Corridor. The Action will prepare the design documentation for constructing a grade-separated crossing (road overpass and pedestrian underpass) and the Action's cost-benefit analysis. The Action will improve traffic safety and reduce risks of accidents. It will have a positive impact on reducing congestion, on the environment and on the local socio-economic situation.

Evaluation Remarks

The impact and quality of the Action are good, with relevance and maturity slightly better. Overall it will act as a decision-making tool for a construction that will eliminate a bottleneck and have a positive safety impact. The improvement in terms of line capacity and accident reduction cannot be fully assessed due to lack of data. The Action has not been retained for funding due to budgetary constraints.

Surveillance Sensor Project LOWW

2015-AT-TM-0351-M

NOT RECOMMENDED FOR FUNDING

General call
SESAR

Member State(s) concerned:

Austria

(Coordinating) Applicant:

Austro Control

Requested funding:

Total eligible costs: €5 028 000

Requested funding: €2 514 000

Requested EU support: 50.00%

Recommended funding: €0

The Action seeks to contribute to the Single European Sky (SES) by improving the current surveillance sensor network for Vienna airport. The deployment of an extended radar surveillance coverage to 200 nautical miles will enhance performance of the surveillance sensors as an enabler for a more accurate arrival management prediction, as well as optimised reconciled target times between air traffic flow and capacity management and arrival sequencing. The Action comprises five activities, including definition of the system requirements of the surveillance sensors, procurement of the new surveillance sensor system, as well as its installation, validation and bringing the system into operation.

Evaluation Remarks

Even though the Action is relevant to the call objectives and it is mature, the Action has weaknesses under impact and quality. The expected impact is low as it fails to address the regional or EU-wide context. Furthermore, the overall Action is described in a too generic way and lacks details on organisational structure and costs.

Advanced Surface Movement Guidance and Control Systems (A- SMGCS) in Charleroi and Liège airports

2015-BE-TM-0270-M

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: Belgocontrol	
Requested funding:	
Total eligible costs:	€10 521 000
Requested funding:	€5 260 500
Requested EU support:	50.00%
Recommended funding:	€0

Liège airport is the main Belgian freight airport and Charleroi is a major hub for large low-cost airlines. Both airports claim significant growth potential over the coming decade. The Action supports an early implementation of advanced surface movement guidance and control systems (A-SMGCS) at both airports. These systems are essential in improving capacity in low visibility operations and safety under all weather conditions.

Evaluation Remarks

Although the Action's relevance and quality are good, its impact is weak because the expected improvements to safety and environment are not quantified and it remains marginal to the overall European ATM network. The Action demonstrates a very good level of maturity since the activities have already started and all of the responsibilities and commitments between all stakeholders have been defined.

Deployment of the Centralised Service 4 (CS4): Advanced Flexible Use of Airspace Service (AFUA)

2015-BE-TM-0428-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: Belgium	
(Coordinating) Applicant: EUROCONTROL	
Requested funding:	
Total eligible costs:	€7 322 324
Requested funding:	€3 661 162
Requested EU support:	50.00%
Recommended funding:	€0

A Centralised Service (CS) is an air navigation support function that is run at a pan-European and central network level covering the airspace of the Eurocontrol Member States or beyond. The Action sets up CS4, which will replace and enhance the current central Network Manager airspace repository to support the Flexible Use of Airspace (FUA) operations and the migration to Advanced FUA. CS4 will improve the sharing among the local Air Space Management of continuously updated Airspace Reservation information in order to enhance the coordination for the usage of cross-border area. It also offers enhanced collaborative decision making facilities. In the long run, the Action will serve the defragmentation of European ATM.

Evaluation Remarks

The Action is relevant to the call priority and its impact is very good as it will influence policy-making. However, regarding maturity, the political commitment is not clear. The Action has not been retained for funding due to budgetary constraints and due to its relatively lower EU added value.



Operational efficiency reporting and tracking enhancement system

2015-DE-TM-0343-W

NOT RECOMMENDED FOR FUNDING

General call	
SESAR	
Member State(s) concerned:	
Germany	
(Coordinating) Applicant:	
Deutsche Lufthansa AG	
Requested funding:	
Total eligible costs:	€1 216 653
Requested funding:	€608 327
Requested EU support:	50.00%
Recommended funding:	€0

Post-flight analytics is an important facilitator for discovering airspace deficiencies and the related improvement measures to allow free route as defined in the Pilot Common Project. The Action addresses the further development of 'SOCRATES', which is a tool for analysing the ATM performance by using real-time data to improve airspace usage efficiency. The Action covers all relevant areas necessary for the implementation of such a post-flight analyser tool: evaluation of IT needs, definition of interfaces, build up of server capacity, training of staff, and definition of SWISS tailored dashboard and testing. In the long run, the Action will contribute to improve flight efficiency, and therefore generating fuel and CO2 savings.

Evaluation Remarks

The relevance of the Action is very good. Furthermore, it is mature as the technology readiness is high. The expected impact is good as it will contribute to improving flight efficiency and potential fuel and CO2 savings. However, the Action has not been retained for funding due to budgetary constraints and due to its relatively lower EU added value.

Narrowband SWIM Air to Ground data exchange infrastructure

2015-DE-TM-0344-W

NOT RECOMMENDED FOR FUNDING

General call	
SESAR	
Member State(s) concerned:	
Austria, Germany	
(Coordinating) Applicant:	
Deutsche Lufthansa AG	
Requested funding:	
Total eligible costs:	€10 694 217
Requested funding:	€2 650 643
Requested EU support:	24.79%
Recommended funding:	€0

One of the cornerstones of System Wide Information Management (SWIM) infrastructure entails Air Ground (A/G) data exchange. The data can be exchanged via narrow and broadband. As the availability of the channels is fragmented in the European airspace, both technologies need to be implemented in aircraft to ensure full SWIM functionalities. This project intends to connect the already installed cockpit system in Lufthansa aircraft to onboard narrowband data communication systems. This will facilitate A/G information-sharing to improve predictability and operational decision-making. The availability of real time information on board the aircraft via SWIM infrastructure will lead to a higher safety level in Europe ATM linked to better predictability and operational decision-making.

Evaluation Remarks

Although the maturity of the Action is good, the Action is weak on relevance, impact and quality. Its relevance is only fair as it does not include the 'purple profile' to accommodate air ground exchanges. Its impact is only fair as it does not contribute to the initial SWIM implementation within the PCP Regulation. The information provided is also too generic.



European Commission

A350 taxiing camera system supporting airport safety net

2015-DE-TM-0345-W

NOT RECOMMENDED FOR FUNDING

**General call
SESAR**

Member State(s) concerned:

Germany

(Coordinating) Applicant:

Deutsche Lufthansa AG

Requested funding:

Total eligible costs: €3 148 700

Requested funding: €689 740

Requested EU support: 21.91%

Recommended funding: €0

The Action aims to equip Lufthansa aircraft operating in the manoeuvring area of airports with safety-related systems in order to improve situational awareness and reduce the risks of collisions. This will contribute to the overall airport safety net for high-density airports. The Action consists of three activities, including a risk evaluation/assessment, the definition of specification and requirements, aircraft option selection and procurement and finally the installation of the taxi aid camera system.

Evaluation Remarks

The Action is relevant as it aims at improving ground operations safety. The Action is very mature since the technology it will implement is fully ready to be used. The impact of the Action is good as it will focus on improving airport safety during taxiing. However, the Action has not been retained for funding due to budgetary constraints and its relatively lower EU added value.

Broadband SWIM Air to Ground data exchange infrastructure

2015-DE-TM-0346-W

NOT RECOMMENDED FOR FUNDING

**General call
SESAR**

Member State(s) concerned:

Austria, Germany

(Coordinating) Applicant:

Deutsche Lufthansa AG

Requested funding:

Total eligible costs: €30 666 138

Requested funding: €6 921 213

Requested EU support: 22.57%

Recommended funding: €0

One of the cornerstones of System Wide Information Management infrastructure (SWIM) entails Air Ground (A/G) data exchange. The data can be exchanged via narrow and broadband. As the availability of the channels is fragmented in the European airspace, both technologies need to be implemented in aircraft to ensure full SWIM functionalities. This project intends to connect the already installed cockpit system in Lufthansa aircraft to onboard broadband data communication systems. This will facilitate A/G information-sharing to improve predictability and operational decision-making. The availability of real time information on board the aircraft via SWIM infrastructure will lead to a higher safety level in ATM Europe linked to better predictability and operational decision-making.

Evaluation Remarks

Although the maturity of the Action is good, the Action is weak on relevance, impact and quality. Its relevance is only fair as it does not include the 'yellow profile' to accommodate air ground exchanges. Its impact is only fair as it does not contribute to the initial SWIM implementation within the PCP Regulation. The information provided is also too generic.



New Generation AVDGS Server

2015-DE-TM-0420-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: Germany	
(Coordinating) Applicant: Flughafen Munchen GmbH	
Requested funding:	
Total eligible costs:	€3 650 000
Requested funding:	€1 825 000
Requested EU support:	50.00%
Recommended funding:	€0

The Action aims at deploying Advanced Visual Docking Guidance System (A-VDGS) capabilities at Munich Airport. This system is a component of airport infrastructure and is linked to the ATM family Advanced Surface Movement Guidance and Control System (A-SMGCS). It includes a planning phase, implementation phase, including the renewal of the docking systems, and integration in gate operating systems, and integration phase, i.e. integration of the system in the Airport Operations Plan. The Action is expected to bring benefits in terms of easing congestion and increased capacity.

Evaluation Remarks

The Action has only fair relevance as its contribution to ATM is non-essential. Although it has good maturity and quality, the impact is only fair; limited evidence is provided in terms of benefits to ATM. The impact of EU funding is limited as the Action is likely to be implemented regardless of CEF funding.

Preparation for future A-SMGCS Guidance and Routing Functions

2015-DE-TM-0427-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: Germany	
(Coordinating) Applicant: Flughafen Munchen GmbH	
Requested funding:	
Total eligible costs:	€6 994 000
Requested funding:	€3 497 000
Requested EU support:	50.00%
Recommended funding:	€0

The Action aims at expanding the Munich airport capacity, by constructing and upgrading taxiways and aircraft stands and adapting the existing Airfield Ground Lighting (AGL). The Action will prepare Munich airport for the future Advanced Surface Movement Guidance and Control System (A-SMGCS) functions as defined in SESAR. It includes the following activities: upgrade of a taxiway, switch of the AGL from halogen to LED technology, enlargement of aircraft stands, modification of controller working positions and training of controllers.

Evaluation Remarks

The Action has poor relevance. Only a small proportion of the activities are related to ATM, while the rest is related to upgrade of taxiways and airport infrastructure and therefore not in line with call priorities. Although it has good maturity, the impact is poor; expected benefits are not quantified. Quality is poor as the level of details is not properly balanced between the activities.

Advanced visual docking guidance system (A-VDGS) at the parking stands

2015-EL-TM-0112-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: Greece	
(Coordinating) Applicant: Athens International Airport S.A.	
Requested funding:	
Total eligible costs:	€2 640 000
Requested funding:	€1 320 000
Requested EU support:	50.00%
Recommended funding:	€0

Advanced Visual Docking Guidance Systems (A-VDGS) is an active visual aid used in most European airports, providing guidance to aircraft pilots for parking correctly. It increases accuracy, parking speed and, by safely handling multiple operations, allows for higher parking stand utilisation. This Action aims at installing twenty-four Advanced Visual Docking Guidance Systems units at corresponding aircraft parking stands at Athens International Airport, in view of the significant traffic growth expected over the coming years. The main objective is to maximise the level of safety and precision required during aircraft docking, while in parallel enhance the operational efficiency required.

Evaluation Remarks

Although the Action has a very good maturity and quality and a good impact, it has a poor relevance as it does not satisfy the specific call priorities. It fails to address priority (a) under which it could fall as this equipment is not considered as ATM system infrastructure, and priority (d) under which it could also fall as it does not address elements of the ATM Master Plan.

A-CDM Napoli

2015-IT-TM-0217-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: Italy	
(Coordinating) Applicant: ENAV S.p.A.	
Requested funding:	
Total eligible costs:	€2 787 185
Requested funding:	€1 393 593
Requested EU support:	50.00%
Recommended funding:	€0

Napoli Airport is the 8th busiest airport in Italy. In 2015 it has overpassed the target of 6 million passengers, recording a positive trend and with a significant increase also in the number of recorded movements. The Action aims at deploying an Airport Collaborative Decision Making system, an operational tool which improves air traffic flow and capacity management at airports with beneficial effects also on flights. It reduces delays, improving the punctuality and optimising the utilisation of resources. It also enhances the network coordination, allowing an airport partner to make the right decisions in collaboration with other airports. The new system will produce significant environmental benefits by reduced noise and emissions due to reduced taxi times and holds.

Evaluation Remarks

Although the Action's relevance and maturity are good and very good, the Action has a weak impact and quality. The benefits are purely qualitative without any substantiation. The clarity of the proposal is very poor. Insufficient information has been provided in the application forms.

A-CDM Bergamo

2015-IT-TM-0219-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: Italy	
(Coordinating) Applicant: ENAV S.p.A.	
Requested funding:	
Total eligible costs:	€3 017 999
Requested funding:	€1 509 000
Requested EU support:	50.00%
Recommended funding:	€0

The Action is located at Bergamo Airport on the Mediterranean Corridor. The Action aims at deploying Airport-Collaborative Decision Making functionality. It consists of works to deploy an operational functionality which improves air traffic flow and capacity management at airports with beneficial effects on flights. It reduces delays, improves safety, cost-effectiveness and punctuality, and optimises the resources' utilisation. It also allows better decision collaboration between airport actors. The main activities of the Action are project management and its implementation with the Italian ANSP and Bergamo's operational management body. The Action will produce significant environmental benefits by reducing noise and fuel emissions due to minimised taxi and waiting times.

Evaluation Remarks

The relevance, maturity and quality of the Action is assessed as weak as the Action makes no reference to CEF priorities, it still has to secure financial and human resources, and has yet to identify stakeholders and document how these will interact with each other. The impact of the Action is good as it will improve the operating efficiency and safety of Bergamo airport and the performance of the European Air Traffic Network.

Extension of surveillance infrastructure in Sweden

2015-SE-TM-0184-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: Sweden	
(Coordinating) Applicant: Luftfartsverket	
Requested funding:	
Total eligible costs:	€8 500 000
Requested funding:	€4 250 000
Requested EU support:	50.00%
Recommended funding:	€0

The Action aims to implement Mode S MSSRs (Monopulse Secondary Surveillance Radars) in five sites in Sweden. This radar allows detecting and measuring the aircraft's position and requests additional information. The Mode S MSSRs will improve the accuracy, increase the range of coverage, and provide more information to the Air National Service Providers (ANSP) about the aircraft and therefore improve situational awareness. The Action ensures the compliance of LfV (Swedish ANSP and applicant) with SES legislation. It supports the SESAR Aeronautical Spectrum Strategy, enabling the implementation of SESAR Solution 'Enhanced Short Term Conflict Alert', and allows flights to fly Free Route Airspace at lower altitudes than is currently possible.

Evaluation Remarks

The relevance, maturity and impact are very good. The Action addresses the call priorities. The activities have started. The impact on safety and Free Route Airspace usage is expected to be very good. The quality is good. However, the Action has not been retained for funding due its relatively lower EU added value and due to budgetary constraints.

New voice communications system

2015-UK-TM-0043-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: NATS (En Route) plc	
Requested funding:	
Total eligible costs:	€44 698 000
Requested funding:	€22 349 000
Requested EU support:	50.00%
Recommended funding:	€0

NERL, the UK's en Route Asynchronous Transfer Mode (ATM) provider, handles over 2.2 million flights per year and provides services for over 10% of the flight hours in the EU. Voice communications is a critical service from an operational safety perspective. The Action will replace all NERL's legacy voice communications systems with a single, common voice communications service. It will provide the "Main" and "Standby" voice communication capabilities via a Voice over Internet Protocol (VoIP) common single service, compliant with SESAR and EUROCAE (European Organisation for Civil Aviation Equipment) standards. In the long term, the Action will increase infrastructure commonality and resilience while reducing operating costs.

Evaluation Remarks

Although the Action is very mature as it is ready to go and it is of good quality, the relevance is weak as it does not address well the call priorities. The EU-added value is not substantiated and is described in generic terms. Furthermore, the impact is limited.

Demand capacity balancing

2015-UK-TM-0066-W

NOT RECOMMENDED FOR FUNDING

General call SESAR	
Member State(s) concerned: United Kingdom	
(Coordinating) Applicant: Heathrow Airport Limited	
Requested funding:	
Total eligible costs:	€5 934 221
Requested funding:	€2 967 112
Requested EU support:	50.00%
Recommended funding:	€0

The Action is in the second phase of the development of Demand Capacity Balancing (DCB) tool at Heathrow airport (the first phase being already funded under CEF). The DCB contributes to a better sharing information across the Asynchronous Transfer Mode (ATM) network and it is in the scope of the PCP. DCB enables decisions considering meteorological conditions and real-time air traffic data. Computer simulations will allow predictions and alternative strategies to manage unwanted outcomes. The system is organised in capability blocks: A: Enhanced Arrival Demand Prediction. B: Precision Capacity Prediction. C: Strategy Testing. D: Real Time Demand Prediction. E: Optimised Tactical Strategy. F: Sending TTA Messages. The Action develops the capability of blocks A-D and implements capability blocks E-F.

Evaluation Remarks

Although the relevance of the Action is very good and the impact is good, the maturity and the quality are poor. There is not enough information related to the content of the activities and their timescale within the Action and some approvals are still pending. Moreover, the structure of the Action is unclear and provides insufficient information to assess the costs and achievability of the objectives.



C-Roads Greece

2015-EL-TM-0313-S

NOT RECOMMENDED FOR FUNDING

General call	
ITS	
Member State(s) concerned:	
Greece	
(Coordinating) Applicant:	
Ministry of Infrastructure, Transport and Networks	
Requested funding:	
Total eligible costs:	€125 000
Requested funding:	€62 500
Requested EU support:	50.00%
Recommended funding:	€0

The Action, part of the C-Roads platform, takes place in Greece. C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day-1" applications as recommended by the EC C-ITS platform. Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots.

Evaluation Remarks

Although the relevance, maturity and impact are good, the quality of the Action is only fair as the activities and the C-ITS pilot in Greece are not sufficiently described. The requested budget is not sufficiently described and lacks the necessary justification. The coherence between declared activities, allocated budget, and planned working group meetings therefore raises concerns on the potential to deliver tangible results.

Implementation of emerging technologies in multimodal passenger transport management

2015-ES-TM-0060-S

NOT RECOMMENDED FOR FUNDING

General call	
ITS	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
Consorcio de Transportes de Asturias	
Requested funding:	
Total eligible costs:	€4 000 000
Requested funding:	€2 000 000
Requested EU support:	50.00%
Recommended funding:	€0

The Action takes place in the region of Asturias in Spain. The purpose of the study is to carry out a pilot trial to introduce smart ticketing in busses and short distance trains. It is part of the global project to establish a transport management centre in the whole Asturias region. The objective of the Action is to optimise public transport and services offered to users by introducing new technologies. In particular, it involves the development of a platform for a centralised management of the fleet, the deployment of relevant equipment for buses, trains and infrastructure, the purchase of new smartcards for the users and the execution of a pilot.

Evaluation Remarks

Even though the maturity and the impact of the Action are good, the relevance and the quality are poor. The description of the activities is not detailed and is incomplete. The coherence between activities and the objectives, the implementation plan and associated resources are therefore not adequately justified. Given that the Action only covers the Asturias region, the EU-added value also remains limited.



European Commission

Green Bridge Plus

2015-EU-TM-0008-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Germany, Sweden

(Coordinating) Applicant:

TT-Line GmbH & Co. KG

Requested funding:

Total eligible costs: €34 490 000

Requested funding: €10 347 000

Requested EU support: 30.00%

Recommended funding: €0

The proposed Action concerns the high-frequency MoS links between 3 core ports: the Trelleborg port (Sweden) and the Lübeck-Travemünde and Rostock ports (Germany). Being part of a global project, the Action entails the installation of closed loop scrubbers on three vessels, the upgrade of terminal logistics, check-in and safety and security procedures (Trelleborg port), the optimisation of ship handling operations (Lübeck-Travemünde port), and the completion of berth installations and upgrading of terminal accessibility (Rostock port). The Action will result in increased environmental performance of the maritime operations, and increased efficiency, quality and safety of port/terminal operations. It will contribute to competitiveness and viability of the sea-based transport links.

Evaluation Remarks

Although the Action is relevant to the call and it is ready to start, its impact is fair and limited to operational costs savings resulting from the use of cheaper fuel and port investments. Wider impact on interoperability, modal split, service quality, etc. is not demonstrated with quantitative information. The quality of the Action is only fair as some activities lack clarity and the total budget is not realistic.

Improving operations, connectivity and decarbonisation of Cork, Belfast and Dublin ports

2015-EU-TM-0019-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Ireland, United Kingdom

(Coordinating) Applicant:

Port of Cork Company

Requested funding:

Total eligible costs: €63 894 996

Requested funding: €13 513 793

Requested EU support: 21.15%

Recommended funding: €0

Cork, Belfast and Dublin are core ports situated on the North Sea - Mediterranean Corridor. The Action aims to decarbonise and improve port operation in order to meet future increase in capacity needs by procuring and installing modern electrical equipment and systems such as ship to shore gantry cranes, electrical RTGs and hybrid straddle carriers, terminal and gate operating systems, and vehicle operating systems. The Action consists of three main activities: a study to identify the energy and greenhouse gas profile, the definition of technical specifications and procurement of equipment and systems, and the installation, testing and commissioning of equipment and systems. The Action will allow replacing old and polluting port equipment powered with diesel.

Evaluation Remarks

The relevance of the proposed Action is poor as it does not fulfil the requirements of MoS priority for wider benefits, pilot or upgrades of dedicated maritime links. Maturity and impact are only fair, with significant uncertainty on the implementation of the main activity and minor benefits for the environment. Quality is only fair, with a good organisational structure but several shortcomings in terms of project management process.



European Commission

Sustainable green infrastructure port facilities

2015-EU-TM-0027-M

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Germany, Estonia, Spain, Latvia, Slovenia

(Coordinating) Applicant:

Baltic Ports Organization

Requested funding:

Total eligible costs: €4 086 300

Requested funding: €1 539 152

Requested EU support: 37.67%

Recommended funding: €0

The proposed Action is a wider benefit one, involving activities in the Kiel, Riga, Valencia and Koper ports. The Action aims to develop environmentally friendly solutions in those ports, specifically sewage or other waste reception facilities, as well as to develop renewable energy sources. It consists of six activities: project management, works in the Kiel and Riga ports, studies in the Koper and Valencia ports, and a stakeholder advisory group. The involved ports are part of the Mediterranean and North Sea - Baltic Corridors. The Action will allow increasing the environmental performance of ports, therefore contributing to the development of the TEN-T network in a resource-efficient manner.

Evaluation Remarks

The Action demonstrates poor relevance as it does not correctly address the requirements for wider benefit Actions. It is not mature as it lacks the necessary approvals and permits, and funding is not secured. The impact of the Action is fair as it is limited to environmental benefits only. The quality of the Action is fair because it does not demonstrate consistency between activities and objectives.

Predictive estuarine hydrodynamic study to address climate change impacts on short-sea transport

2015-EU-TM-0049-S

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Ireland

(Coordinating) Applicant:

Port of Waterford Company

Requested funding:

Total eligible costs: €1 200 000

Requested funding: €600 000

Requested EU support: 50.00%

Recommended funding: €0

The Waterford comprehensive port is the closest Irish multimodal port to continental Europe, linked to the North Sea - Mediterranean Core Network Corridor. Under the proposed Action, the port will carry out predictive hydrodynamic modelling for the Waterford Estuary and marine engineering solutions to manage depth, vessel size and timing restrictions, and to mitigate the adverse impacts of climate change. Also, it will investigate a new route to the Milford core port (UK). The outcome of the study will increase the efficiency and sustain the continuity of the link Waterford-Rotterdam, contribute to competitive and effective market for maritime transport services and enable creation of compensating habitats suitable for aquaculture resulting from marine engineering.

Evaluation Remarks

Although the maturity is very good and the Action is ready to start, its relevance to the call priorities is poor as it presents characteristics of feasibility studies. The impact on the MoS link Rotterdam-Waterford and wider social-economic impact are not sufficiently demonstrated. The quality is only fair as the proposal has a number of flaws including lack of a comprehensive activities description and overestimated budget.



European Commission

Comprehensive reduction of air emissions and increased energy efficiency in the SECA

2015-EU-TM-0082-M

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Denmark, The Netherlands, Sweden

(Coordinating) Applicant:

Terntank Rederi A/S

Requested funding:

Total eligible costs: €11 990 778

Requested funding: €3 661 833

Requested EU support: 30.54%

Recommended funding: €0

New limitations on SOx emissions from ships are in place in the SECA as of January 2015. Located on the North - Sea Baltic Sea Corridor within the SECA, the proposed Action supports the global project that aims to attain safer and more environmentally friendly and energy efficient sea transport. This will be done by procuring and installing an LNG engine system on a new built tanker vessel, installing on-shore power supply in the loading port (Gothenburg) and undertaking a study for on-shore supply in the discharging port (Amsterdam). Equipment for improvement and energy efficiency aboard and ballast water treatment system will be procured and installed on the tanker as well. On the long term, the action will support competitiveness of sea transport in the SECA.

Evaluation Remarks

The relevance of the proposed Action is only fair because it is not in line with the call requirements for MoS priority. The Action demonstrates a very good level of maturity because it is ready to start from technical and administrative point of view and will have a good impact on reduction of harmful emissions. The quality is only fair as the overall Action lacks coherence.

Mediterranean Transport Facilitation Tools- META-FACT

2015-EU-TM-0085-S

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Greece, Spain, Croatia, Italy, Romania, Slovenia

(Coordinating) Applicant:

Autorita portuale di Livorno

Requested funding:

Total eligible costs: €8 094 000

Requested funding: €4 047 000

Requested EU support: 50.00%

Recommended funding: €0

META-FACT is a study with pilots envisaging a more competitive network of Motorways of the Sea, encompassing both core and comprehensive ports, including neighbouring countries. META-FACT is part of the global project DIGITMED intending to improve the understanding of relevant supply chain management and needs, along with IT tools to support the development of the MoS concept. The specific Action consists of the following activities: critical review and high level specifications, pilots, internationalisation, communication and training. META-FACT realises the needed integration of different tools leading to a system facilitating operations along the supply chain and to a better exploitation of the MoS potential in the Mediterranean basin.

Evaluation Remarks

Although the relevance and maturity of the proposed wider benefits MoS Action are good, the impact and the quality are insufficient. The Action has a local/regional focus, which prevents the transferability of its output to other EU regions, and the description of the activities is not sufficiently detailed.

Nordic Maritime Link

2015-EU-TM-0092-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Denmark, Sweden

(Coordinating) Applicant:

Port of Frederikshavn

Requested funding:

Total eligible costs:	€34 650 000
Requested funding:	€10 395 000
Requested EU support:	30.00%

Recommended funding: €0

The proposed Action aims at upgrading a MoS link between the Frederikshavn port and the Gothenburg port, located in the Scandinavian - Mediterranean Core Network Corridor. It includes the following activities: the maritime link: improving the operational capacity of the the Frederikshavn port; the rail integrated link: developing the railway hinterland connection in the Gothenburg port; the abatement technology link: installing closed loop scrubbers on the Stena Jutlandica ship; the sustainable shipping link: upgrading the capacity of Stena Jutlandica ship; the waste management link: facilities for recycling scrubbers sludge. The Action will improve the environmental impact of the link and also increase its capacity.

Evaluation Remarks

Although the proposal is very mature and the quality is good, the relevance of the Action is only fair as the link between the port activities and the ship needs is not demonstrated. The impact is also fair due to missing quantified data for port investments and limited socio-economic benefits of the scrubbers.

Expanding the LNG infrastructure for the Baltic Sea

2015-EU-TM-0100-M

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Lithuania, Sweden

(Coordinating) Applicant:

UAB LITGAS

Requested funding:

Total eligible costs:	€46 690 000
Requested funding:	€14 345 000
Requested EU support:	30.72%

Recommended funding: €0

This wider benefit Action will enable LNG re-fuelling in ports via the construction of an LNG bunker vessel, planned to operate mainly in the Baltic Sea. The ship will bridge the current supply gap of LNG delivery directly to ships and to small land based terminals. It relates to Baltic - Adriatic and Scandinavian - Mediterranean Corridors. It is part of a global project on promoting environmentally and energy efficient transport in the SECA seas of Northern Europe. Besides the activity of the construction of the vessel, the Action includes two studies, one dissemination activity and one project management activity. It will induce the use of LNG fuel by vessels and other users, therefore contributing to emissions reduction and the efficiency of maritime transport.

Evaluation Remarks

The relevance of the Action is good, as it aims at deploying alternative fuels infrastructure for ships. The quality is good with clear structure and description. The maturity is poor because the partners who will act as LNG suppliers have not yet formed a joint venture, which entails serious legal and operational concerns. The impact is only fair because the Action does not demonstrate its socio-economic effects properly.

Motorways of the Sea route for the European supply of cellulose and wooden products (MoS-Cell)

2015-EU-TM-0139-M

NOT RECOMMENDED FOR FUNDING

General call Motorways of the Sea	
Member State(s) concerned: The Netherlands, Sweden	
(Coordinating) Applicant: Sundsvall Logistikpark AB	
Requested funding:	
Total eligible costs:	€36 787 600
Requested funding:	€14 715 000
Requested EU support:	40.00%
Recommended funding:	€0

The Action aims at upgrading the MoS route Sundsvall-Rotterdam. It is relevant to the North-Sea Baltic Corridor. The Action entails: improving infrastructure in the container yards in the Sundsvall and Rotterdam ports by investing in cranes, trucks and reach stackers; designing, preparing and procuring a new quay, container port area and intermodal logistic park and freight village in Sundsvall, including port rail trucks; finalising the railway plans for the hinterland connections in Tunadalsbanan railway line and the two railway triangles in Maland and Bergsaker. This Action will improve the capacity and efficiency of the MoS link between Sundsvall and Rotterdam in terms of capacity, efficiency and intermodality.

Evaluation Remarks

The quality of the proposal is good, as activities are adequately described. The relevance of the proposed Action is only fair. The description of the maritime service is very scarce and the relation of hinterland and railways connections with the MoS link is not demonstrated. The maturity of the Action is fair, as building permits are missing. The impact is also fair due to insufficient quantitative data provided.

Humber Baltic Bridge for Logistics and Environment (HUBBLE)

2015-EU-TM-0140-S

NOT RECOMMENDED FOR FUNDING

General call Motorways of the Sea	
Member State(s) concerned: Sweden, United Kingdom	
(Coordinating) Applicant: University of Hull	
Requested funding:	
Total eligible costs:	€1 902 275
Requested funding:	€951 138
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action is a study with pilot activity and it is focused on ports of Immingham, Grimsby, Hull and Goole (UK) and Port of Trelleborg (Sweden). It aims at developing a strategy and action plan to minimise the environmental impacts of the Humber-Baltic Corridor while increasing its competitiveness. It is a preparatory Action for development of new MoS services on the Baltic-UK Corridor. The Action will prepare scenarios for development of the Corridor and will pilot ICT solutions to facilitate and improve trade processes and connectivity on the Corridor. Also, a logistics-environmental observatory for the concerned ports will be established. A key element of the Action will be development of trade and transport key performance and environmental indicators.

Evaluation Remarks

Although the Action has a good maturity and it is ready to start, its relevance and impact are only fair. It contributes to promoting the concept of maritime Corridor UK-Baltic, nevertheless some of the planned tasks are not in line with the call. The Action's wider economic impact is questionable despite its positive impact on the competitiveness and employment in the involved regions. The quality of the proposal is fair.



European Commission

Specialised Intermodal Logistics Knowledge on Motorways of the Sea - SILK on MoS

2015-EU-TM-0167-S

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Greece, Spain, France, Croatia, Italy, Malta, Portugal, United Kingdom

(Coordinating) Applicant:

The Federation of National Associations of Ship Brokers and Agents - FONASBA

Requested funding:

Total eligible costs: €1 203 000

Requested funding: €601 500

Requested EU support: 50.00%

Recommended funding: €0

Intermodal transport and modal shift require well trained human forces. The SILK global project aims to cover the main needs of the sector by providing suitable measures for logistics and port operators to be more efficient when designing and managing intermodal operations with short sea shipping lines. The Action addresses the needs of the MoS sector in terms of intermodal services information, lifelong learning and vocational training; it will benefit all Core Network Corridors. Activities include: 1) online training tools; 2) training; 3) integration between MoS and CNC; 4) information platform of current rail and MoS services and CNCs. It will result to: better trained human element in the industry, increased use of intermodal transport, better coordination and cooperation of operators.

Evaluation Remarks

The relevance of the Action to the MoS priority is only fair as its EU added value is not demonstrated. The maturity of the Action is good. Its impact is poor as it is not demonstrated how the training activities and studies would go beyond what already exists in the market. The quality of the Action is fair. The activities are not described in detail. The lack of definition of the training courses and their end-users is critical.

ÆGIR - An Efficient and Green Interconnected Route between the UK and mainland Europe

2015-EU-TM-0177-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

The Netherlands, United Kingdom

(Coordinating) Applicant:

Stena UK Ltd

Requested funding:

Total eligible costs: €24 040 000

Requested funding: €7 332 000

Requested EU support: 30.50%

Recommended funding: €0

Compliance with air emission limits of the IMO has been set as the aim for Stena in a large global project affecting its whole fleet. The aim of the Action is to upgrade the maritime link between the River Humber (UK) and Rotterdam (NL) ports, in the North Sea - Mediterranean Corridor. The results of the Action include the installation of a closed-loop scrubber on the Stena vessel operating the link, the construction of new and state-of-the-art marine control centre and of the new border inspection post in UK and a terminal management system as well as improvements to an existing berth and to the standage area on the Rotterdam port. They will contribute to sustainable and improved shipping operations.

Evaluation Remarks

The Action is very mature and ready to start. The proposal is of good quality. The relevance of the Action is only fair. Although it addresses the requirements of the MoS call in general, this is not clear for all the activities. The impact of the port investments is only fair as the Action is lacking detailed data of the impacts claimed.



European
Commission

Sustainable Santa Cruz de Tenerife-Zeebrugge MoS services

2015-EU-TM-0182-M

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Belgium, Spain

(Coordinating) Applicant:

Autoridad Portuaria de Santa Cruz de Tenerife

Requested funding:

Total eligible costs: €14 513 601

Requested funding: €4 605 541

Requested EU support: 31.73%

Recommended funding: €0

The proposed Action aims at developing a MoS link between the Santa Cruz de Tenerife and Zeebrugge ports, located on the Atlantic Corridor. The Action entails the design and construction of a refrigerated cross-docking plant in Tenerife, the construction of a new quay wall at Hanze terminal in Zeebrugge, the construction of a new docking place for a LNG bunker vessel in Zeebrugge, a study on the adaptation of a ship to LNG fuel, a study to ensure the sustainability of the Zeebrugge-Tenerife connection, a study to increase the security measures in the Tenerife free trade zone, dissemination activities, communication and project management. The Action will improve accessibility and connectivity between both ports and reduce pollution.

Evaluation Remarks

The relevance of the Action is poor, as the MoS link to be developed has very low volume and frequency. The maturity of the Action is only fair, as permits are pending for some activities. The impact is poor due to low socio-economic and potential environmental benefits. The quality of the Action is only fair due to the weak correlation between activities and objectives.

Sustaining the direct short-sea shipping link Rosyth-Zeebrugge

2015-EU-TM-0190-W

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Belgium, United Kingdom

(Coordinating) Applicant:

AB DFDS Seaways

Requested funding:

Total eligible costs: €8 135 000

Requested funding: €2 440 500

Requested EU support: 30.00%

Recommended funding: €0

The maritime link Rosyth-Zeebrugge is the only direct sea based RoRo connection of Scotland with continental Europe. The proposed Action aims at upgrading this maritime link via the installation of a hybrid scrubber on a RoRo vessel and investments in the Rosyth and Zeebrugge port freight terminals to increase their capacity. The Action is located on the North Sea - Mediterranean Corridor. It is also part of a global project on enhancing competitiveness and sustainability of the maritime link. In the long term the Action will contribute to the reduction of sulphur emissions and will alleviate operational bottlenecks in the port terminals.

Evaluation Remarks

The proposed Action has good relevance and quality and the activities are coherent with objectives. The maturity is very good with procurement at advanced stages. The impact is only fair. Socio-economic and environmental effects from the operation of the scrubber are very limited. Also the need for operational upgrade of the freight terminals is not justified by the demand.

Upgrade of the MoS link Kiel - Klaipeda

2015-EU-TM-0199-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Germany, Lithuania

(Coordinating) Applicant:

AB DFDS Seaways

Requested funding:

Total eligible costs: €9 120 000

Requested funding: €2 025 010

Requested EU support: 22.20%

Recommended funding: €0

The MoS link between the Kalaipeda core port (Lithuania) and the Kiel comprehensive port is an important, regular RoPax connection. As part of a global project covering long-term improvements of the MoS link, the Action aims at efficiency, capacity and operational upgrading of the link by installing a ballast and black water treatment system on "Victoria seaways" vessel, optimising deck arrangements and drive through on the vessel, energy efficiency measures on the vessel, installing a new double stock-side ramp in the Kiel port and purchasing a terminal passenger bus in the Klaipeda port. The Action would result in improved environmental performance of the link and increased quality and efficiency of the maritime and port/terminal operations.

Evaluation Remarks

The Action is very mature and ready to start and it will have good environmental impact. The quality of the proposal is also good. The relevance is only fair as the Action does not entail significant port investments. The investments in Klaipeda port represent merely 1% of the total budget and the investments in Kiel port are not firmly justified.

Upgrade of the MoS link Naantali- Kapellskar (MoS Finn-Link)

2015-EU-TM-0201-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Finland, Sweden

(Coordinating) Applicant:

Finnlines Plc

Requested funding:

Total eligible costs: €35 637 000

Requested funding: €7 949 900

Requested EU support: 22.31%

Recommended funding: €0

The proposed Action will upgrade the MoS link between the Naantali core port and the Kapellskar/Stockholm comprehensive port. It is related to the Scandinavian - Mediterranean Corridor. It is part of a global project entailing: environmental upgrade (scrubbers) and energy efficiency measures (propellers) in the RoPax ships Finneagle, Finnclipper and Finnfellow; upgrade of Kapellskar port: waste water treatment, ferry pier, ramp, berth adaptation, completion of terminal area extension and ICT improvements; upgrade of Nantaali port: gate improvement, terminal lighting and technical layout preparations. The project will provide benefits in terms of upgrading both ports operational capacity and of reducing energy consumption and pollution (11% less emissions).

Evaluation Remarks

The Action has good relevance as it upgrades an existing link. Yet the investments in the core port are minor. The Action is very mature and quality is good. The impact is good with likely operational benefits, but the stimulating role of EU funding for activating private funding is not proven. Yet the Action has not been retained for funding due to its relatively lower EU added value and major weaknesses in the CBA.

Upgrade of the MoS link Malmo-Travemunde (MoS Nordo Link)

2015-EU-TM-0206-M

NOT RECOMMENDED FOR FUNDING

General call Motorways of the Sea

Member State(s) concerned:

Germany, Sweden

(Coordinating) Applicant:

Rederi Aktiebolaget Nordo-Link

Requested funding:

Total eligible costs: €13 525 000

Requested funding: €4 065 500

Requested EU support: 30.06%

Recommended funding: €0

The proposed Action concerns environmental upgrade of regular (2-3 departures/day/direction) MoS link between the Malmo (Sweden) and Lübeck-Travemünde (Germany) core ports, connected to the Scandinavian - Mediterranean Core Network Corridor. As part of a global project that covers long-term development works on the link, the Action entails: installation of emission abatement technology (hybrid scrubbers) on 2 RoPax vessels operated by Rederi Aktiebolaget Nordo-Link; upgrade of handling equipment and ICT, waste water treatment study (Malmo port) and terminal operations' upgrade (Lübeck port). The Action will result in improved environmental performance of the link, increased efficiency of port/terminal operations, and sustained competitiveness of the link.

Evaluation Remarks

Although the maturity of the Action is very good and the proposal has a good quality, its relevance is only fair. While the upgrade of the vessels is in line with the call, the port investments are not considerable in relation to the ship investments, and their necessity for the Malmo-Travemünde link is not clearly demonstrated. Impact is also fair only, the main benefits of the Action being the reduction of operational costs of the maritime operator.

Upgrade and development of the MoS link Felixstowe-Vlaardingen

2015-EU-TM-0216-M

NOT RECOMMENDED FOR FUNDING

General call Motorways of the Sea

Member State(s) concerned:

The Netherlands, United Kingdom

(Coordinating) Applicant:

DFDS A/S

Requested funding:

Total eligible costs: €2 405 000

Requested funding: €528 820

Requested EU support: 21.99%

Recommended funding: €0

New limitations on SOx emissions from ships are in place in the SECA as of January 2015. The action will touch upon three Core Network Corridors: North Sea - Mediterranean, Rhine - Alpine and North Sea - Baltic. It supports the global project which aims to upgrade capacity, efficiency and environmental performance of the selected link. The Action will upgrade RoRo services by developing on shore power supply in Vlaardingen (comprehensive port), related adaptation of three RoRo vessels as well as a design study in Felixstowe (core port) for required capacity increase of the link. Expected long term benefits consist mainly of environmental gains through emissions reduction.

Evaluation Remarks

The maturity of the proposal is very good since all management and board decisions to execute the works/study are granted. The impact is good as environmental gains are expected. The quality of the proposed Action is also good as the activities are clearly described. The relevance of the proposed Action is only fair as it does not fully meet all the specific requirements for the upgrade of a maritime link under MoS priority.



European
Commission

Sustainable LNG distribution value chain to Nordic Countries

2015-EU-TM-0220-M

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Estonia, Finland, The Netherlands

(Coordinating) Applicant:

Anthony Veder Group N.V.

Requested funding:

Total eligible costs: €77 331 000

Requested funding: €23 199 300

Requested EU support: 30.00%

Recommended funding: €0

The Action establishes a MoS LNG distribution chain from Rotterdam to Finland's LNG terminal in Pori and the further distribution to the Finnish core ports. The Action consists of the following specific activities: building of an LNG carrier with winter navigation capabilities (1A Super); training measures for the staff to ensure a safe handling of LNG in the ports; construction of Jetty 3 at the GATE Terminal Rotterdam; construction of an LNG truck loading station at the GATE Terminal Rotterdam; LNG solution for the new RoPax vessel; project management, dissemination and reporting. The Action supports the overall MoS objectives by reducing bottlenecks in the maritime transport of LNG from export terminals to the customers in the Baltic Sea and Finland.

Evaluation Remarks

Although the maturity of the proposed Action is very good, its relevance, impact and quality are only fair. The Action does not meet the call requirements neither as an upgrade of a specific MoS link nor as a wider benefit Action. The socio-economic and environmental benefits have not been duly quantified. The activities are not coherent with respect to the development of a LNG supply chain for MoS.

Sustainable LNG bunkering in Northern Europe

2015-EU-TM-0221-W

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Finland, The Netherlands

(Coordinating) Applicant:

Anthony Veder Group N.V.

Requested funding:

Total eligible costs: €18 950 000

Requested funding: €5 685 000

Requested EU support: 30.00%

Recommended funding: €0

New limitations on SOx emissions from ships are in place in the SECA area as of January 2015. The action will impact several Corridors, North Sea - Baltic in particular. It contributes to the objectives of the global project which aims to provide alternative fuels for maritime transport in the region. The Action will construct an innovative LNG bunker and a feeder LNG driven vessel for ship-to-ship bunkering in the mentioned area. The construction will include hull assembly, cargo tanks construction, LNG engine construction, certification, commissioning and sea trial. In the long run, the Action will ensure sustainable and efficient LNG bunkering in the target area while enabling decarbonisation of maritime transport.

Evaluation Remarks

The maturity of the proposal is excellent because investment decisions have already been taken. The impact is good as important positive external effects are expected in terms of reduction of fuel based emissions. The relevance of the Action to the call is only fair as it is not fully in line with the MoS requirements. The quality of the proposal is only fair, with poor quality assurance and risk analysis.



European Commission

Iberian North European Corridor Multimodal capacity increase (INEC)

2015-EU-TM-0232-M

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Spain, Sweden

(Coordinating) Applicant:

Port Authority of Bilbao

Requested funding:

Total eligible costs: €45 219 923

Requested funding: €13 615 978

Requested EU support: 30.11%

Recommended funding: €0

INEC focuses on the upgrading of port and hinterland infrastructure to enhance the maritime link between Spain and Northern Europe. It develops the hinterland connection at Pancorbo and increases containerised cargo handling capacity in Bilbao and in Helsingborg, situated on the Atlantic and the Scandinavian - Mediterranean Corridor. The Action consists of the following activities: intermodal capacity improvement and strengthening of the Iberian hinterland connections, Noatum Container Terminal rail infrastructure improvement, Helsingborg port cargo handling infrastructure improvement, climate change study, communication, dissemination and exploitation of INEC message. INEC increases the frequency of short sea services from Spain to Northern Europe, contributing to modal shift.

Evaluation Remarks

The maturity of the Action is very good and it is ready to start from a technical point of view. The impact of the Action is good as it will increase the intermodality of the network. The Action is not relevant to the MoS call as it cannot be seen as an upgrade of an existing MoS link with adequate port investments. The quality of the proposal is only fair since the single activities do not form a coherent Action.

Upgrade of the short-sea shipping link Ghent-Gothenburg

2015-EU-TM-0259-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Belgium, Sweden

(Coordinating) Applicant:

DFDS A/S

Requested funding:

Total eligible costs: €7 634 293

Requested funding: €1 646 859

Requested EU support: 21.57%

Recommended funding: €0

The proposed Action addresses capacity, efficiency and quality upgrades of a regular, viable MoS link between Ghent (Belgium) and Gothenburg (Sweden) core ports. It is connected to the Scandinavian - Mediterranean, North Sea - Mediterranean and Rhine - Alpine Core Network Corridors. The Action entails investments in energy efficiency upgrades on a RoRo vessel, upgrade of terminal infrastructure and purchase of mobile terminal equipment in Gothenburg, technical planning and design study of a new intermodal/RoRo terminal at Mercatordock terminal in Ghent. The Action will improve the environmental performance of the link, will eliminate technical and operational bottlenecks and will contribute to increased efficiency, capacity and safety of terminal operations in both ports.

Evaluation Remarks

The Action is very mature and the quality of the proposal is good. Its relevance is only fair as the port investments are not in line with the call priorities. Impact is also fair. The Action is economically viable but not financially. While entailing environmental benefits, the main impact is reflected in operational and maintenance costs savings.



European Commission

Upgrade of RoRo maritime link Hull-Antwerp-Kotka

2015-EU-TM-0272-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:
Belgium, Finland, United Kingdom

(Coordinating) Applicant:
Finnlines Plc

Requested funding:

Total eligible costs:	€24 847 951
Requested funding:	€4 669 894
Requested EU support:	18.79%

Recommended funding: €0

The proposed Action aims at upgrading the MoS North Sea RoRo maritime link Hull-Antwerp-Kotka. It is relevant to the Scandinavian - Mediterranean, North Sea - Baltic, Rhine - Alpine and North Sea - Mediterranean Corridors. It is part of a global project entailing environmental upgrade (scrubbers) of the RoRo ships Finncarrier and Finnmaster, upgrade of terminal handling equipment in Kotka port, terminal area operation improvements in Antwerp port, terminal equipment upgrade in Hull. The project will provide benefits in terms of upgrading the three ports operational capacity and of reducing GHG emissions.

Evaluation Remarks

The relevance of the Action is good, as it will contribute to the environmental and capacity upgrade of the maritime link. The maturity of the Action is very good, as all permits are granted and the activities ready to start. The quality of the Action is good in terms of logic and clarity. The impact of the Action is only fair as the socio-economic and environmental gains are not justified.

Upgrades of the maritime link Klaipeda-Karlshamn

2015-EU-TM-0276-W

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:
Lithuania, Sweden

(Coordinating) Applicant:
AB DFDS Seaways

Requested funding:

Total eligible costs:	€8 310 000
Requested funding:	€2 152 780
Requested EU support:	25.91%

Recommended funding: €0

The regular, viable MoS link between Klaipeda (cor port) and Karlshamn (comprehensive port) is the only direct RoPax link (connected to the North Sea - Baltic Core Network Corridor) between Lithuania and Sweden. The proposed Action is part of a global project and it aims at capacity, quality and efficiency upgrades of the link by investing in tnergy efficiency measures on a vessel, on-shore power supply, mooring/berth adjustments and terminal works (Karlshamn port), terminal warehousing and handling improvements (Klaipeda port). The Action will result in improved environmental performance of the link and increased capacity and efficiency of the maritime and port/terminal operations. It ultimately contributes to sustain the competitiveness of the link.

Evaluation Remarks

While the Action is very mature and the quality of the proposal is good, its relevance and impact are fair. Although the Action supports the maritime dimension of the TEN-T network, the port investments are not appropriately in line with the call priorities. The Action is economically but not financially viable. Its main impact is reflected in operational and maintenance costs savings and environmental benefits.



European Commission

Upgrade of the multi-port short-sea shipping service UK - mainland Europe

2015-EU-TM-0308-M

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Belgium, Germany, Sweden, United Kingdom

(Coordinating) Applicant:

Atlantic Container Line AB

Requested funding:

Total eligible costs: €27 933 230

Requested funding: €8 439 969

Requested EU support: 30.21%

Recommended funding: €0

New limitations on SOx emissions from ships are in place in the SECA as of January 2015. The proposed Action is an upgrading of a maritime link between ports in the EU and North America. As such, it will impact 5 out of the 9 Core Network Corridors. The project includes installation of hybrid scrubbers, energy efficiency measures and ballast water treatment systems on 4 Conro vessels as well as installation of cranes and fender systems, new terminal operational systems, and a study on sludge treatment in Antwerp, Hamburg and Liverpool ports. Port investments are linked to the increased capacity need generated by the upgraded link. In the long term the action will ensure sustainable maritime transport.

Evaluation Remarks

The maturity is very good as the Action is ready to start from a technical and administrative point of view. The proposal's quality is good in terms of its logic, completeness and clarity. The Action's relevance is only fair as it proposes the upgrade of an intercontinental maritime line which spends little time in EU sea waters. The impact is also fair since sailing in close-loop scrubber mode is limited to 80 hours out of 35 days.

PEGASUS

2015-EU-TM-0326-S

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

13 Member States

(Coordinating) Applicant:

Fundacion Valenciaport

Requested funding:

Total eligible costs: €26 052 892

Requested funding: €13 026 446

Requested EU support: 50.00%

Recommended funding: €0

PEGASUS is a study with pilots aimed at supporting MoS and Core Network Corridors (CNCs) integration and at defining information platforms that integrate MoS and CNCs, piloting prototypes for the connections between core ports and their hinterland, promoting modal integration and interoperability. The Action is part of a global project promoting effective maritime transport integration into the global logistic door to door chain and will benefit all CNCs. It will implement: MoS and CNCs integration; ICT tools for integration of core ports, their hinterlands and MoS; solutions to integrate MoS; core ports hinterlands and CNCs using rail transport; logistic single window. PEGASUS will deliver a set of tools facilitating the integration of MOS to the logistic chain.

Evaluation Remarks

The Action is relevant and addresses the priorities of the call correctly except the cohesion part. It is mature and will have good impact. The quality of the proposal is good, but there is no coherent link between the individual activities and the objectives of the proposal. The Action has not been retained for funding due to its lower EU added value.



European Commission

Shore side electricity and energy efficiency measures in Mediterranean ports

2015-EU-TM-0334-S

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Spain, Italy

(Coordinating) Applicant:

Autorita Portuale di Salerno

Requested funding:

Total eligible costs: €1 982 000

Requested funding: €991 000

Requested EU support: 50.00%

Recommended funding: €0

The proposal is a wider benefit action under the motorways of the sea priority. It will perform the design activities necessary to install shore side electricity and to implement energy efficiency measures in three ports in the Mediterranean area: port of Salerno and port of La Spezia (both in ScanMed Corridor), and port of Malaga (Mediterranean Corridor). This proposed Action will also include two pilot projects in Salerno and La Spezia, which will consist of the preparation and deployment of 6 charging stations for electric vehicles in the ports. The Action will have positive environmental impacts, as it will reduce GHG emissions and improve energy efficiency, contributing to deliver the environmental objectives of EU2020.

Evaluation Remarks

The relevance of the Action is poor as the relation of the shore side electricity and charging stations with MoS regular traffic is unclear and not well demonstrated. The maturity of the Action is good and feasibility studies have been done. The impact is equally good in terms of reductions of CO2 emissions. The quality of the Action is fair as the justification of costs and division of tasks between partners is uncertain.

B-AWARE-3

2015-EU-TM-0341-S

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Greece, Spain, France, Italy

(Coordinating) Applicant:

Direccion General de la Marina Mercante

Requested funding:

Total eligible costs: €3 939 534

Requested funding: €1 969 767

Requested EU support: 50.00%

Recommended funding: €0

Shipping transportation is responsible for the increasing trend of introducing new invasive species in previously uninhabited areas such as the Mediterranean Sea. As a wider benefit Action, the project will carry out studies (port survey protocol, species identification, exemption protocols, same areas identification, sampling on-board and studies to develop mobile reception facilities for sediments) that aim to develop a system of effective management of ballast water discharge from ships among several ports in the Mediterranean and support the implementation of the Ballast Water Management Convention. In the long term the Action aims to prevent the invasion of alien species in local ecosystems thus limiting the negative environmental effects of maritime transportation.

Evaluation Remarks

The Action demonstrates poor relevance as it bears the features of a research study in the domain of marine biology. The quality is good, as it has received necessary political support and procurement is advanced. The impact is fair, limited only to the sustainability of local sea ecosystems. Quality is good with activities being clearly articulated, however partners are limited from geographical and sectorial aspect.



European Commission

POSEIDON-GAINN

2015-EU-TM-0405-M

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Greece, Italy, Malta

(Coordinating) Applicant:

Public Gas Corporation (DEPA) S.A.

Requested funding:

Total eligible costs: €116 310 000

Requested funding: €41 951 100

Requested EU support: 36.07%

Recommended funding: €0

The objective of POSEIDON -GAINN is to support and align the implementation in the Mediterranean of Alternative Fuels Infrastructures Directive, thus harmonising the respective global projects. The Corridors concerned are: the Baltic - Adriatic, Orient/East-Med, Scandinavian - Mediterranean and Rhine - Alpine. The activities foreseen are: mediterranean network of alternative fuels infrastructures; GAINN LNG multipurpose bunkering ship; POSEIDON LNG multipurpose bunkering ship; GAINN_IT LNG network integration and implementation; LNG storage tank in port of Patras; LNG trucks logistics; real life tests; coordination and management. The Action will contribute to the adoption of a successful and sustainable bunkering system and the development of the crucial points of supply.

Evaluation Remarks

The relevance of the Action is fair. Following the non-eligibility of the Greek beneficiaries, the wider benefits of the Action are not justified. The maturity of the Action is fair. No contracts have been awarded and no procurement planning is provided. The impact is also fair. The concept of synergies between the two global projects is invalid. The quality of the Action is good but the budget is overestimated.

Pilot ZVT financial instrument

2015-EU-TM-0410-S

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Denmark, Greece, Sweden

(Coordinating) Applicant:

Swedish Sustainable Shipping AB

Requested funding:

Total eligible costs: €11 674 266

Requested funding: €5 837 133

Requested EU support: 50.00%

Recommended funding: €0

The present wider benefits MoS Action is expected to impact several Corridors in North Europe, Baltic Sea and East Mediterranean Sea. The action supports the global project which aims to help green transition of the shipping industry. It aims to develop a methodology for a financial instrument meant to cover additional costs for the environmental part of green investments in ships and at the same time integrate socio economic benefits of such investments. The methodology will afterwards be tested by developing six pilot credit applications in the East Mediterranean Sea and three other applications in the North Europe. In the long run, it will support economic stability of the shipping sector by integrating external benefits to society of green investments.

Evaluation Remarks

The Action's relevance is poor. Although a viable financial instrument would be a very useful tool for shipping, there is no clear methodology for its development. The Action demonstrates a good level of maturity as it has received formal political approvals. The Action has a fair impact, with very small or non-existing effects on the environment. The quality of the Action is only fair as overall the proposal lacks clarity.

Maritime link between Ystad (SE), Ronne (DK) and Swinoujscie (PL)

2015-EU-TM-0414-M

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Denmark, Poland, Sweden

(Coordinating) Applicant:

Roenne Havn A/S

Requested funding:

Total eligible costs: €130 000 000

Requested funding: €39 166 000

Requested EU support: 30.13%

Recommended funding: €0

The proposed Action aims at upgrading a MoS link between the Ports of Ystad (comprehensive Port, Sweden), Rønne (comprehensive port, Denmark) and Swinoujscie (core port, Poland). It is related to the TENT-Corridors: Baltic - Adriatic, Scandinavian - Mediterranean, the Orient/East-Med Corridor and North Sea - Baltic. It includes the following activities: construction of two new ferry berths and flexible RoRo ramps in the Port of Ystad; construction of a new breakwater and multipurpose quay in the Port of Rønne; deployment of port facilities for LNG bunkering in both Ystad and Rønne ports; installations of navigation systems in the three ports. It will improve the environmental impact of the link, reducing GHG emissions and also upgrade port operations and capacity.

Evaluation Remarks

The relevance of the Action is fair as it lacks information on the maritime service and the investment in the core port is marginal and inadequate in comparison with those of comprehensive ports. The maturity of the Action is fair, as some permits are missing. The impact of the Action is good, as it will have positive environmental impact. The quality of the Action is only fair, as costs are high and not duly substantiated.

MED2EAST

2015-EU-TM-0416-S

NOT RECOMMENDED FOR FUNDING

**General call
Motorways of the Sea**

Member State(s) concerned:

Italy, Slovenia

(Coordinating) Applicant:

Ministero delle Infrastrutture e dei Trasporti

Requested funding:

Total eligible costs: €1 680 000

Requested funding: €840 000

Requested EU support: 50.00%

Recommended funding: €0

The Action, which is the first step of a global project, refers to the design, of a new MoS link between the ports of Koper and Taranto and the Khalifa Port in Abu-Dhabi. The main objective is to promote EU trade flows in the agrifood industry to the Middle East, by upgrading and extending sea-based transport services through studies and pilot actions. The Action consists of the following activities: Project management; Set up of an Agrifood Corridor framework; Preliminary and definitive technical design study for upgrading port facilities - Ports of Taranto and Koper; Pilot action on ICT interface; Agribusiness B2B events; Communication and Dissemination. MED2EAST will create at the end a new logistics Corridor for the agrifood trade.

Evaluation Remarks

Although the maturity of the proposed Action is very good, the relevance is poor and the Action is a set of preliminary studies not meeting the priorities of the call. The impact of the studies as a decision-making tool is weak. The quality is only fair as the individual activities fail to form a coherent Action and to demonstrate their interdependency.

Upgrade of the MoS link Valencia- Barcelona-Livorno

2015-EU-TM-0425-W

NOT RECOMMENDED FOR FUNDING

General call
Motorways of the Sea

Member State(s) concerned:

Spain, Italy

(Coordinating) Applicant:

Grimaldi Euromed S.p.A.

Requested funding:

Total eligible costs: €36 985 238

Requested funding: €7 397 048

Requested EU support: 20.00%

Recommended funding: €0

The Action upgrades the existing MoS link between the core ports of Valencia, Barcelona and Livorno for the transport of trailers and cars. It will lead to increased port terminal capacity and energy efficiency, improved productivity and quality, as well as enhanced sustainability and competitiveness of the MoS link. The Action consists of the following Activities: Energy efficiency improvement of maritime operations; Expansion of RoRo multi-purpose terminal in Valencia; Terminal upgrade in Livorno; RoRo terminal upgrade in Barcelona; Terminal area preparation in Valencia. The upgraded MoS link will generate added value in terms of regional development, employment, lower externalities, modal shift and cost savings.

Evaluation Remarks

Although the maturity and the impact of the Action are good, its relevance and quality are only fair. The Action does not meet the requirements of the call for proposals as it is not considered an upgrade of a MoS link with appropriate port investments. Furthermore, the activities are not coherent with the stated objectives of the Action.

Connecting Brussels airport

2015-BE-TM-0083-M

NOT RECOMMENDED FOR FUNDING

General call
Urban nodes

Member State(s) concerned:

Belgium

(Coordinating) Applicant:

De Lijn

Requested funding:

Total eligible costs: €88 860 000

Requested funding: €25 050 000

Requested EU support: 28.19%

Recommended funding: €0

Brussels airport is an important passenger interchange between international and local flows. The objective of the proposed Action is to improve transport connections relating to Brussels airport. It is part of several public initiatives that aim to improve mobility around Brussels. The Action includes: studies and works for a light rail connection between Brussels and the airport; studies for the Southern Road connection towards the airport; a pilot project for an automated shuttle bus within the airport. The Action is expected to contribute to tackling the huge mobility issues currently faced within the wider Brussels agglomeration.

Evaluation Remarks

Although its maturity, impact and quality are very good, the relevance of the Action is not demonstrated. Activity 1 studies only the light rail option whose works under Activity 2 cannot be supported according to the call. Moreover, the road solution under Activity 3 does not contribute to environmental sustainability. Finally, the automated shuttle bus under Activity 4 is limited to the airport boundaries.

ANTwerp Waterbus Exploration and Realisation Park&Ride building (ANTWERP)

2015-BE-TM-0314-M

NOT RECOMMENDED FOR FUNDING

**General call
Urban nodes**

Member State(s) concerned:

Belgium

(Coordinating) Applicant:

Stad Antwerpen

Requested funding:

Total eligible costs: €16 575 930

Requested funding: €5 431 686

Requested EU support: 32.77%

Recommended funding: €0

The city of Antwerp, core node on three TEN-T Corridors, with Europe's second largest port and a ring road used intensively by local and international transit, is confronted with heavy congestion. The proposed Action fits in the Masterplan 2020 and aims to prompt local/regional traffic to switch from car to more sustainable modes, thus facilitating the international freight/passenger flows on the ring road. The main activities include (i) the construction of an innovative Park&Ride building and (ii) feasibility study and pilot testing of the deployment of waterbuses on the Scheldt river. The main benefits of the Action are the reduction of the number of cars on the access ways and in the city, as well as CO2 pollution.

Evaluation Remarks

The Action is relevant to the call and mature, although environmental procedures still need to be completed for the P&R facility. The waterbus study/pilot will serve as a decision and policy-making tool but the impact of the P&R on congestion and modal shift isn't sufficiently demonstrated. The overall quality of the Action is good. However, the Action has not been retained for funding due its relatively lower EU added value.

Smart access control systems

2015-ES-TM-0009-W

NOT RECOMMENDED FOR FUNDING

**General call
Urban nodes**

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Renfe Viajeros S.A.

Requested funding:

Total eligible costs: €4 692 632

Requested funding: €938 526

Requested EU support: 20.00%

Recommended funding: €0

Renfe&Tu will introduce a heterogeneous ticketing system based on a standardised contactless card scheme along the Spanish national railway. The proposed Action will be implemented in Spanish metropolitan areas along the Mediterranean and Atlantic Corridors, including four urban nodes of the Core Network (Madrid, Barcelona, Seville, Valencia). Activities will develop the general software necessary for the deployment of Renfe&Tu and define and put into operation a new fare scheme. The Action will contribute to promoting an efficient and sustainable use of rail infrastructure and encourage the use of commuter rail services through a better fare scheme.

Evaluation Remarks

Despite good maturity and quality, the Action's relevance and impact are weak. Out of the 12 metropolitan areas in which activities will be implemented, only four are urban nodes along the network. Works involve limited innovation and focus on local rather than long distance traffic. The Action will have marginal impact on time savings and a poor contribution to intermodality and integration with local public transport.

Studies for improving Barcelona intermodal transport

2015-ES-TM-0165-S

NOT RECOMMENDED FOR FUNDING

General call	
Urban nodes	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
ADIF Alta Velocidad	
Requested funding:	
Total eligible costs:	€1 200 000
Requested funding:	€600 000
Requested EU support:	50.00%
Recommended funding:	€0

The Action will improve the quality of access, capacity and safety for high-speed rail passengers, commuters and pedestrians at the Barcelona Sants Station Lobby. The Action is part of a global project that aims to improve the capacity and safety of the Madrid-Barcelona-Figueres high speed railway line along the Mediterranean Corridor. Activities include studies to design the reconfiguration of the station. In the long term, the Action will promote the territorial cohesion along the Southwest Europe rail infrastructure and allow an efficient and sustainable use of the trans-European high-speed railway network.

Evaluation Remarks

Despite good relevance and quality, the Action's maturity and impact are weak. The Action is not technically and administratively ready to start and a Feasibility Study and an Environmental Procedure are still to be carried out. The leverage effect of CEF funding is not elaborated and the impact on interoperability is only vaguely formulated.

Upgrading of Kukularra junction

2015-ES-TM-0424-W

NOT RECOMMENDED FOR FUNDING

General call	
Urban nodes	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
Diputacion Foral de Bizkaia	
Requested funding:	
Total eligible costs:	€13 859 829
Requested funding:	€2 771 966
Requested EU support:	20.00%
Recommended funding:	€0

The Kukularra Junction in Bilbao, an urban node along the Atlantic Corridor, links N-637/BI-637 important roads of Bilbao Metropolitan Area. It is an essential highway along the Biscay Road network and connects the Airport, Port, the University and the largest Hospital in the Region. The proposed Action aims at reducing daily congestion, which affects more than 20.000 people and generates pollutant emissions. It is part of a global project to improve the existing road infrastructure and connecting metropolitan network and arterial roads. Construction works will help to eliminate the existing bottleneck in the metropolitan area with capacity enhancement and road safety and security improvements.

Evaluation Remarks

Despite good relevance, the Action's maturity, impact and quality are weak. Political support is not demonstrated, funds are not secured yet and the start of works depend on the Environmental Impact assessment (EIA) expected by mid-June 2016. Cost-benefits analysis is not adequately documented. The relation between activities and expected results is not substantiated and a detailed costs breakdown is missing.



European Commission

Upgrading a road junction in the Bilbao metropolitan area

2015-ES-TM-0432-W

NOT RECOMMENDED FOR FUNDING

General call
Urban nodes

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Diputacion Foral de Bizkaia

Requested funding:

Total eligible costs: €10 598 123

Requested funding: €2 119 625

Requested EU support: 20.00%

Recommended funding: €0

The Action involves works for the reduction of congestion problems on a junction situated on the road linking Bilbao and Bilbao's airport. Bilbao is an urban node belonging to the Atlantic Corridor. The Action is the first part of a global project on the road system in the area aiming to reduce congestion and increase capacity and safety, thus removing a physical bottleneck. The improvement of the connection to the airport is expected to contribute to global and local development.

Evaluation Remarks

Even though the Action is very relevant and mature, the quality and the impact of the proposal are weak. The technical descriptions are not sufficiently detailed and therefore the relation between the activities and the expected results is not adequately substantiated. A detailed breakdown of costs is missing. Given the lack of details, the proposal could also not demonstrate its potential impact adequately.

LNG: from vision to reality in urban core network nodes

2015-EU-TM-0342-S

NOT RECOMMENDED FOR FUNDING

General call
Urban nodes

Member State(s) concerned:

Belgium, Germany, The Netherlands, Poland

(Coordinating) Applicant:

Belgian Shell S.A.

Requested funding:

Total eligible costs: €25 395 000

Requested funding: €12 697 500

Requested EU support: 50.00%

Recommended funding: €0

The main challenge to remove the most urgent blocker for the European LNG transport market is to reduce costs significantly for both infrastructure and trucks. The proposed Action aims to test the most optimal solution of LNG truck refuelling stations and LNG trucks at urban nodes and to develop a business case for the further roll-out. Main activities include (i) Study on harmonisation of LNG loading pressure to service all types of LNG engines, (ii) Pilot deployment of 10 LNG truck refuelling stations in urban nodes, (iii) Pilot deployment of 25 LNG trucks per station, (iv) Business plan for future LNG refuelling network in Europe. The main benefit of the Action will be to boost the shift to LNG, thereby reducing the climate change impact of road transport.

Evaluation Remarks

The relevance of the Action is very good in supporting the deployment of smart alternative fuel infrastructure for road transport at urban nodes. The Action is ready to start. It will impact positively the market development of LNG. The overall proposal is of very good quality. However, the Action has not been retained for funding due to its relatively lower EU added value.



European
Commission

14@ORY

2015-FR-TM-0020-S

NOT RECOMMENDED FOR FUNDING

**General call
Urban nodes**

Member State(s) concerned:

France

(Coordinating) Applicant:

Regie Autonome des Transports Parisiens
(RATP)

Requested funding:

Total eligible costs: €1 530 000

Requested funding: €765 000

Requested EU support: 50.00%

Recommended funding: €0

The Action aims at identifying guidelines for the new services and facilities which the Paris metro could propose to arriving and departing air and rail passengers on line 14 once the line will be extended to Orly airport. It is part of the global project which looks into extending line 14 from the existing terminal of Olympiades to Paris Orly airport. This extension will offer a direct connection between the centre of Paris and Paris Orly airport.

Evaluation Remarks

The relevance is very good as it contributes to improving seamless connections between the TEN-T network and local traffic. The maturity is very good as all administrative procedures are completed. The overall quality is good. Although the impact of the Action is good, expected effects of CEF support are insufficiently elaborated. The Action has not been retained for funding due to its relatively lower EU added value.

Blue CityLink

2015-FR-TM-0113-M

NOT RECOMMENDED FOR FUNDING

**General call
Urban nodes**

Member State(s) concerned:

France

(Coordinating) Applicant:

Air Liquide Advanced Business

Requested funding:

Total eligible costs: €17 332 504

Requested funding: €3 556 501

Requested EU support: 20.52%

Recommended funding: €0

The Action combines studies and works, erecting and commissioning eight multi fuel stations in France (Bordeaux, Lille-Lesquin, Lyon, Marseille, Nice, Paris East-Brie Comte Robert, Paris North-Crépy, Strasbourg). Selected locations serve mainly urban core nodes, ensuring the link to long-haul transport with trans-border connections to station networks in neighbouring countries, complementing existing or planned stations and maximising the availability to logistics operators. The Action will provide an infrastructure for low-noise and low-emission transport and delivery of refrigerated goods in urban areas and it will extend the network of low carbon biogas refuelling stations.

Evaluation Remarks

The relevance of the Action is very good as it is in line with the call. The technical and technological maturity are good. The impact is very good with positive effects on the environment. The quality is very good. However, the Action has not been retained for funding due to major weaknesses in the Cost Benefit Analysis and to its relatively lower EU added value.

Alternative Fuels Infrastructures for Vehicles by Engie (AFIVE)

2015-FR-TM-0325-W

NOT RECOMMENDED FOR FUNDING

General call	
Urban nodes	
Member State(s) concerned:	
France	
(Coordinating) Applicant:	
GNVERT	
Requested funding:	
Total eligible costs:	€7 870 000
Requested funding:	€2 361 000
Requested EU support:	30.00%
Recommended funding:	€0

The proposed Action aims to deploy an infrastructure network of five refuelling stations in Paris periphery for natural gas vehicles. It is part of a global project to develop alternative fuelling infrastructure by establishing 30 refuelling stations for heavy goods vehicle fleets in the next 4 years. The activities consist of construction works for the five stations and purchase of CNG/LNG fuelled trucks. The Action will contribute to the establishment of CNG/BioCNG/LNG as a real fuel alternative in the Paris region with subsequent environmental and energy benefits.

Evaluation Remarks

The Action's relevance and maturity are very good. However, its impact is limited given the absence of best practice development. Logistics providers and transporters are not sufficiently involved to guarantee fuel utilisation. The CBA presents major weaknesses. The quality is also limited given that some budgeted costs are overestimated.

Adaptation and improvement of the engagement highway A24 on the Rome Eastern Tangential

2015-IT-TM-0109-M

NOT RECOMMENDED FOR FUNDING

General call	
Urban nodes	
Member State(s) concerned:	
Italy	
(Coordinating) Applicant:	
Strada dei Parchi S.p.A.	
Requested funding:	
Total eligible costs:	€12 602 077
Requested funding:	€2 869 559
Requested EU support:	22.77%
Recommended funding:	€0

The Rome core urban node is located along the Scandinavian - Mediterranean Corridor. The Action is linked to a wider upgrading programme of the A24 and A25 motorways (the global project), linking Rome and the Adriatic coast of Italy. The Action consists of a preparatory study and the subsequent works to redevelop three junctions interconnecting the A24 motorway and the East ring road of Rome. In particular, the Action foresees the replacement of a junction with traffic lights by separated junctions, with the aim to reduce queues, increase speed, and reduce pollutants and accidents.

Evaluation Remarks

The relevance and impact of the Action are good. However, the EU added value is not demonstrated as the Action will not affect flows between Member States. The maturity of the Action is poor. There is no evidence neither for political nor financial support and the works depend on the study's results. The proposal's quality is only fair as the activities are not described and the timing is unrealistic.

Gate 2 Urban Node

2015-IT-TM-0262-S

NOT RECOMMENDED FOR FUNDING

**General call
Urban nodes**

Member State(s) concerned:

Italy

(Coordinating) Applicant:

Regione Liguria

Requested funding:

Total eligible costs: €1 050 000

Requested funding: €525 000

Requested EU support: 50.00%

Recommended funding: €0

The core urban node of Genoa is located along the Rhine - Alpine Corridor. The Action is part of a global project aiming at the construction of a new airport rail station along the network. It is a continuation of a previously TEN-T funded study which focused on the construction of the new station and its connection to the airport terminal. The Action focuses on (i) the design of an interchange node between the airport, the new rail station and Erzelli future Science and Technology Park (STP) and (ii) the design of the connection between the new rail station and Erzelli STP. The Action aims at improving the accessibility of the area and more particularly the airport and the urban leg of the passenger's long distance journey.

Evaluation Remarks

The Action is relevant to the call priority but it concerns intermodal infrastructures used more frequently by commuters than long-distance travellers. The maturity and impact of the Action are very good. The quality is very good, but the sequence of activities is not convincing. The Action has not been retained for funding due to its relatively lower EU added value.

Cycle & Train for new smart city hubs

2015-IT-TM-0352-S

NOT RECOMMENDED FOR FUNDING

**General call
Urban nodes**

Member State(s) concerned:

Italy

(Coordinating) Applicant:

Ministero delle Infrastrutture e dei Trasporti

Requested funding:

Total eligible costs: €1 200 000

Requested funding: €600 000

Requested EU support: 50.00%

Recommended funding: €0

The Action aims at studying ways of renewing rail stations according to the new role of cycle&train city hubs to serve the needs of cyclists and create new public space for the city. It concerns seven nodes in Italy, of which four (Milan, Cremona, Mantua, Venice) are Core according to TEN-T Regulation. It is part of a global project VENTO concerning implementation of a tourist cycle path along the Eurovelo route no 8, where the cycle&train city hubs will be located. It includes, amongst other activities, case studies, selection of stations, development of handbooks, technical solutions, a make-up of an app. It will provide benefits in terms of better rail accessibility to European cycling paths, increased catchment area for potential users and contribution to modal shift.

Evaluation Remarks

The Action's relevance is good as it contributes to the call objectives but only 4 out of 7 nodes included in the Action's scope are Core. The maturity is very good as the Action is ready to start. The impact is good as the study could be used as a decision-making tool. The quality is good but the proposal is not completely clear. The Action has not been retained for funding due to its relatively lower EU added value.



European Commission

Regional studies of marshalling yards supporting the TEN-T network

2015-SE-TM-0353-S

NOT RECOMMENDED FOR FUNDING

General call	
Urban nodes	
Member State(s) concerned:	
Sweden	
(Coordinating) Applicant:	
Region Skane	
Requested funding:	
Total eligible costs:	€240 832
Requested funding:	€120 418
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action concerns the elaboration of studies for the future construction of a marshalling freight yard in Malmo. It is part of a global project aimed at increasing railway freight capacity in the Scania region, Sweden. It is located in the TEN-T Scandinavian - Mediterranean Corridor. The Action entails: analysis of forecasts and capture of future needs for railway freight flows in the Scania region, conceptual design of marshalling yards, remodelling and location possibility studies, the proposed Action will support the traffic flows within the TEN-T network connecting lines and eliminating an actual bottleneck in the Scandinavian - Mediterranean Corridor.

Evaluation Remarks

The relevance of the proposed Action is fair, as it addresses a marshalling yard located in a railway terminal and its role as regards the urban node is unclear. The maturity of the Action is good and the Action is ready to start. The impact is equally good as the studies will be a decision-making tool for a long term solution for a bottleneck. The quality of the proposal is fair as the information provided is limited.

OPTI CONNECT

2015-BE-TM-0213-M

NOT RECOMMENDED FOR FUNDING

General call	
Multimodal	
Member State(s) concerned:	
Belgium	
(Coordinating) Applicant:	
NV ITC Rubis Terminal Antwerp	
Requested funding:	
Total eligible costs:	€15 000 000
Requested funding:	€3 607 500
Requested EU support:	24.05%
Recommended funding:	€0

The core port of Antwerp (Belgium) is located on 3 Corridors (North Sea - Baltic, Mediterranean and Rhine - Alpine). The proposed Action includes a set of study and physical interventions aiming at increasing the rail and vessel capacity for liquid products. The Action aims to increase the capacity for ship to ship and ship to rail transshipment. It includes studies and works for infrastructure expansion, tracking equipment and construction of a thermal oxidizer. In the long term, the Action is expected to have positive socio-economic benefits on employment, congestion and polluting emissions.

Evaluation Remarks

The relevance of the proposed Action is poor, since it aims at increasing the capacity of a terminal which is not in line with the multimodal logistic platforms call priority. The maturity is very good. However, some building permits and environmental authorisations are pending. The impact is fair, as it is already financially viable. The quality is good but the risk assessment and management scheme are too generic.

More Liquid Bulk 4 Rail

2015-BE-TM-0290-M

NOT RECOMMENDED FOR FUNDING

**General call
Multimodal**

Member State(s) concerned:

Belgium

(Coordinating) Applicant:

Vopak Chemical Terminals Belgium NV

Requested funding:

Total eligible costs: €8 011 000

Requested funding: €1 663 211

Requested EU support: 20.76%

Recommended funding: €0

The Vopak freight terminal is located in Antwerp on the North Sea - Mediterranean, North - Sea Baltic and Rhine - Alpine Corridors. Antwerp is listed as a core rail-road terminal, maritime and inland port. The proposed Action aims to improve the access to the terminal by eliminating two main bottlenecks represented by a bridge and a road crossing. It is part of the global project for the enhancement of the Vopak terminal. The activities concern the identification planning and construction works needed to overcome the two main obstacles as mentioned above. In the long term, the Action will contribute to modal shift of freight, reduction of traffic congestion and improved service quality in the terminal.

Evaluation Remarks

The relevance of the proposed Action is poor. It will increase the capacity of the Vopak terminal and provide a selective advantage to a particular operator. Its maturity and impact are fair. The works strongly depend on the feasibility studies. The financial rate of return of the project is positive and there is no leverage from EU funding. The quality of the Action is good. However, the description of activities is insufficiently detailed.

Taulov Rail-Road Terminal

2015-DK-TM-0065-W

NOT RECOMMENDED FOR FUNDING

**General call
Multimodal**

Member State(s) concerned:

Denmark

(Coordinating) Applicant:

Fredericia Shipping A/S

Requested funding:

Total eligible costs: €19 450 000

Requested funding: €3 890 000

Requested EU support: 20.00%

Recommended funding: €0

The Taulov core freight terminal (Denmark) is located on the Scandinavian - Mediterranean Corridor. The proposed Action is part of a global project aiming at improving Taulov transport centre, by further developing its services and infrastructures. The aim of the Action is to strengthen the role of Taulov terminal as a central Scandinavian hub for transshipment of goods by increasing the current handling capacity. This will be achieved by extending the railway tracks, further development of the handling area and improved access control for the terminal area using ICT. Overall, the Action is expected to have a positive impact on domestic transport flows, while also improving the multimodal linkage between Scandinavia and continental Europe.

Evaluation Remarks

The relevance of the Action is poor since it aims mainly at increasing capacity of a terminal which is not in line with the call priority. The maturity of the Action is very good. However, building permits were pending at the time of the application. The impact and quality of the Action are good. However, there are major weaknesses in the CBA and the risk management plan is not yet available.

Cartagena port railway access

2015-ES-TM-0101-W

NOT RECOMMENDED FOR FUNDING

General call	
Multimodal	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
Port Authority of Cartagena	
Requested funding:	
Total eligible costs:	€17 091 118
Requested funding:	€3 418 224
Requested EU support:	20.00%
Recommended funding:	€0

The Cartagena core maritime port is located on the Mediterranean Corridor. Cartagena's port authority is carrying out a major extension of one of its docks named Escombrera (the global project). The proposed Action aims to provide a direct rail access to the extended docks. The Action consists in the construction of a 2.56 km long rail track between Escombrera station and the new docks, from the earthworks to the superstructure including 5 cross-drainage culverts. Overall, the Action will contribute to the reduction of the use of road transport between the port terminals at the docks and the railway station, and thus lead to a modal shift from road to rail.

Evaluation Remarks

The Action's relevance is very good, but will only invest in single Iberian gauge track. The maturity of the Action is excellent. The Action's impact is good but no financial analysis has been provided. The quality of the proposal is very good. However, the Action has not been retained for funding due to major weaknesses in the CBA.

Arasur Corridor Gateway Connection

2015-ES-TM-0157-W

NOT RECOMMENDED FOR FUNDING

General call	
Multimodal	
Member State(s) concerned:	
Spain	
(Coordinating) Applicant:	
Port Authority of Bilbao	
Requested funding:	
Total eligible costs:	€11 338 984
Requested funding:	€1 391 764
Requested EU support:	12.27%
Recommended funding:	€0

The ARASUR Logistics platform is an open user multimodal Logistics Platform located on the Atlantic TEN-T Corridor, close to the Port of Bilbao. The proposed Action aims to boost inter-modality and interoperability within the Atlantic TEN-T Corridor and to increase Bilbao's port hinterland rail traffic share. It is part of "The Bilbao Approach to the Atlantic Corridor" global project. The main activities of the Action are the construction of a rail link connection with the main Madrid-Irun railway line and the creation of a rail link Marshalling yard as well as access roads. In the long term, the Action will contribute to the increase of modal shift of freight, to the reduction of traffic congestion and CO2 emissions and will improve the service quality.

Evaluation Remarks

The relevance of the proposed Action is poor, it is not an existing multimodal terminal equipped for at least two transport modes. The Action has a very good level of maturity as it is ready to start. The impact of the Action is good but there are some weaknesses in the CBA. The quality of the Action is fair, it lacks details on crucial topics, like project management roles and activities.

INTERZALIA II

2015-ES-TM-0277-M

NOT RECOMMENDED FOR FUNDING

General call Multimodal

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Gobierno del Principado de Asturias

Requested funding:

Total eligible costs: €6 270 000

Requested funding: €1 635 000

Requested EU support: 26.08%

Recommended funding: €0

The terminal Zalia is located along the section A Coruña-Vigo-Palencia-Gijón-Palencia in other sections of the Core Network and Gijón is listed as a core port. The proposed Action aims to complete the road connection and advance the planning for the construction of the terminal. It is part of the global project for the construction of a multimodal logistic platform serving the ports of Gijón and Avilés. The activities focus on the works for the road connection, studies for the setup of a public-private partnership and preparation of the tenders for the construction of the terminal. In the long term, the Action will contribute to the modal shift of freight and foster the role of the concerned ports in the European and extra-European markets.

Evaluation Remarks

The proposed Action's relevance is poor. The terminal is not a pre-existing multimodal terminal. Its maturity and quality are fair. The acquisition of the required land is not finalised, there are weaknesses in the CBA and the description of the consortium and responsibilities between the participating entities is not detailed. The impact of the Action is good. However, it presents only limited socio-economic benefits.

Upgrade of Madrid-Vicalvaro multimodal platform

2015-ES-TM-0300-W

NOT RECOMMENDED FOR FUNDING

General call Multimodal

Member State(s) concerned:

Spain

(Coordinating) Applicant:

ADIF

Requested funding:

Total eligible costs: €17 600 000

Requested funding: €3 520 000

Requested EU support: 20.00%

Recommended funding: €0

The terminal of Madrid-Vicalvaro is located on the Mediterranean and Atlantic Corridors and Madrid is listed in the Annex II part 2 of Regulation 1315/2013 as a core road/rail terminal. The proposed Action aims at the construction of four tracks of 750 m in the marshalling area. It is part of the global project which aims to adapt the terminal for international standards of freight transport. The activities focus at launching and completing the necessary tender procedures followed by the related works. In long term, the Action will foster the modal-shift with strong socio-economic benefits at regional and international level. Reduction of CO₂ emissions is also considered as a future positive effect.

Evaluation Remarks

The relevance of the proposed Action is very good. However, it is unclear if the works will be done in Iberian or UIC gauge. The impact of the Action is fair. Socio-economic benefits are not adequately addressed. The Action's maturity and quality are poor. The starting date is only in June 2018. It does not provide detailed information, such as the description of activities and the context of the global project.

Access to the A Coruña outer port multimodal logistics platform and the inner railway network

2015-ES-TM-0301-S

NOT RECOMMENDED FOR FUNDING

General call Multimodal	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Autoridad Portuaria de A Coruna	
Requested funding:	
Total eligible costs:	€2 382 375
Requested funding:	€1 191 190
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action is located on the Core Network and it concerns the core maritime port of A Coruña. It aims to plan the creation of railway access between the port of A Coruña and the new facilities in Punta Lagosteira. The global project aims to improve railway competitiveness. It consists of a study of the railway access construction of the outer port of A Coruña, and the railway network within the port dock. The main activities are points of departure identification, execution of structural measurements, budget calculation and report drafting. In the long term, the Action will contribute to the increase of modal shift of freight, to the reduction of traffic congestion and CO2 emissions, and it will improve the service quality within the terminal.

Evaluation Remarks

The relevance and maturity of the proposed Action are very good, it addresses the call priorities for multimodality and it is ready to start from a technical and administrative point of view. The impact and the quality of the Action are fair, the information provided is not complete in sections 5.5 - 5.10, risk management processes and procedures are not specific to the Action and costs are not sufficiently justified.

UIC gauge rail connections inside the Tarragona port

2015-ES-TM-0324-M

NOT RECOMMENDED FOR FUNDING

General call Multimodal	
Member State(s) concerned: Spain	
(Coordinating) Applicant: Autoridad Portuaria de Tarragona	
Requested funding:	
Total eligible costs:	€5 000 000
Requested funding:	€1 090 000
Requested EU support:	21.80%
Recommended funding:	€0

The proposed Action concerns the core maritime port of Tarragona which is located on the Mediterranean Core Network Corridor. It aims at interconnecting and integrating the terminal of Tarragona to the Core Network. It consists of both a study and subsequent works on the development of UIC gauge in Tarragona's port. The main activities of the Action are project management, publicity and dissemination, technical studies, implementation of UIC gauge rail in the dock of Cantabria and implementation of UIC gauge rail in the docks of "La Quimica" and "Castilla". In the long term, the Action will remove the existing bottleneck, ensure accessibility and connectivity from this terminal to other UIC gauge rail networks and improve integration of transport modes.

Evaluation Remarks

The relevance and maturity of the proposed Action are very good, as it addresses the call priorities for multimodality. The impact and the quality of the Action are good but the quality assurance plan, monitoring and audit control activities lack detail and milestones are generic. The Action has not been retained for funding due to major weaknesses in the CBA.

West road access to Tarragona port

2015-ES-TM-0331-W

NOT RECOMMENDED FOR FUNDING

**General call
Multimodal**

Member State(s) concerned:

Spain

(Coordinating) Applicant:

Autoridad Portuaria de Tarragona

Requested funding:

Total eligible costs: €7 918 990

Requested funding: €1 583 798

Requested EU support: 20.00%

Recommended funding: €0

The proposed Action is located in the Core Maritime Port of Tarragona and it is part of the Mediterranean Corridor. The Action aims at providing an additional road connection to the Port, particularly relevant to port facilities which are not well connected to the intermodal railway terminal and the logistics zone. It is not part of a global project but it is put forward in the context of general improvement of the port's accessibility and it is included in the current Port Investment Plan. It entails works concerning West road access to the port to be carried out in two sections. It will provide benefits in terms of improved port's accessibility and more efficient use of the connected terminals, thus contributing to the growth of freight transport.

Evaluation Remarks

The proposed Action's relevance is good. It concerns a road connection of the core port of Tarragona but it does not promote modal shift. The maturity is very good and the impact is good, addressing the port's road congestion problems, but the leverage effect of the EU funding is low. The quality is good. However, the Action has not been retained for funding due to its relatively lower EU added value.

SILL: Seamless Intermodal Logistics Link

2015-EU-TM-0135-M

NOT RECOMMENDED FOR FUNDING

**General call
Multimodal**

Member State(s) concerned:

Austria, Germany, Italy, Sweden

(Coordinating) Applicant:

Copenhagen Malmo Port AB

Requested funding:

Total eligible costs: €3 065 000

Requested funding: €872 500

Requested EU support: 28.47%

Recommended funding: €0

The proposed Action is located on the Scandinavian - Mediterranean Core Network Corridor and it concerns the core maritime ports of Venice, Lubeck and Malmo and is part of the Cannock multimodal terminal creation global project. It consists of a study of an IT system and works on Venice's terminal safety and security. The Action aims to facilitate intermodal transport for the customers and suppliers on the ScanMed Corridor. The main activities include identification of users, ICT platform creation and its pilot operation, together with project management and implementation of the security features in Venice's port. In the long term, the Action will contribute to the reduction of the use of road transport along the Corridor, and thus lead to a modal shift from road to rail.

Evaluation Remarks

The relevance and maturity of the proposed Action are good. However, it has low European added-value as it does not substantiate a considerable impact on multimodality through increased modal shift to rail. The impact and the quality of the Action are fair. There are major weaknesses both in the CBA as well as in project management, coordination, auditing and risk management.

Multimodal Atlantic Logistic Network of Platforms: MAIN Platforms

2015-EU-TM-0269-S

NOT RECOMMENDED FOR FUNDING

General call Multimodal	
Member State(s) concerned: Spain, Ireland, Portugal	
(Coordinating) Applicant: Gobierno del Principado de Asturias	
Requested funding:	
Total eligible costs:	€1 460 000
Requested funding:	€730 000
Requested EU support:	50.00%
Recommended funding:	€0

The proposed Action refers to the core maritime ports of Gijon (ES) and Cork (IE). It is part of a global project, which concerns developing high capacity infrastructure linking Aveiro/Madrid/Paris/Ireland in a multimodal way as part of Atlantic and North-Sea Mediterranean Corridors. The Action aims at designing a Multimodal Logistic Model to solve operational, administrative and infrastructure issues in the Atlantic Arc. The Action includes, amongst other activities, the analysis of policy context, infrastructure and freight flows and impact. In the long term, it will develop a supply chain that optimises performance of existing infrastructure to enhance multimodal transport in the region, promoting service quality and modal shift.

Evaluation Remarks

Although the maturity and the quality of the proposed Action are good, its relevance and impact are only fair. It includes a general study not directly related to connections or development of existing freight terminals and it does not concern an action for which the investment decision has been taken and which is close to implementation as required by the call. Furthermore, expected impacts are not linked to specific terminals.

Development of multimodal platform traffic on the large-gauge Moselle link

2015-FR-TM-0222-S

NOT RECOMMENDED FOR FUNDING

General call Multimodal	
Member State(s) concerned: France	
(Coordinating) Applicant: Ministere de l'ecologie, du developpement durable et de l'energie	
Requested funding:	
Total eligible costs:	€1 421 000
Requested funding:	€710 500
Requested EU support:	50.00%
Recommended funding:	€0

The Moselle river follows the North Sea - Mediterranean Core Network Corridor and Metz is a core inland port. The proposed Action aims to enhance the access to the multimodal platform along the Moselle and it is part of the global project for the improvement of inland waterway traffic for large scale vessels along the river. The activities concern the studies for a new ports governance and the preparatory studies for works on the extension of Clévant lock and on the Metz-La Maxe lock. In the long term, the Action will contribute to modal shift of freight, improved quality of service and CO2 emissions reduction.

Evaluation Remarks

The relevance of the proposed Action is poor. Two of the three activities are not relevant to the call priorities. The maturity of the Action is good. However, it is not clear if formal approvals at governmental, regional and/or local level have been received. The impact and quality of the Action are fair. The study is not expected to assist in policy-making and there is a lack of consistency and completeness.

Rail2Sea

2015-FR-TM-0241-W

NOT RECOMMENDED FOR FUNDING

General call
Multimodal

Member State(s) concerned:

France

(Coordinating) Applicant:

Grand port maritime de Bordeaux

Requested funding:

Total eligible costs: €2 434 250

Requested funding: €554 350

Requested EU support: 22.77%

Recommended funding: €0

The Bordeaux core maritime port is located on the Atlantic Corridor. The Vernon container terminal is the closest to the ocean and the deepest while the Bruges terminal is located in the heart of the urban area. The global project consists in setting up a daily regular freight rail shuttle service between the two terminals in order to capture at least 25 % of the potential freight traffic from the hinterland. In this context, the proposed Action aims to upgrade Bruges terminal into an efficient multimodal platform by refurbishing 2 km of railway lines, reinforcing a railway bridge, improving safety of two road crossings and overhauling of 60 wagons. Overall, the Action should contribute to enhanced modal shift from road to rail between the two terminals.

Evaluation Remarks

In its reduced scope, the Action's relevance is good. The maturity is very good, but some environmental impact assessments are still pending. The impact and quality of the Action are good, but no information on risk mitigation is provided. However, the Action has not been retained for funding due to major weaknesses in the CBA and relatively lower EU added value in its reduced scope.

Optimisation of the interconnections between railway infrastructures and Italian port system

2015-IT-TM-0148-S

NOT RECOMMENDED FOR FUNDING

General call
Multimodal

Member State(s) concerned:

Italy

(Coordinating) Applicant:

Ministry for Infrastructure and Transport

Requested funding:

Total eligible costs: €1 100 000

Requested funding: €550 000

Requested EU support: 50.00%

Recommended funding: €0

The proposed Action is located at the Mediterranean and the Baltic - Adriatic Core Network Corridors and it is linked to the Core maritime Ports of Venice and Trieste. The study aims at improving the quality, capacity and efficiency of the two network Corridors through the analysis of the current ports' infrastructure bottlenecks, current and future traffic flows and infrastructure development needs. The Action, being a part of a global project, aims to prepare for future investments to boost the economic development of the region, promote a better use of core Ports and rail network Corridors. In the long term, the Action will contribute to the increase of the cross-border connectivity and multimodality of the ports and promote sustainable transport modes.

Evaluation Remarks

The relevance and the impact of the proposed Action are fair. It partially addresses the objectives of the call. No impact of the studies as a decision-making tool is demonstrated. The maturity of the Action is good but there is no support from local government and related port authorities. The quality of the Action is poor, the organisational structure and the description of activities have been provided in a general way.

Cannock Multimodal Rail Freight Terminal (CMRFT)

2015-UK-TM-0299-W

NOT RECOMMENDED FOR FUNDING

General call Multimodal

Member State(s) concerned:

United Kingdom

(Coordinating) Applicant:

Pentalver Cannock Limited

Requested funding:

Total eligible costs: €7 411 514

Requested funding: €1 482 303

Requested EU support: 20.00%

Recommended funding: €0

The proposed Action is located at the Cannock Multimodal Rail Freight Terminal, which is close to Birmingham and to the North Sea - Mediterranean Corridor. The Action aims at facilitating road-rail modal shift of freight and reducing environmental footprint. It consists of works to support the global project development of a multimodal terminal at Cannock site. The main activities of the Action are project management and dissemination, creation of the Pentalver multimodal terminal, rail works on the terminal, and creation of Pentalver depot computer system. In the long term, the Action will contribute to the increase of modal shift of freight, to the reduction of traffic congestion and CO2 emissions, and it will improve the service quality within the terminal.

Evaluation Remarks

The relevance of the proposed Action is poor, as it does not concern an existing multimodal terminal equipped for at least two transport modes. The maturity and the impact of the Action are good. However, the administrative agreement is outstanding and the objective to increase rail transport will only be partially achieved as the rail sidings are not longer than 320 m length. The quality of the Action is very good.

Safe and competitive multimodal port - Bulgaria West Port

2015-BG-TM-0191-W

NOT RECOMMENDED FOR FUNDING

Cohesion call Core Network Corridors

Member State(s) concerned:

Bulgaria

(Coordinating) Applicant:

Port Bulgaria West JSC.

Requested funding:

Total eligible costs: €16 142 768

Requested funding: €13 721 352

Requested EU support: 85.00%

Recommended funding: €0

Bulgaria West Port is a multi-functional terminal in Burgas port, a maritime core port located on a pre-identified section of the Orient/East-Med Core Network Corridor. The proposed Action entails establishing a direct link between the port and the national railway network and to upgrade the terminal's infrastructure. It is part of a global project that aims to rehabilitate the railway infrastructure between Plovdiv and Burgas. The foreseen construction works are: a) reconstructing railway tracks in the port and connection to national railway network b) strengthening existing quay wall and capital dredging c) purchasing pontoon for RoPax vessels d) ancillary works. Once completed, the port will benefit from an appropriate hinterland connection to the Core Network.

Evaluation Remarks

The proposed Action has very good relevance and good maturity, as it upgrades a maritime core port and connects it to the Core Network railway. However, impact is poor because the underlying assumptions for the high traffic forecasts are not substantiated. Quality is poor because risk assessment and management are insufficient given the risk profile, and the critical path is tight and very exposed to setbacks.

ERTMS deployment: Sofia-Pernik-Radomir-Kulata railway line

2015-BG-TM-0215-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Bulgaria

(Coordinating) Applicant:

National Railway Infrastructure Company

Requested funding:

Total eligible costs: €62 054 180

Requested funding: €52 746 053

Requested EU support: 85.00%

Recommended funding: €0

The proposed Action's objective is to provide improved rail services along the existing 210 km Sofia-Pernik-Radomir-Kulata railway line. It is part of the global project Deployment of ERTMS in Bulgaria in the frame of which ERTMS will be deployed on the Core and Comprehensive Network. The Action's scope includes the modernisation of the signalling system, the interlockings and the telecommunication system; the full deployment of ERTMS, ETCS Baseline 2 and GSM-R along the line, as well as an interoperability assessment and publicity. The expected benefits of the Action include a market share increase for rail transport, cost reductions for rail operators, more safety for passengers and increased cross-border interoperability.

Evaluation Remarks

The proposed Action's relevance is very good as it addresses the call objectives, including GSM-R, well. The impact and the quality are very good in terms of safety, capacity and interoperability, audit, quality and risk assessment procedures. However, its maturity is only fair as it is still subject to public consultation and building permits and tendering procedures have not yet been launched.

Improvement of navigation status on Vltava waterway

2015-CZ-TM-0305-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Reditelstvi vodnich cest CR

Requested funding:

Total eligible costs: €57 665 460

Requested funding: €49 015 641

Requested EU support: 85.00%

Recommended funding: €0

The Vltava river connects Prague with the metropolitan area of Berlin and the Baltic Sea. The proposed Action is located on a pre-identified section along the Orient/East-Med Corridor (Hamburg-Dresden-Praha-Pardubice section) and aims to upgrade the waterway to Class IV. It is part of a global project to improve the navigation conditions of the Labe-Vltava waterway. The Action encompasses 4 activities: (i) modernisation of lock in Horin (ii) securing bridge clearance (iii) increasing draught and (iv) modernisation of approaches to the Stvanice lock. The Action will contribute to increased competitiveness of inland waterway transport along the Orient/East-Med Corridor.

Evaluation Remarks

The Action is relevant as it addresses the objectives of the call. Although its maturity and impact are good, there is uncertainty concerning environmental issues. The quality of the proposal is good although risk management measures have not been adequately described. The Action has not been retained for funding due to its relatively lower EU added value, since a national IWW development strategy is lacking.

Upgrade of infrastructure of the Slavonski Brod port

2015-HR-TM-0048-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Croatia

(Coordinating) Applicant:

Port Authority Slavonski Brod

Requested funding:

Total eligible costs: €22 904 017

Requested funding: €12 995 739

Requested EU support: 56.74%

Recommended funding: €0

Located on the Sava river on a pre-identified section along the Rhine - Danube Corridor, the proposed Action aims to improve port infrastructure and provide access to the inland port of Slavonski Brod and its connections with the rail and road Core Networks. It is part of a global project to develop and upgrade the overall Rhine - Danube Corridor. It encompasses 5 activities: project management, construction works for vertical banks and quays, port's connections to the rail and road networks and the completion of ancillary facilities. The Action will have a positive impact in terms of shifting cargo flows in the region to IWW and rail.

Evaluation Remarks

The Action is relevant as it addresses the objectives of the call. Although its maturity is good, there is uncertainty concerning the validity of building permits. Its quality is good as it is coherent, detailed and well structured. However, its impact is limited to regional level. Therefore the Action has not been retained for funding due to its relatively lower EU added value.

Construction of jetty for LNG vessels in Rijeka port

2015-HR-TM-0237-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Croatia

(Coordinating) Applicant:

LNG Hrvatska d.o.o.

Requested funding:

Total eligible costs: €29 981 160

Requested funding: €23 984 928

Requested EU support: 80.00%

Recommended funding: €0

The use of LNG is a promising way to achieve decarbonisation in the transport sector. The proposed Action covers the construction of a new jetty for the LNG terminal of the Krk island. The Action is located on the Mediterranean Corridor and it is part of a global project addressing the overall construction of the above terminal. The Action consists of several activities such as site preparation, off-site construction of new caissons, on-site deployment of caissons, completion of the new jetty and the removal of the existing one. The Action will have a positive long-term socio-economic impact in terms of regional and local development and a positive environmental impact in terms of reduction of greenhouse emissions.

Evaluation Remarks

The relevance, maturity, impact and quality of the proposed Action are poor. The Action concerns an investment in the energy rather than in the transport sector and, as the final design has not yet been completed, the Action is not ready to start from a technical point of view. Furthermore, the proposal fails to substantiate the expected impacts and the description of the activities is incomplete.



European Commission

Connecting the Budapest international airport to the railway network

2015-HU-TM-0195-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Hungary

(Coordinating) Applicant:

Ministry of National Development

Requested funding:

Total eligible costs: €360 471 645

Requested funding: €306 400 899

Requested EU support: 85.00%

Recommended funding: €0

International core network airport "Ferenc Liszt" in Budapest, located on Orient/East-Med Core Network Corridor, is not directly connected to the railway network. The Action aims then at removing a bottleneck on the Corridor by connecting the airport to the railway network. It is part of the global project covering Budapest - Szolnok - Lokoshaza (Budapest - Arad) railway section with a total length of 225 km. The Action aims at construction of 21.9 km-long railway line and encompasses selection of a contractor, site preparation, track construction and ETCS installation. Successful completion of the Action will result in higher travel speed, improved service quality and safer traffic conditions.

Evaluation Remarks

Although relevance and impact are very good, maturity and quality are fair. While the Action addresses the call priority and contributes to elimination of a bottleneck on the Orient/East-Med Core Network Corridor and ERTMS deployment, there are a number of administrative procedures pending and major shortcomings primarily with costs planning and underestimated risks.

Construction of S69 expressway: section Wegierska Gorka bypass

2015-PL-TM-0211-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Poland

(Coordinating) Applicant:

Generalna Dyrekcja Drogi Krajowych i Autostrad

Requested funding:

Total eligible costs: €239 589 457

Requested funding: €203 651 038

Requested EU support: 85.00%

Recommended funding: €0

The proposed Action entails the construction of a 8.53 km-long section along the S69 expressway, the Wegierska Gorka bypass connecting Przybedza and Milowka. The activities include the road construction, as well as archaeological and laboratory studies. Supervision, land acquisition and public communication activities are also included. The results will include moving the transit traffic away from the town centre, thus improving residents' safety and comfort of living and the free flow of goods and persons. The global project covers the construction of the S69 expressway between Bialska-Biala and the state border to Slovakia which is located on the Baltic - Adriatic Core Network Corridor.

Evaluation Remarks

The proposed Action's relevance is very good as it will bridge a missing link and increase safety. Its maturity is good as it has been approved at national level, but remaining approval procedures are still ongoing. Its impact and quality are very good as it is economically viable and the project management procedures are well defined. However, the Action has not been retained for funding due to budgetary constraints.

Modernisation of road access to the Szczecin port

2015-PL-TM-0302-W

NOT RECOMMENDED FOR FUNDING

Cohesion call
Core Network Corridors

Member State(s) concerned:

Poland

(Coordinating) Applicant:

Gmina Miasto Szczecin

Requested funding:

Total eligible costs: €79 759 284

Requested funding: €49 993 119

Requested EU support: 62.68%

Recommended funding: €0

The port of Szczecin is a Core Network port and part of the global project for the Szczecin area. The aim of the Action is to improve the access to the port through the modernisation of the transport network and completion of the missing connections to the port area. It includes the reconstruction of the current transport system and the construction of new road connections for port entrance. In the long term, the Action's implementation will increase the co-modality, safety, port area accessibility and decongest traffic.

Evaluation Remarks

The Action is of fair relevance concerning the road hinterland connection to the port, although there are both rail and inland waterways connections. Maturity, impact and quality are also fair. The building permit is not yet awarded and the actual works will not start before June 2017. The port-related impacts are not sufficiently justified and the proposed timeline does not provide reassurance for timely completion.

LNG shipping hub in the Atlantic Corridor

2015-PT-TM-0284-S

NOT RECOMMENDED FOR FUNDING

Cohesion call
Core Network Corridors

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

OZ Energia Gas, S.A.

Requested funding:

Total eligible costs: €2 420 000

Requested funding: €2 057 000

Requested EU support: 85.00%

Recommended funding: €0

The necessary infrastructure to supply the shipping industry with Liquefied Natural Gas (LNG) is still insufficient, especially in the Atlantic Corridor, despite the existence of several LNG storage points across the EU. The objective of the proposed Action is to study the technical and physical aspects for the incorporation of a storage and distribution unit of LNG within the area of the Trafaria Terminal, in the core port of Lisbon. The Action is part of the global project LNG Shipping Hub in the Atlantic Corridor which aims to address the entire LNG value chain by creating storage and distribution sites supported by LNG carriers.

Evaluation Remarks

Although impact, maturity and quality are well addressed, the relevance of the Action is poor. The studies are not close enough to actual implementation. Moreover, the EU-added value is not yet known, as it will only be revealed after the feasibility study. Finally, it is unclear to what extent the global project is intended to serve the shipping market.

Railway connection Sines/Elvas (Spain), Evora-Caia section

2015-PT-TM-0386-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Ministerio do Planeamento e das
Infraestruturas

Requested funding:

Total eligible costs: €170 626 242

Requested funding: €130 187 823

Requested EU support: 76.30%

Recommended funding: €0

The cross-border section Évora Norte-Elvas/Caia (Spanish border) is part of the pre-identified section "HSR Sines/Lisboa-Madrid" on the Atlantic Corridor. The proposed Action includes the works for the construction of approximately 84 km of track superstructure for the railway link between Évora Norte and Elvas/Caia, as well as for the connection to the existing Leste line. The new interoperable link will allow the movement of 750 m freight trains and will be designed for high speeds (over 250 km/h). The Action is part of a global project that aims to develop a high-capacity freight and passenger railway axis linking Portugal with Spain and the centre of Europe. It is expected to support regional development and increase the competitiveness of Portuguese ports.

Evaluation Remarks

Although the relevance and impact of the proposed Action are very good and the quality is good, its maturity is poor. The Action will only start in January 2020, well beyond the eighteen months after the closure of the call. Furthermore, it is the follow-up of an ongoing Action, which includes studies, permits and the first works phase. Possible delays might affect the start of the Action and result in non-utilisation of funds.

Aveiro-Mangualde section: detailed design and works

2015-PT-TM-0397-M

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Ministerio do Planeamento e das
Infraestruturas

Requested funding:

Total eligible costs: €536 176 815

Requested funding: €386 208 160

Requested EU support: 72.03%

Recommended funding: €0

The railway link Aveiro - Mangualde is part of the Aveiro - Salamanca - Medina del Campo pre-identified section of the Atlantic Corridor. The proposed Action includes the detail design studies and works for the construction of the railway link between Aveiro and Mangualde. The new interoperable link will allow the movement of longer (up to 750 m) and heavier trains, as well as increase the speed and capacity of the line. The Action is part of the global project to improve the connection between Aveiro, the Spanish border and the rest of Europe. It is expected to support regional development, promote modal split and increase the competitiveness of the ports of Aveiro and Leixões.

Evaluation Remarks

Although the relevance of the proposed Action is very good, its maturity, impact and quality are only fair. The Action is not economically viable as it presents a very low cost-benefit ratio forecast and impacts are reduced by the low demand. Furthermore, the implementation plan is unrealistic given the scale of the investment for a new line and it is unclear if the considered plan is extended beyond the eligibility period.

Modernisation of the Cadca - Czech/Slovak border railway line

2015-SK-TM-0198-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Železnice Slovenskej republiky, Bratislava
v skratenej forme "ZSR"

Requested funding:

Total eligible costs: €77 961 636

Requested funding: €62 338 124

Requested EU support: 79.96%

Recommended funding: €0

The section Cadca - CZ/SK state border is part of the global project Zilina-KrasnónaKysucou-Cadca-CZ/SK state border on the Rhine - Danube Core Network Corridor. The proposed action aims at modernising the existing double track railway on this section. The modernisation mainly concerns the signalling and telecommunication systems (ETCS level 2), the railway sub and superstructure, the traction line and electric installations, the construction of platforms, construction and reconstruction of railway bridges, as well as further environmental protection measures. This section, in particular, acts as a bottleneck (max speed is 80 km/h) and the action implementation will facilitate traffic between Slovakia and the Czech Republic.

Evaluation Remarks

The Action is of very good relevance, addressing well the TEN-T priorities and encompasses improvement of cohesion between Member States, safety, interoperability as well as capacity increase. The maturity is good, the necessary tender procedures are scheduled for 2016-2017. Nevertheless, the quality is fair because information on the ERTMS deployment is not comprehensive and call requirements are missing.

Zilina node

2015-SK-TM-0202-M

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Železnice Slovenskej Republiky, Bratislava
v skratenej forme "ZSR"

Requested funding:

Total eligible costs: €300 089 427

Requested funding: €242 202 177

Requested EU support: 80.71%

Recommended funding: €0

The proposed Action concerns the reconstruction and modernisation of the Zilina railway node. It is part of the global project to reconstruct the Zilina - Kosice - border with Ukraine railway line. The node itself links the Baltic - Adriatic and Rhine - Danube Core Network Corridors. The Action concerns reconstruction of all railway related parts of the Zilina node, including equipment of 9 km of reconstructed railway tracks with ERTMS. The node will contribute to interoperable freight and passenger operations and increase the speed, safety and security of freight and passenger rail transport.

Evaluation Remarks

Although the relevance and impact of the proposed Action are very good, the fair maturity and quality of the Action are insufficient. It cannot be considered that construction works are ready to start as public procurement and building permits are still ongoing. Some activities are not clearly linked to the ERTMS objectives and each sub-activity's cost cannot be easily identified.



European
Commission

Modernisation of Poprad-Tatry - Krompachy section

2015-SK-TM-0203-M

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Železnice Slovenskej republiky, Bratislava
v skratenej forme "ZSR"

Requested funding:

Total eligible costs: €472 556 823

Requested funding: €377 903 692

Requested EU support: 79.97%

Recommended funding: €0

The Action concerns the first stage for the upgrade of the existing 30 km double track line between Poprad-Tatry (outside)-Krompachy, part of the Rhine - Danube Core Network Corridor. The global project covers the section Zilina-Kosice-Cierna and Tisou-state border between Slovakia and Ukraine, the backbone of the railway network of Slovakia. The Action consists mainly in modernising the signalling and telecommunication systems (ETCS Level 2), modernising the railway sub and superstructure, setting of traction line and electric installations, constructing platforms, railway bridges and tunnels. The removal of the bottleneck in this section will facilitate traffic between Slovakia and Ukraine.

Evaluation Remarks

The Action is very relevant to the TEN-T priorities and objectives, addressing ERTMS deployment albeit without a cross-border component. The impact is also very good, the Action increasing capacity, safety and interoperability. However, maturity is fair: the Action cannot be considered ready to start in terms of construction works. The proposal is of fair quality in terms of clarity, completeness and coherence.

ERTMS implementation: Devinska Nová Ves - Czech/Slovak border

2015-SK-TM-0209-M

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Core Network Corridors**

Member State(s) concerned:

Slovakia

(Coordinating) Applicant:

Železnice Slovenskej Republiky, Bratislava
v skratenej forme "ZSR"

Requested funding:

Total eligible costs: €87 302 531

Requested funding: €74 207 151

Requested EU support: 85.00%

Recommended funding: €0

The proposed Action aims at modernising the 48 km long railway section Devinska Nova Ves - state border Slovak-Czech Republic located on the Orient/East-Med Core Network Corridor. The Action's implementation will enable a significant increase of the rail service quality by reaching the EU standards, and contribute to the improved competitiveness of rail transport in Slovakia. Works on the selected section will consist of the ERTMS installation, thus increasing the interoperability of the concerned section.

Evaluation Remarks

The Action is of very good relevance and impact. It addresses the CEF and TEN-T priorities and objectives, will improve capacity and safety, and remove a bottleneck. The Action is ready to start while building permits and public consultation are still to be launched. However, the Action is of poor quality, the planning is not realistic and ERTMS implementation and civil works are not sufficiently clear.

Modernisation of the Voluyak - Dragoman railway section

2015-BG-TM-0154-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Other Core Network Sections**

Member State(s) concerned:

Bulgaria

(Coordinating) Applicant:

National Railway Infrastructure Company

Requested funding:

Total eligible costs: €167 779 270

Requested funding: €142 612 380

Requested EU support: 85.00%

Recommended funding: €0

The Sofia-Dragoman railway line, located on the Sofia to Serbian border pre-identified section, represents a major bottleneck because it does not meet the requirements for passenger and freight transport (e.g. single-track line between Voluyak and Dragoman). The proposed Action entails the modernisation of the Voluyak-Dragoman section, which is part of a global project to modernise the Sofia - Dragoman railway line. The Action will reduce congestion and have a positive effect on modal split, the environment and cross-border passenger and freight traffic. It will also contribute to the interoperability of the section between Sofia and the border with Serbia, consequently increasing service quality and safety.

Evaluation Remarks

The proposed Action has good relevance, impact and quality. However, maturity is poor because the EIA decision, the detailed spatial development plan and related public consultations are still pending, and the detailed design is not finalised. These are all preparatory activities which, together with land acquisition must be completed in order to start the building permit procedure. The co-financing is not yet secured.

Conversion of a vessel for combined ice-breaking and project cargo operation on the Elbe river

2015-CZ-TM-0017-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Other Core Network Sections**

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Cesko - saske pristavy s.r.o.

Requested funding:

Total eligible costs: €4 975 000

Requested funding: €4 228 750

Requested EU support: 85.00%

Recommended funding: €0

The proposed Action is located on a pre-identified section of the Orient/East-Med Corridor (Hamburg-Dresden-Praha-Pardubice) and aims to improve the navigability of the Slovak stretch of the Elbe river by procuring two vessels: an ice breaker to ensure navigation during winter time and a flush deck barge with a crane for loading and unloading freight. The Action is part of a global project to implement the Czech Republic Transport Policy Master Plan 2014-2020. It encompasses 5 activities from the preparation and launch of the tender procedure to the acquisition of the vessels. It will contribute to the good navigation status and increase inland waterway traffic of the Elbe river.

Evaluation Remarks

The Action's relevance and maturity are good. However, one of the vessels will be used for commercial purposes, which is not covered by the scope of the call. The Action's technical readiness is uncertain. Impact and quality are poor. The benefits have not been correctly calculated and consequently the requested funding is overestimated. Furthermore, no information on the retrofitting of the ice breaker has been provided.



European Commission

Construction of S3 expressway Legnica - Lubawka (state border)

2015-PL-TM-0340-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Other Core Network Sections**

Member State(s) concerned:

Poland

(Coordinating) Applicant:

General Directorate for National Roads and Motorways

Requested funding:

Total eligible costs: €591 226 777

Requested funding: €502 542 760

Requested EU support: 85.00%

Recommended funding: €0

The proposed Action concerns the construction of 67.2 km of expressway Legnica - Lubawka in Poland, leading to the border with the Czech Republic. The Action is part of the cross border connection Nowa Sol - Hradec Kralove. The Action is located on the TEN-T Core Network and is part of the global project 'S3 expressway' linking Szczecin to the Czech border. The proposed four activities of the Action are: design and technical plans and documentation; land acquisition; construction works (including laboratory, archaeology, contingencies and contract-related costs); construction supervision. Once completed, the road will provide high comfort and safety improving the accessibility between Poland and the Czech Republic.

Evaluation Remarks

The relevance of the Action is very good because it is part of a pre-identified, cross-border project. The maturity is good as the implementation is ready to start by 2016. The impact of the Action is very good since it will contribute to the improvement of traffic conditions and safety. The quality of the proposal is good. However, the Action has not been retained for funding due to budgetary constraints.

Implementation of supporting tools in the specific areas of TAP TSI deployment

2015-CZ-TM-0054-S

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Rail interoperability**

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

OLTIS Group

Requested funding:

Total eligible costs: €850 350

Requested funding: €722 798

Requested EU support: 85.00%

Recommended funding: €0

The proposed Action concerns studies that aim to develop an IT module to enable communication and transmission of data between operators and end users of rail passenger transport and other public transport modes. The system will enable the simulation of different options and scenarios to cope with irregularities and achieve the most effective passenger flows. The studies will address the following main elements: communication and user interface; elaboration of modelling tools, algorithms and processing patterns; pilot operation and testing; and assessment of the results. The outcomes of the Action are expected to contribute to a more effective management of rail passenger transport and its coordination with other passenger transport modes.

Evaluation Remarks

The quality of the proposal is very good. The relevance of the proposed Action is poor, as it does not address any of the specific objectives identified by the work programme concerning implementation of TAF/TAP TSI. The maturity of the Action is very good. The impact of the Action is poor since there is no evidence that its outcomes will be used to support any decision or policy-making in implementation of TAP TSI.

Upgrade Győr-Sopron railway line section

2015-HU-TM-0282-S

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Rail interoperability**

Member State(s) concerned:

Hungary

(Coordinating) Applicant:

Ministry of National Development

Requested funding:

Total eligible costs: €8 296 902

Requested funding: €7 052 366

Requested EU support: 85.00%

Recommended funding: €0

The Győr-Sopron railway line, part of the TEN-T Comprehensive railway Network, is not located on the Orient/East-Med Core network Corridor. The proposed Action addresses the final design for the upgrade and modernisation of this railway section. It is part of a global project which aims to implement the Rail Freight Corridor 7. The studies cover the finalisation of the detailed design and building permit approval. Once completed, this rail section will link the city of Győr with the Orient/East-Med Core Network Corridor.

Evaluation Remarks

Although the Action's impact and quality are good, and the study is mature and ready to start, its relevance is low as it is not located on a pre-identified section of a Core Network Corridor and it does not address the priority of the call for rail interoperability.

Direct link between Szombathely and Zalaegerszeg

2015-HU-TM-0401-S

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Rail interoperability**

Member State(s) concerned:

Hungary

(Coordinating) Applicant:

Ministry of National Development

Requested funding:

Total eligible costs: €957 335

Requested funding: €813 734

Requested EU support: 85.00%

Recommended funding: €0

The proposed Action intends to remove a physical bottleneck on the Mediterranean Core Network Corridor/Rail Freight Corridor 6. It aims to establish a direct link between railway line no. 17 (located on the TEN-T Comprehensive Network) and railway line no. 25 (located on the TEN-T Core Network), thus allowing trains travelling on the north-south axis to bypass currently congested Zalaszentivan station. The foreseen activities are preparing new and updating existing studies, elaborating the detailed design and applying for the building permit. Once the works are implemented, the project will contribute to increasing capacity and reducing travel time between Wien/Bratislava and Zagreb and towards the northern ports of the Adriatic Sea (Trieste, Koper, Rijeka).

Evaluation Remarks

The proposed Action is mature and has good impact and quality. The Action's relevance is poor as it intends to remove a physical bottleneck on the Core Network, which does not correspond to the specific objectives as set out under the relevant priority of the call.



European
Commission

Improving data sharing on transported goods

2015-CZ-TM-0055-S

NOT RECOMMENDED FOR FUNDING

Cohesion call Innovation

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

OLTIS Group

Requested funding:

Total eligible costs: €727 060

Requested funding: €618 001

Requested EU support: 85.00%

Recommended funding: €0

The Action is a study aiming to improve the sustainability of freight transport through the introduction of a uniform IT and data interface between transport modes. The study concerns three Corridors (Baltic - Adriatic, Orient/East-Med and Rhine - Danube) and consists of developing a data model, specifying a data base and validating the approach on a case study. The basic elements of the system are: digitalisation of transport documents, data sharing, tracking of deliveries, and planning of the operations of each actor across the multimodal logistics chain.

Evaluation Remarks

Although relevance of the Action is good, the maturity, impact and quality of the proposed Action are weak. The objective to progress from TRL 1 (Technological Readiness Level) to TRL5 does not comply with the requirements of the call. The outcomes of the action are not sufficiently detailed and the direct engagement of regulatory bodies is lacking. Activities are documented, but their description is very theoretical.

CNG/LNG Mob-Iberian Network

2015-PT-TM-0403-M

NOT RECOMMENDED FOR FUNDING

Cohesion call Innovation

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Dourogas Natural - Medicao e Exploracao de Sistemas de Gas, S.A

Requested funding:

Total eligible costs: €18 650 000

Requested funding: €10 742 500

Requested EU support: 57.60%

Recommended funding: €0

The Iberian Peninsula has a long experience in the gas sector and therefore good infrastructure facilities capable of supplying increasing demand. Despite this, the lack of user-oriented solutions results in a weak penetration of CNG/LNG mobility with only 49 active refuelling points for private fleets. The Action will implement a first stage of the Master Plan for the infrastructure development of CNG/LNG supply along the Mediterranean and Atlantic Corridors and major urban and suburban agglomerations, by constructing 57 new refuelling points. The Action expects to improve the gas supply network to enable a faster penetration of sustainable mobility with CNG/LNG.

Evaluation Remarks

The Action has very good relevance and maturity, but poor quality as there is no clear description of activities, milestones, verification means and dissemination plan. It fails to show control procedures and monitoring/evaluation arrangements. The impact is only fair as its use as policy-making tool, improvement of business models and efforts to reach commercial viability are poorly described, and the CBA presents major weaknesses.

Constanta Green Port

2015-RO-TM-0042-S

NOT RECOMMENDED FOR FUNDING

Cohesion call Innovation

Member State(s) concerned:

Romania

(Coordinating) Applicant:

National Company Maritime Ports
Administration SA Constanta

Requested funding:

Total eligible costs: €4 950 000

Requested funding: €4 207 500

Requested EU support: 85.00%

Recommended funding: €0

The proposed Action aims to improve the environmental profile of Constanta port by developing a comprehensive and state of the art Port Environmental Management System, while focusing on finding solutions to reduce external costs, prevent damages to health and pollution of air, water and soil. Setting up and executing training of all port employees and the stimulation of the know-how transfer will be encouraged both in-house for the port administration and also between the port administration and private port operators. A multi-annual action programme consisting of prioritised measures for the defined areas of action will be elaborated.

Evaluation Remarks

The relevance of the Action is good as it improves the safety and sustainability of operations in a maritime Core Port. Its maturity is high as it is ready to start and received all necessary support. The impact of the Action is fair because pilot components are not expected to be up-scaled. The overall quality of the Action is low as it lacks detailed descriptions.

DISCOUNT - Door-to-Door-service with intermodal transportation

2015-RO-TM-0249-W

NOT RECOMMENDED FOR FUNDING

Cohesion call Innovation

Member State(s) concerned:

Germany, Romania

(Coordinating) Applicant:

DKN Resulting SRL

Requested funding:

Total eligible costs: €2 486 708

Requested funding: €2 113 703

Requested EU support: 85.00%

Recommended funding: €0

The objective of the Action is the introduction of an innovative customer-oriented business model based on single sourced intermodal solutions focused on door-to-door service for 20" and 40" containers. The new business model would allow providing optimisation of stocks and transportation, outsourcing stock and transportation management and organising provision of add-on services with additional benefits. This cross-border Action takes place on the Rhine - Danube Core Network Corridor.

Evaluation Remarks

The relevance of the Action is very low, as it is not adequately addressing the innovation priority. The maturity is poor, all aspects not being sufficiently elaborated with little proof of claims. The Action fails to demonstrate that the claimed impact is realistic, notably cutting by 20% intermodal freight costs. Quality is poor. Activities are not well detailed, the risk management is limited and it lacks stakeholders engagement.



Fast charging e-mobility corridor for Romania

2015-RO-TM-0311-S

NOT RECOMMENDED FOR FUNDING

Cohesion call Innovation

Member State(s) concerned:

Romania

(Coordinating) Applicant:

DMG MORI Romania s.r.l.

Requested funding:

Total eligible costs: €7 910 000

Requested funding: €6 723 500

Requested EU support: 85.00%

Recommended funding: €0

The Action aims at installing 39 multi-standard open-access fast charging stations (e-stations with two 50 kW ABB fast chargers at each station) at 32 locations on the TEN-T Core Network in Romania. In addition, three integrated e-mobility solutions will be deployed for study and test purposes. Most of the fast charging stations are located on the two Core Network Corridors crossing Romania: the Rhine - Danube Core Network Corridor and the Orient/East-Med Core Network Corridor. The Action is embedded in a global project aiming at the deployment of a fast charging corridor for Electric Vehicles linking Bulgaria, Romania and Hungary, which will enable cross-border e-mobility in southeast Europe.

Evaluation Remarks

The Action is very relevant to the call due to the introduction of low carbon transport. Its maturity is good; necessary administrative procedures have been initiated. Its impact is high as the study aims at fostering deployment of electric vehicle fast-charging. The description of activities is not sufficiently detailed but the overall quality is good. However, the Action has not been retained for funding due to budgetary constraints.

Eastern European electric Corridor

2015-RO-TM-0381-S

NOT RECOMMENDED FOR FUNDING

Cohesion call Innovation

Member State(s) concerned:

Romania

(Coordinating) Applicant:

Renovatio Asset Management S.R.L.

Requested funding:

Total eligible costs: €1 867 310

Requested funding: €1 587 214

Requested EU support: 85.00%

Recommended funding: €0

The general objective of the study with pilot activities is to encourage Electric Vehicle (EV) use in Romania, by deploying EV charging stations, located on two Core Network Corridors (Rhine - Danube, Orient/East-Med). The pilot activities of the study include the deployment of a network of 31 EV charging points, in order to test and validate the economic viability of the network and the necessary conditions for future scale up and roll out. The feasibility study aims at demonstrating market readiness for charging technologies, while contributing to understanding technological, environmental and end user requirements.

Evaluation Remarks

The Action is very relevant promoting the use of fast charging infrastructure for Electric Vehicle on Core Network Corridors. However, the Action lacks maturity. It will not allow collecting sufficient data for a robust study. The impact is low: few users are secured and roaming and interoperability are not addressed. The quality is poor, management structure is not detailed and budget is not consistent with the planned activities.



European Commission

Advanced Safety Nets for Prague airport

2015-CZ-TM-0223-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
SESAR**

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Air Navigation Services of the Czech Republic (ANS CR)

Requested funding:

Total eligible costs: €4 354 677

Requested funding: €3 701 474

Requested EU support: 85.00%

Recommended funding: €0

Prague airport is a medium sized airport with a complex layout. It has two crossing runways used simultaneously, three terminals and a transport system connecting terminals and crossing runways. An advanced surface movement guidance and control system for the aircraft is already in use, however it does not support the simultaneous use of the two crossing runways and conflict detection is only possible for a single runway. The aim of the Action is to deploy surface movement guidance and control system to manage simultaneous runway operation. The system will gather and elaborate additional information about the movement intentions of the aircrafts and it will allow warning the controllers much earlier, improving the safety level and the airport's capacity.

Evaluation Remarks

Although the relevance and impact of the Action are good, the Action demonstrates a poor level of maturity and quality. Investment and human resources are available but information is insufficient. Only limited details are provided regarding the public consultation. The risks are not consistent. There is neither reference nor descriptions of how quality management processes are to be applied.

Optimisation of the Czech airspace and Air Traffic Services provision

2015-CZ-TM-0224-S

NOT RECOMMENDED FOR FUNDING

**Cohesion call
SESAR**

Member State(s) concerned:

Czech Republic

(Coordinating) Applicant:

Air Navigation Services of the Czech Republic (ANS CR)

Requested funding:

Total eligible costs: €792 500

Requested funding: €673 625

Requested EU support: 85.00%

Recommended funding: €0

The Action aims to identify the steps necessary towards the implementation of flexible airspace management and optimal airspace organisation with a particular focus on lower airspace. This will include the redefinition of terminal airspace in the Czech Republic, which will affect most of the traffic landing or taking off to/from airports in the Czech Republic and its neighbours (e.g. Munich, Vienna, Dresden, Bratislava, etc.). The study will offer solutions to provide more effective air traffic services, contributing to the European ATM network's integration and more improved efficiency and security.

Evaluation Remarks

While the Action has a very good level of relevance and a good impact, it is of poor quality and has weak maturity. It has already started although no evidence is provided on the achievements. The management structure is not clear and there is no co-ordination between the contracting parties. The tasks lack details as to what is to be delivered, making it difficult to assess the adequacy of costs and the expected outcomes.

ZAG Collaborative Decision Making (CDM)

2015-HR-TM-0035-W

NOT RECOMMENDED FOR FUNDING

Cohesion call SESAR	
Member State(s) concerned: Croatia	
(Coordinating) Applicant: International Zagreb Airport Jsc. / Medunarodna zračna luka Zagreb d.d.	
Requested funding:	
Total eligible costs:	€976 920
Requested funding:	€830 382
Requested EU support:	85.00%
Recommended funding:	€0

Zagreb Airport is the main gateway to Croatia operating, as a hub for domestic and international destinations. Current passenger numbers are exceeding existing capacities and airport infrastructure represents a significant bottleneck for the expected traffic needs in the coming years. Once completed, a new terminal will handle almost 8 million passengers annually, compared to the current capacity of 2 million with the old terminal building. The aim of this Action is an improved, more effective management of the entire airport facility, as well as enhanced coordination of industrial stakeholders involved in standardisation process in order to achieve the technical specifications necessary for the implementation of new ATM technologies and standards.

Evaluation Remarks

The Action is weak in relevance, maturity and impact. The specific priority areas are not identified and some elements (Crisis Management Centre, obstacle chart) are not relevant. The Action is dependent on external projects, bringing a high degree of uncertainty. The quality is poor. It is illegible in important sections. Certain annexes include information which contradicts the information in the main application.

Ground/Air/Ground (GAG) communications upgrade

2015-PT-TM-0070-W

NOT RECOMMENDED FOR FUNDING

Cohesion call SESAR	
Member State(s) concerned: Portugal	
(Coordinating) Applicant: Portuguese Air Force	
Requested funding:	
Total eligible costs:	€1 440 000
Requested funding:	€1 224 000
Requested EU support:	85.00%
Recommended funding:	€0

The Action is located at Portuguese Air Force airbases. The Action aims at upgrading Ground/Ground communications systems implementing data exchanges via internet protocols. It will facilitate air space management by sharing flight, weather and other crucial data for ATM civil/military coordination, therefore improving safety, cost-effectiveness, reducing delays and optimising resource utilisation. The main activities of the Action are hardware, software and configuration delivery, site acceptance tests and transition to operations. The Action will enable interaction with System Wide Information Management, support the implementation of flight object concept and increase flight safety and traffic flows due to the increment on civil/military coordination.

Evaluation Remarks

The relevance of the Action is very good as it addresses the call priorities. The impact of the Action is good as it improves information exchange between civil and military authorities. The maturity is weak as there is no evidence on the readiness of the applicant to start the Action on time. The quality is weak as it lacks essential details on the activities to be performed and their dependencies.



EPSILON-TB 30 CNS upgrade

2015-PT-TM-0071-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
SESAR**

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Portuguese Air Force

Requested funding:

Total eligible costs: €2 000 000

Requested funding: €1 700 000

Requested EU support: 85.00%

Recommended funding: €0

The Action aims at retrofitting 16 aircraft used by the Portuguese Air Force for training purposes. The navigation, communications and surveillance systems of these aircraft will be updated, through the integration of new technologies in the cockpits. The Action will contribute to increase the capacity of the air traffic control sector and to guarantee the security of the operations with a seamless flow of air traffic. The new systems will also eliminate the restrictions arising from the uncertainty associated with the granting of exemptions and waivers for military aircraft not yet updated, thus enhancing the operational flexibility through enhanced civil-military interoperability.

Evaluation Remarks

Although the relevance of the Action is very good and the impact is good, the maturity and the quality of the Action are poor. There is insufficient information regarding the readiness of the applicant to start the Action on time and the state of play of the necessary procurements. Moreover, the proposal does not provide sufficient elements to assess if the proposed upgrade is feasible or whether the costs are reasonable.

FALCON 50 CNS upgrade

2015-PT-TM-0076-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
SESAR**

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Portuguese Air Force

Requested funding:

Total eligible costs: €1 600 000

Requested funding: €1 360 000

Requested EU support: 85.00%

Recommended funding: €0

The Action aims to modernise the Falcon 50 aircrafts in order to meet the requirements of the SESAR and the needs of its special transport operations (immediate readiness and no operational restrictions worldwide). This update will increase the capacity of air traffic control sectors keeping safety and will eliminate the associated restrictions to not fully equipped aircrafts and enhance civil-military interoperability. The works required are to modernise navigation, communications and surveillance systems, through the integration of new technologies associated with TCAS (Traffic Collision Avoidance System), ADS-B (Automatic Dependent Surveillance Broadcast) and CPDLC (Controller-Pilot Data-Link Communications). A recertification of the aircraft would be needed.

Evaluation Remarks

Although the relevance of the Action is very good and the impact is good, the maturity and the quality of the Action are poor. There is insufficient information regarding the readiness of the applicant to start the Action on time and the state of play of the necessary procurements. Moreover, the proposal does not provide sufficient elements to assess if the proposed upgrade is feasible or whether the costs are reasonable.



European Commission

C-130H CNS upgrade

2015-PT-TM-0078-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
SESAR**

Member State(s) concerned:

Portugal

(Coordinating) Applicant:

Portuguese Air Force

Requested funding:

Total eligible costs: €2 900 000

Requested funding: €2 465 000

Requested EU support: 85.00%

Recommended funding: €0

The Action aims at retrofitting five aircraft used by the Portuguese Air Force for the transport and delivery of military supply and personnel. The navigation, communications and surveillance systems of these aircraft will be updated through the integration of new technologies in the cockpits. The Action will contribute to increase the capacity of the air traffic control sector and to guarantee the security of the operations with a seamless flow of air traffic. The new systems will also eliminate the restrictions arising from the uncertainty associated with the granting of exemptions and waivers for military aircraft not yet updated, thus enhancing the operational flexibility through enhanced civil-military interoperability.

Evaluation Remarks

Although the relevance of the Action is very good and the impact is good, the maturity and the quality of the Action are poor. There is insufficient information regarding the readiness of the applicant to start the Action on time and the state of play of the necessary procurements. Moreover, the proposal does not provide sufficient elements to assess if the proposed upgrade is feasible or whether the costs are reasonable.

BULRIS Evolution

2015-BG-TM-0018-M

NOT RECOMMENDED FOR FUNDING

**Cohesion call
RIS**

Member State(s) concerned:

Bulgaria

(Coordinating) Applicant:

Bulgarian Ports Infrastructure Company

Requested funding:

Total eligible costs: €2 838 268

Requested funding: €2 412 528

Requested EU support: 85.00%

Recommended funding: €0

The Bulgarian section of the Danube river is 470 km long and is an important part of the Rhine - Danube Corridor. As is the case for all TEN-T inland waterways in general, it has to be fitted with RIS in line with EU Directive 2005/44/EC. The main objective of the proposed Action is to upgrade and optimize the performance of existing RIS services built under the previous project BULRIS. The main activities include (i) feasibility study and implementation of interoperability between RIS and VTMS and (ii) development of a water pollution early-warning system. The main benefits of the Action will be reducing the pollution of the Danube in Bulgaria and interconnecting inland and maritime infrastructures.

Evaluation Remarks

The general quality and impact of the proposed Action are good. The Action does not fully address the call priority, with its main activity being only remotely related to RIS. In addition, the technical maturity of the Action is insufficient to implement effectively the activities and reach the objectives.



European Commission

RIS supported Integrated Port Information System

2015-HU-TM-0192-S

NOT RECOMMENDED FOR FUNDING

Cohesion call RIS	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Requested funding:	
Total eligible costs:	€1 000 000
Requested funding:	€850 000
Requested EU support:	85.00%
Recommended funding:	€0

The project aims to study and pilot implement a RIS-based integrated port management system. Main activities include: the design of the pilot system, integrated port information system pilot implementation and testing, and exploitation of results. The main benefit will be the creation of innovative RIS port management and statistics services in Hungary.

Evaluation Remarks

The Action is ready to start but addresses the call priorities only partly as it focuses on the creation of a port information system. It also partly addresses the impact criterion considering the limited involvement of ports and the lack of clarity on what the study and pilot will lead to. The quality suffers from an unclear scope and inconsistency between activities and the overall objective.

C-Roads Hungary

2015-HU-TM-0359-S

NOT RECOMMENDED FOR FUNDING

Cohesion call ITS	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Requested funding:	
Total eligible costs:	€173 118
Requested funding:	€147 150
Requested EU support:	85.00%
Recommended funding:	€0

The Action, part of the C-Roads platform, takes place in Hungary. C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day-1" applications as recommended by the EC "C-ITS platform". Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots. The Hungarian pilot site will take place along Motorway M1 (E60), using ETSI G5 communication technologies. Piloted C-ITS services include warnings for road works, incident and weather.

Evaluation Remarks

Although the relevance, maturity and impact are good, the quality of the Action is only fair as the specific activities and the C-ITS pilot in Hungary are not sufficiently described. The Action is in line with the CEF call, but It is not clear how a critical mass will be achieved.

Improvement of traffic management on public road network

2015-HU-TM-0360-W

NOT RECOMMENDED FOR FUNDING

Cohesion call ITS	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Requested funding:	
Total eligible costs:	€2 473 115
Requested funding:	€2 102 148
Requested EU support:	85.00%
Recommended funding:	€0

The Action covers the implementation of Traffic Management Centres (TMC) located in urban-interurban interfaces and along two Core Network Corridors (Mediterranean and Orient/East-Med) in Hungary. It includes the elaboration of technical specifications, planning, implementation of the first two TMC and project management of the Action. The Action aims at creating a two level system (local and national). The Action will improve traffic management and contribute to eliminating congestion. In particular, it will improve cross-border traffic hampered by recurrent bad-weather affecting commuters and international traffic, by providing reliable information.

Evaluation Remarks

Although the relevance of the proposed Action is very good and maturity is good, its impact and quality are only fair. The description of the Action is not sufficiently detailed which makes it also difficult to assess the expected impact. Technical details about the implementation of the Action are missing and information on the management, quality control and control procedures is limited.

Traffic management of bypass sections

2015-HU-TM-0361-W

NOT RECOMMENDED FOR FUNDING

Cohesion call ITS	
Member State(s) concerned: Hungary	
(Coordinating) Applicant: Ministry of National Development	
Requested funding:	
Total eligible costs:	€7 913 967
Requested funding:	€6 726 872
Requested EU support:	85.00%
Recommended funding:	€0

The Action takes place in Hungary and covers the establishment of a traffic management system in several urban nodes (Budapest, Tatabánya, Győr, Nyíregyháza, Debrecen and Székesfehérvár), which constitute physical bottlenecks and form important traffic links. The Action contributes to the global project's objective of improving management of urban-interurban interfaces and a more efficient management of road traffic incidents on the TEN-T network in Hungary as well as increasing the traffic flow.

Evaluation Remarks

Even though the relevance and the maturity of the Action are good, the impact and the quality are only fair as the description of the Action is not sufficiently detailed, which makes it difficult to assess the expected impact. Only general benefits are mentioned but they are not specific to the Action. Technical details are missing and the information on the management, quality control and control procedures is limited.



PEGASUS C

2015-BG-TM-0317-S

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Motorways of the Sea**

Member State(s) concerned:

Bulgaria

(Coordinating) Applicant:

BMF Port Burgas EAD

Requested funding:

Total eligible costs: €2 476 500

Requested funding: €2 105 025

Requested EU support: 85.00%

Recommended funding: €0

PEGASUS is a study with pilot activities aimed at supporting MoS and Core Network Corridors integration and at defining information platforms that integrate them, piloting prototypes for the connections between core ports and their hinterland, promoting modal integration and interoperability. The Action is part of a global project promoting effective maritime transport integration into the global logistics door-to-door chain and will benefit all CNCs. It will implement: MoS and CNCs integration, ICT tools for integration of core ports, their hinterlands and MoS, solutions to integrate MoS, core port hinterlands and CNCs using rail transport, and logistics single window. PEGASUS will deliver a set of tools facilitating the integration of MoS to the logistics chain.

Evaluation Remarks

This twinned Action was evaluated together with 2015-EU-TM-0326-S. The Activities described in this part of the proposal are not of wider benefit and are not considered relevant, as they concern studies for the expansion of a specific port. The Action is very mature. Its impact, as a decision and policy-making tool, is very good. The quality of the proposal is good, but some organisational weaknesses have been identified.

Development of the Sofia - West rail-road terminal

2015-BG-TM-0062-W

NOT RECOMMENDED FOR FUNDING

**Cohesion call
Multimodal**

Member State(s) concerned:

Bulgaria

(Coordinating) Applicant:

Trans Express LTD.

Requested funding:

Total eligible costs: €3 204 260

Requested funding: €2 300 979

Requested EU support: 71.81%

Recommended funding: €0

The proposed Action is a rail-road terminal in the core port of Sofia located on the Orient/East-Med Corridor. It aims at optimising and developing the terminal by installing two new rail sidings to serve a 740 m train, with an operational platform and a road link between the national road network and the international road E-79. By eliminating the infrastructure bottleneck, the Action, as a part of a global project, will contribute to the economic development of the region. It will promote a better connectivity, interoperability and use of the Core Network Corridor and it will promote the use of transport modes which have lesser environmental footprint.

Evaluation Remarks

The relevance, impact and the maturity of the proposed Action are fair as it has limited EU value, building permits have not been obtained and it has major weaknesses in the CBA. The quality of the Action is good. However, risks for some activities and procurement are missing.



European
Commission

VIDIN Connect

2015-BG-TM-0226-S

NOT RECOMMENDED FOR FUNDING

Cohesion call Multimodal

Member State(s) concerned:

Bulgaria

(Coordinating) Applicant:

Bulgarian Ports Infrastructure Company

Requested funding:

Total eligible costs: €594 940

Requested funding: €505 700

Requested EU support: 85.00%

Recommended funding: €0

The terminal of Vidin, a core inland port, is located on the Rhine - Danube and Orient/East-Med Corridors. The proposed Action aims to improve multimodality at the port, and is part of the global project planning to improve multimodality along the TEN-T Network in Bulgaria. Activities focus on the analysis of trends and on the identification of priority scenarios and sources of funding. The Action will improve the performance of the terminal. Moreover, it will provide for enhanced interconnection between inland waterway and other modes of transport, such as rail. Reduction of CO₂ emissions is also considered as a future effect.

Evaluation Remarks

The relevance and impact of the proposed Action are fair. It is not close to implementation as it does not envisage a specific follow-up investment. It is not possible to assess its direct impact. The Action has good maturity and quality. However, information provided with respect to political support remains brief and vague and no time frame is dedicated to the political decision-making procedures.



Innovation and Networks Executive Agency (INEA)

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