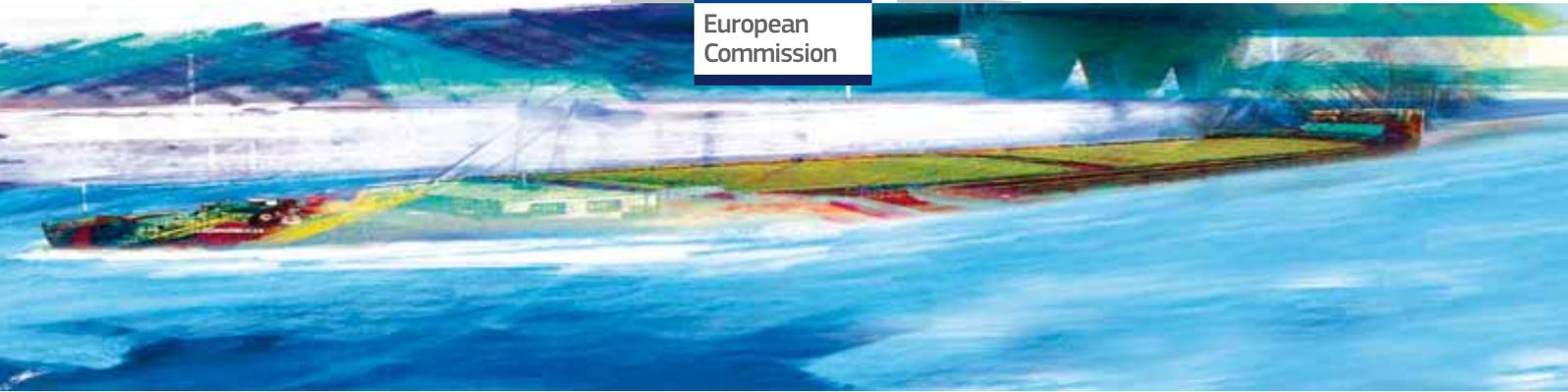




European  
Commission



## TEN-T 2013 Multi-Annual Calls

# Proposal for an Implementing Decision on the selection of projects

July 2014

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

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

## **Table of Contents**

<b>Introduction .....</b>	<b>4</b>
<b>1. The legal framework and political context of the 2013 Multi-Annual Calls for Proposals.....</b>	<b>5</b>
<b>2. Key elements of proposals received under the 2013 Multi-Annual Calls for Proposals.....</b>	<b>7</b>
1. General overview .....	7
2. Budgetary features.....	7
3. The selection of proposals .....	7
4. TEN-T Funding – Map representations of the proposals recommended for funding.....	10
5. List of proposals recommended for funding .....	16
6. List of proposals NOT recommended for funding.....	22
<b>3. Info sheets of project proposals submitted under the 2013 TEN-T Multi-Annual Calls for Proposals .....</b>	<b>26</b>
1. Proposals recommended for funding.....	26
2. Proposals NOT recommended for funding.....	83

## Introduction

Since 1995, the European Union has the possibility of granting financial aid to projects of common interest included in the EU Guidelines for the development of the Trans-European Transport Network (TEN-T). The TEN Regulation<sup>1</sup> of the European Parliament and of the Council, adopted in 2007, enables the Commission to contribute more efficiently and effectively to the financing of the highest priorities of the TEN-T. Under the 2007-2013 financing framework, the entire €8.013 billion budget has been allocated to date. The allocated funds have been contributing to the gradual implementation of this network. Under the Annual Work Programme (15 to 20% of the available budgetary resources) the TEN Regulation provides the financing of a large number of smaller projects covering the different modes of transport. These projects are also having significant effects on the achievement of the EU's objectives in this area, notably through project pipeline preparation (feasibility studies, impact assessment and design studies).

Under the Multi-Annual programme (80 to 85% of the available budgetary resources) the TEN Regulation provides for a strong concentration of available funds on the TEN-T Priority Projects approved in 2004 and on projects in the field of traffic management, and promotes in particular the enhanced support of cross-border sections along the Priority Projects. Amongst the supported projects are actions of key European added value such as cross-border sections and key bottlenecks of the TEN-T network, as well as horizontal priorities. In addition the assistance of European Coordinators on certain Priority Projects help to overcome difficulties through 'non-financial' action.

Much has thus already been achieved through the joint funding of important TEN-T projects by Member States and the EU. On this basis the Commission, in coordination with the then TEN-T Executive Agency/now Innovation and Networks Executive Agency (INEA), published on 11 December 2013 under the Multi-Annual Programme five Calls for Proposals<sup>2</sup> with a total indicative budget of €280 million broken down as follows: Air Traffic Management (ATM), European Rail Traffic Management Systems (ERTMS), Intelligent Transport Systems (ITS), Motorways of the Sea (MoS) and Priority Projects (PPs).

These Calls are based on the TEN Regulation as well as the specific Commission Implementing Decisions on the Multi-Annual Work Programme for grants in the field of the TEN-T network for 2013<sup>3</sup>, which was adopted through the Comitology procedure in December 2013. In parallel with the publication of the Call for proposals, two new Regulations and Guidelines<sup>4</sup> on TEN-T Policy were also adopted on 11 December 2013. Whereas both will be the legal basis for future calls under the CEF Transport Programme, they have no legal effect on the 2013 Calls. For these, the previous Regulations and Guidelines that were repealed on 11 December 2013 remain the legal basis. Under these Calls, a total of 67 project proposals were received, of which 65 fulfilled the formal eligibility criteria. In evaluating these proposals, the Commission, in collaboration with INEA, strictly applied the criteria set out in the TEN Regulation and in the 2013 Multi-Annual Work Programme. The involvement of external experts in the evaluation of all eligible proposals enhanced the objectivity and technical quality of the overall selection process.

The Commission, with the support of INEA, has completed the evaluation and selection process of proposals on the basis of the TEN-T 2013 Multi-Annual Work Programme. It intends to adopt a Decision that sets out the results of this process, i.e. a Decision that, in accordance with Article 9 of the TEN Regulation, establishes the projects to be selected under the 2013 Multi-Annual Work Programme and the amounts of financial aid to be granted to these projects. The Commission is confident that the funding proposal outlined on the following pages responds, in the best possible way, to key transport and TEN-T policy objectives, and that it contributes to supporting EU action in the field of the Trans-European Transport Network. The first part of this brochure sets the legal framework and political context of the 2013 Multi-Annual Calls. The second part presents the key elements of the proposals received under the Calls in the targeted fields. It contains information on the selection process and its outcome, as well as information about the individual proposals including maps for the proposals recommended for funding. It also includes lists of proposals recommended and not recommended for funding.

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

2 EN Official Journal of the European Union C 361/8, 11 December 2013 amended by C 378/37, 24 December 2013

3 Commission Decision C(2013) 1675 as amended by Commission Decision C(2013) 8755 adopted on 10 December 2013

4 Regulation No 1315/2013 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU. and Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF), amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010.

# 1. The legal framework and political context of the 2013 Multi-Annual Calls for Proposals

In coherence with Regulation (EC) No 680/2007 of the European Parliament and the Council laying down general rules for the granting of EU financial aid in the field of Trans-European Networks (the 'TEN Regulation'), the Commission Decision C(2013) 1675 as amended by Commission Decision C(2013) 8755 of 10 December 2013 established the 2013 Multi-Annual Work Programme for granting financial aid in the field of the Trans-European Transport Network (TEN-T). These Multi-Annual Work Programmes led to the publication on 11 December 2013 of five Calls for proposals in the framework of TEN-T (published in the Official Journal of the European Union C 361/8 on 11 December 2013 amended by C 378/37, 24 December 2013).

The Work Programme and the amendment, where applicable, include a total amount of **€280 million** broken down in the following fields:

- Air Traffic Management (ATM) - indicative budget of €30 million
- European Rail Traffic Management Systems (ERTMS) - indicative budget of €70 million
- Intelligent Transport Systems (ITS) - indicative budget of €50 million
- Motorways of the Sea (MoS) - total indicative budget of €80 million
- Priority Projects (PPs) - total indicative budget of €50 million.

The objectives of each field were defined in the 2013 Multi-Annual Work Programme and its amendment:

## Air Traffic Management (ATM)

Achieving the Single European Sky (SES) is a key priority in European aviation policy. The SES initiative aims to enhance the overall efficiency of the way in which European airspace is organised and managed by improving the performance of ATM in Europe by modernising and harmonising systems, enhancing the civil-military interoperability, reducing fragmentation and consolidating the provision of air navigation services, in particular services other than air traffic services. The objective in this area is to support the timely implementation of the SES and in particular to support the deployment of SESAR, its technological pillar.

## European Rail Traffic Management Systems (ERTMS)

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

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

## Intelligent Transport Systems (ITS)

The principal priorities as derived from the "ITS Directive" (Directive 2010/40/EU) are:

- Europe-wide Traffic and Travel Information Services
- Europe-wide Traffic Management Services
- Europe-wide Freight & Logistics
- Road safety and security

Projects shall in particular foster the interoperability of transport systems and services across networks and territories through promoting the concept of Connected Intelligent Technologies. They shall also have an emphasis on broad cooperation and full continuity along the TEN-T corridors of the future Regulation establishing the Connecting Europe Facility (CEF), including urban-interurban and intermodal interfaces as well as cross-border sections.

Connected Intelligent Technologies will make traffic and travel information more reliable and better targeted to

user needs, both for passengers and freight/logistics; traffic management and operations more efficient and better integrated; and European roads safer. These actions concern road transport and its interfaces with other modes, with a high European added-value to the TEN-T. They can also contribute to freight terminals, passenger hubs, and urban nodes, for which it is critical to ensure a smooth link to interurban networks along the TEN-T corridors of the future Regulation establishing the Connecting Europe Facility.

Projects will need to demonstrate their contribution to the achievement of the objectives of the ITS Directive notably in terms of interoperable deployment of ITS Core Services and (innovative) applications. Whilst ensuring pan-European continuity of service and operational excellence for networks operators, clear user benefits in terms of efficiency, safety and comfort shall be identified.

The proposals will provide a detailed overview of the current state of the art and level of deployment of ITS Core Services and (innovative) applications along the TEN-T corridors of the future CEF Regulation, including urban-interurban and intermodal interfaces as well as cross border sections. The proposed activities will clearly address the specific gaps and issues identified. They shall clarify how they intend to improve the current state of the art and what they aim to achieve.

### **Motorways of the Sea (MoS)**

Pursuant to Article 13 of the TEN-T Guidelines, the current work programme sets the framework conditions to support the submission of MoS proposals that would facilitate the development of a TEN-T MoS network connecting the regions of Europe. Synergies with TEN-T port development projects as well as maritime connections with neighbouring countries shall be exploited when feasible.

The aim of the TEN-T MoS network is to promote the general sustainability and safety of transport in particular by providing an alternative to congested or less environmentally-friendly land transport. It should contribute to the common effort addressing climate change. Also, it should strengthen the cohesion of the EU by facilitating connections between Member States and between European regions, and by revitalising peripheral regions.

MoS shall be based either on existing or new maritime links which shall be integrated into European sustainable intermodal logistic chains. They should have the objective of improving existing maritime links or establishing new maritime links as well as of better integrating the maritime links in the global logistic chain. MoS projects should foster the concentration of freight flows on viable sea based logistical routes and provide regular, frequent, high-quality and reliable sea-based transport operations that are integrated in global logistic chains.

The combined transport of persons and goods is not excluded, but freight transport should be predominant.

The potential for a viable TEN-T MoS network, as well as for competitive and sustainable MoS is related to the ability of sea ports to act as efficient and reliable transshipment sites seamlessly linked with other modes of transport. The priority will be given to projects aiming at improving and extending MoS dedicated port infrastructure capacity and facilities including the provision of cleaner fuels and other environmentally relevant facilities. Hinterland connections that are an integral part of the door to door logistic chain which integrates the maritime links may also be funded under the MoS programme. In this context, priority will be given to projects aiming at integrating inland waterways and rail with the MoS, except in areas where member states do not have these modes of transport.

The programme also aims at fostering innovation and the deployment of new technologies and systems to increase the efficiency and effectiveness of MoS.

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

These address studies on the Priority Projects concerning rail, road and inland waterways for the preparation of the projects of common interest defined in Art. 7 of the TEN-T Guidelines. The general objective under this priority aims at preparing implementation of the future TEN-T projects, through the necessary feasibility studies, permission procedures, implementation and evaluation in sections of the Priority Projects. They also address measures to promote innovation and new technologies for transport infrastructure and facilities contributing to decarbonisation or the reduction of external costs in general (e.g. congestion, road accidents). These measures will address studies

that should support the testing and deployment of new technologies and of enabling infrastructure components and facilities (in accordance with Articles 2(2) (a,d) and 5(f,g,h) of the TEN-T Guidelines) with a view to contributing and adapting to climate change as well as reducing the impact of transport on the environment and enhancing transport efficiency.

## 2. Key elements of proposals received under the 2013 Multi-Annual Calls for Proposals

### 1. General Overview

67 proposals were received in response to the 2013 Multi-Annual Calls for proposals. 65 of these proposals were eligible and addressed the EU transport priorities set out in the amended Multi-Annual Work Programme 2013.

### 2. Budgetary features

The total amount requested by applicants for the 2013 Multi-Annual Calls in the eligible proposals was €277,737,627 while the total indicative budget for the Calls was **€280 million** for the five fields.

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

Priority	Number of eligible proposals	Requested TEN-T funding (€)	Budget available (€)
ATM	7	32,552,294	30,000,000
ERTMS	18	50,248,441	70,000,000
ITS	6	52,810,289	50,000,000
MoS	17	88,399,134	80,000,000
PPs	17	53,727,469	50,000,000
<b>TOTAL</b>	<b>65</b>	<b>277,737,627</b>	<b>280,000,000</b>

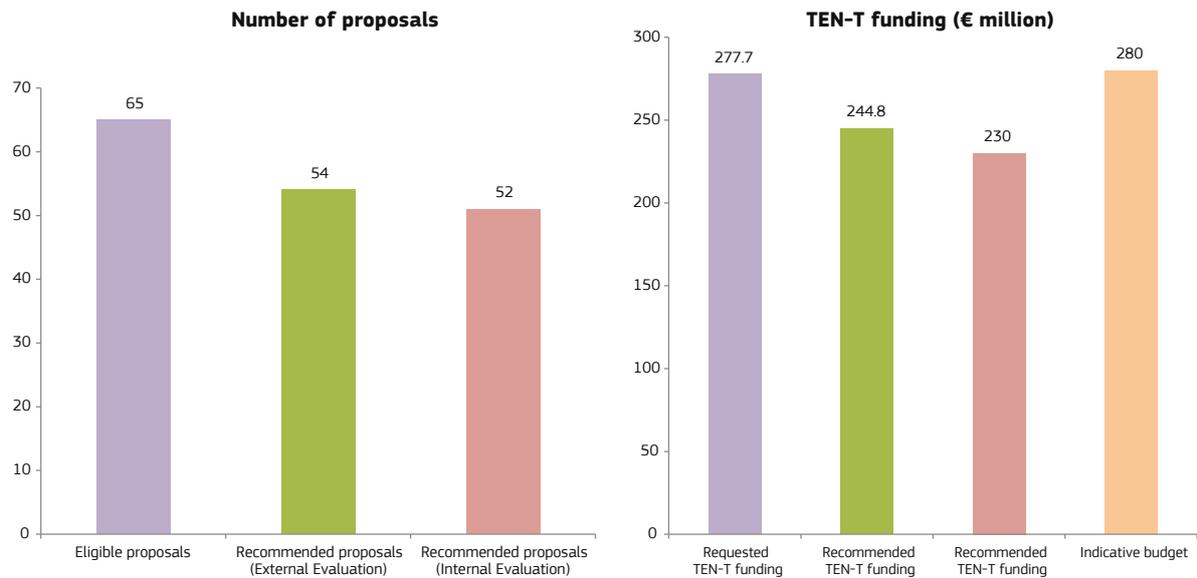
### 3. The selection of proposals

The selection process was carried out in three steps:

1. An external evaluation of proposals was organised by INEA. The technical appraisal of each proposal against four blocks of award criteria (relevance, maturity, impact and quality) was made individually by at least three external experts. These experts then discussed each proposal and agreed on a consensus recommendation for or against funding and on a score for each of the four blocks of award criteria. This evaluation by external experts, which did not take into consideration the budgetary constraints, led to the recommendation of 54 proposals representing a total TEN-T requested funding of €244,830,237, which was less than the available budget (€280 million).
2. An appraisal in relation to the EU transport policy priorities and the objectives and restrictions set by the 2013 Multi-Annual Calls was undertaken by the Commission, on the basis of the policy-related aspects mentioned in the 'final selection process' section of the Calls' texts. An Internal Evaluation Panel, composed of representatives of DG MOVE, INEA and DG ENV reviewed each proposal individually, to cut any costs and/or activities that would not be eligible or not recommended for funding. It also considered each proposal in view of the TEN-T objectives and priorities and its compliance with EU environmental law.
3. Finally, the Evaluation Committee composed of DG MOVE, other concerned DGs and INEA Directors confirmed the recommendation of the Internal Evaluation Panel with the exception of one project proposal. This proposal had been positively evaluated by the external evaluators but critically reviewed by the Internal Evaluation Panel. The Evaluation Committee then decided to partially support two activities of this project on the basis of a reasoned opinion

Overall, the external and internal evaluation process resulted in the recommendation of 52 proposals representing a total TEN-T funding of €230,010,482 (see Figure 1). In general, the Evaluation Committee noted that none of the fields under the MAP was significantly oversubscribed. Only one field showed a slight oversubscription (ITS) whereas one field was already significantly undersubscribed (ERTMS).

Figure 1: Overview of the evaluation process



The final results of the 2013 Multi-Annual Calls including the repartition of the requested TEN-T funding per priority are detailed in Table 2 as well as in Figures 2 and 3.

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

Field	Number of eligible proposals	Requested TEN-T funding (€)	Number of proposals recommended for funding	Recommended TEN-T funding (€)
ATM	7	32,552,294	6	9,390,019
ERTMS	18	50,248,441	10	37,631,624
ITS	6	52,810,289	6	52,810,289
MOS	17	88,399,134	15	78,101,081
PPs	17	53,727,469	15	52,077,469
<b>TOTAL</b>	<b>65</b>	<b>277,737,627</b>	<b>52</b>	<b>230,010,482</b>

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

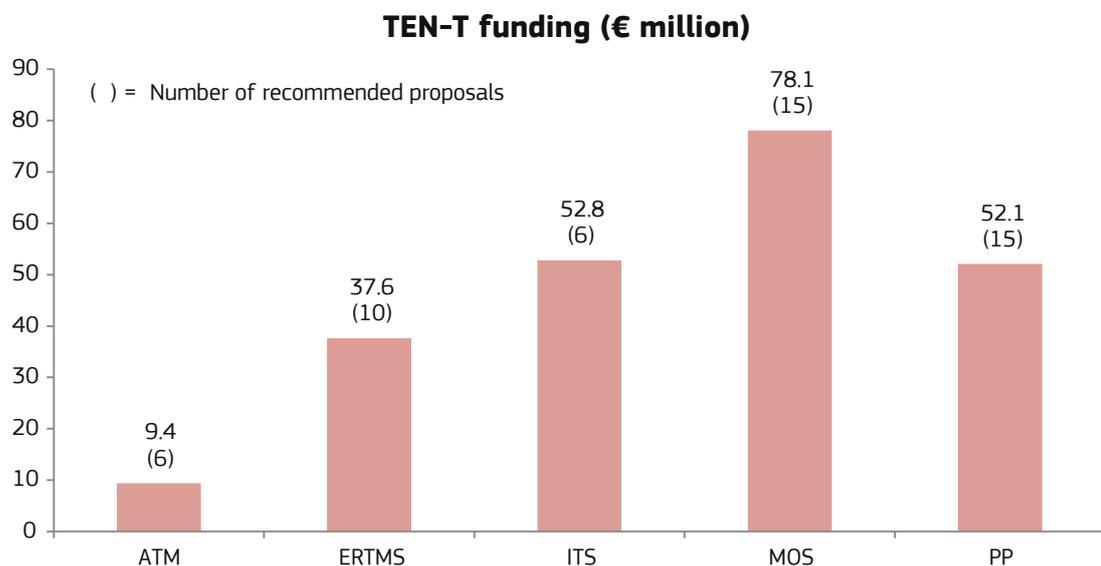


Figure 3. Recommended proposals and TEN-T funding per Priority Project

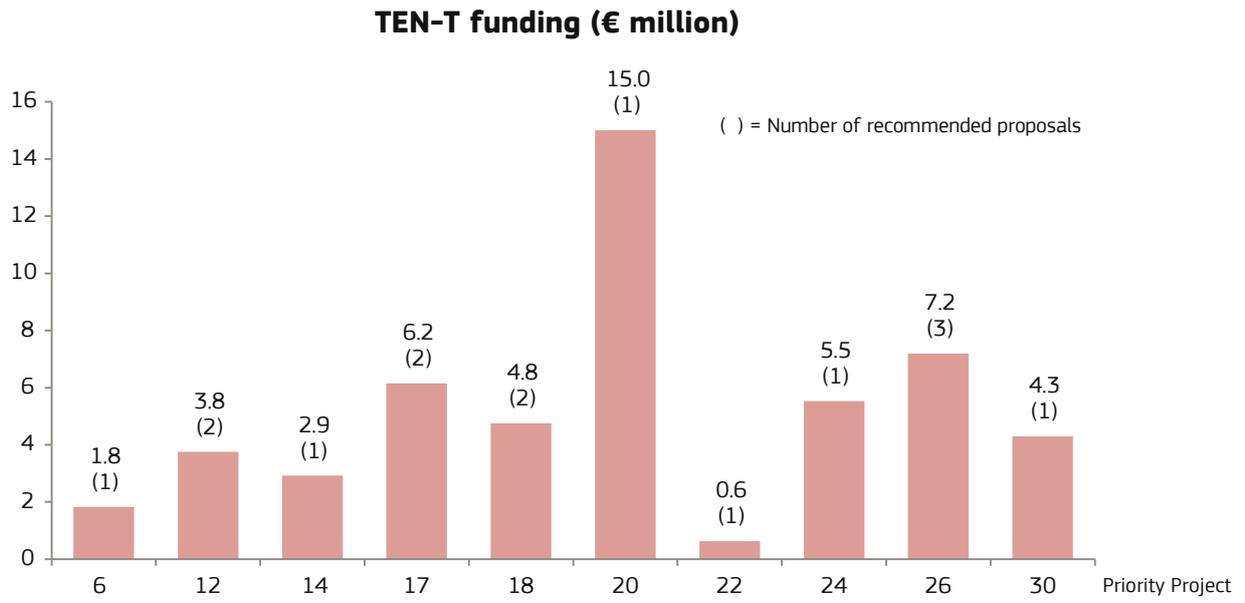
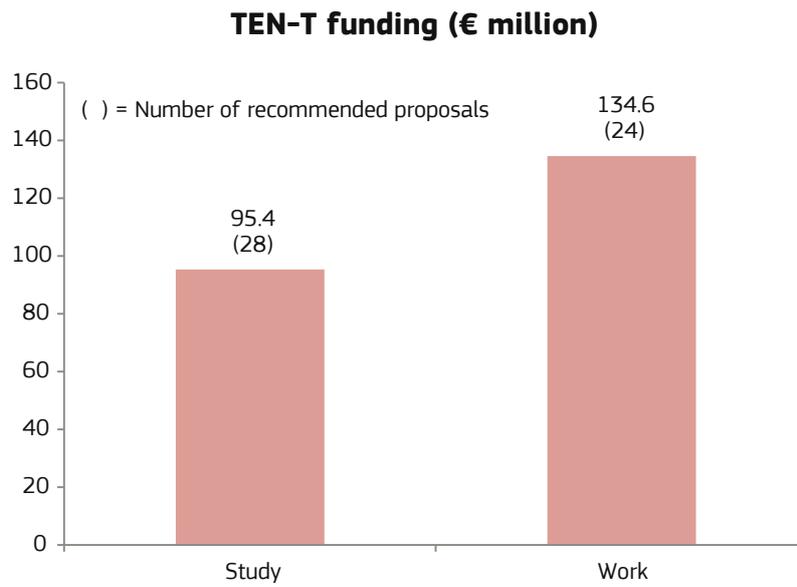
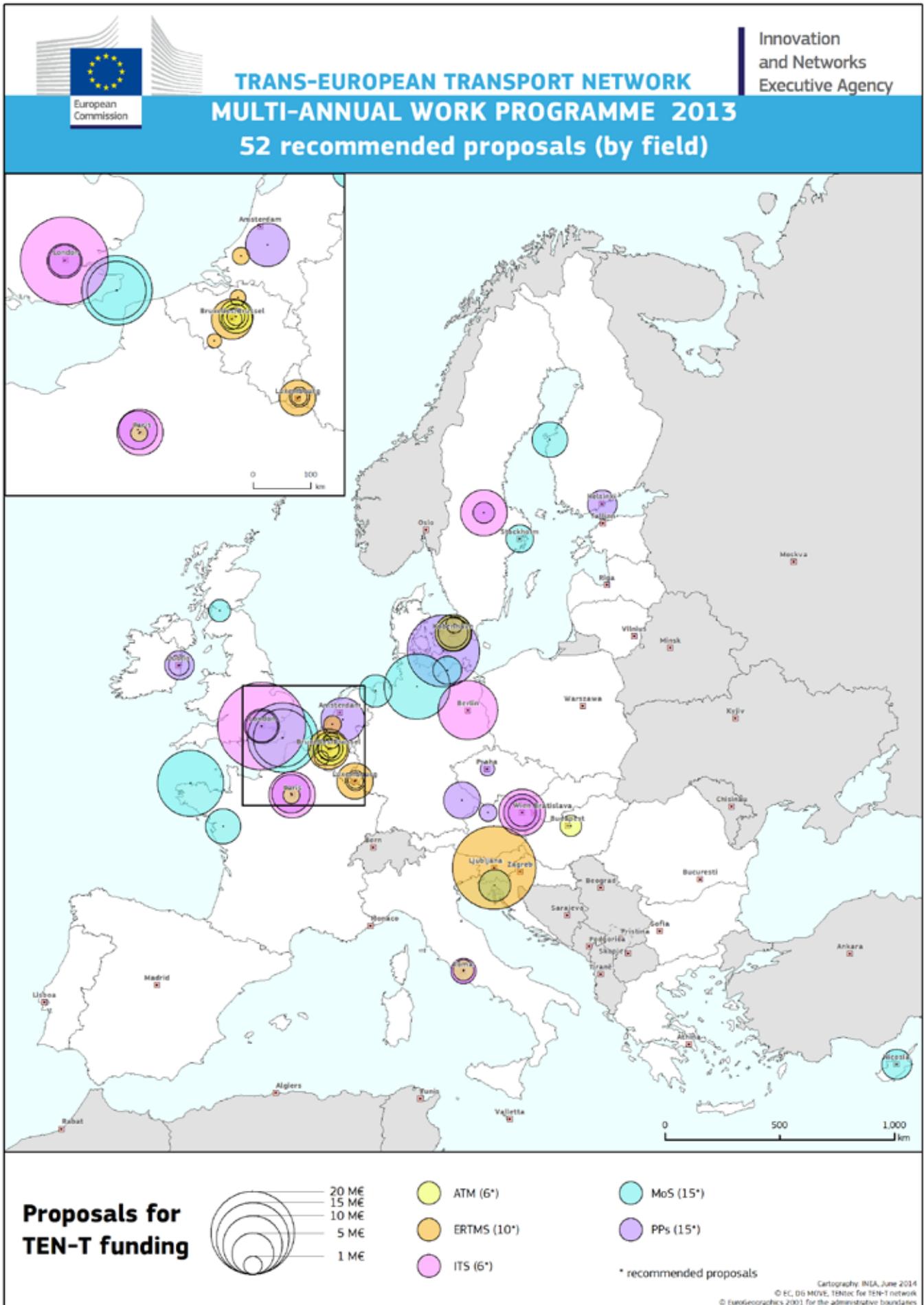


Figure 4. Recommended proposals and TEN-T funding per project type



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





# TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2013 ATM: 6 recommended proposals

Innovation  
and Networks  
Executive Agency



**Proposals for  
TEN-T funding**

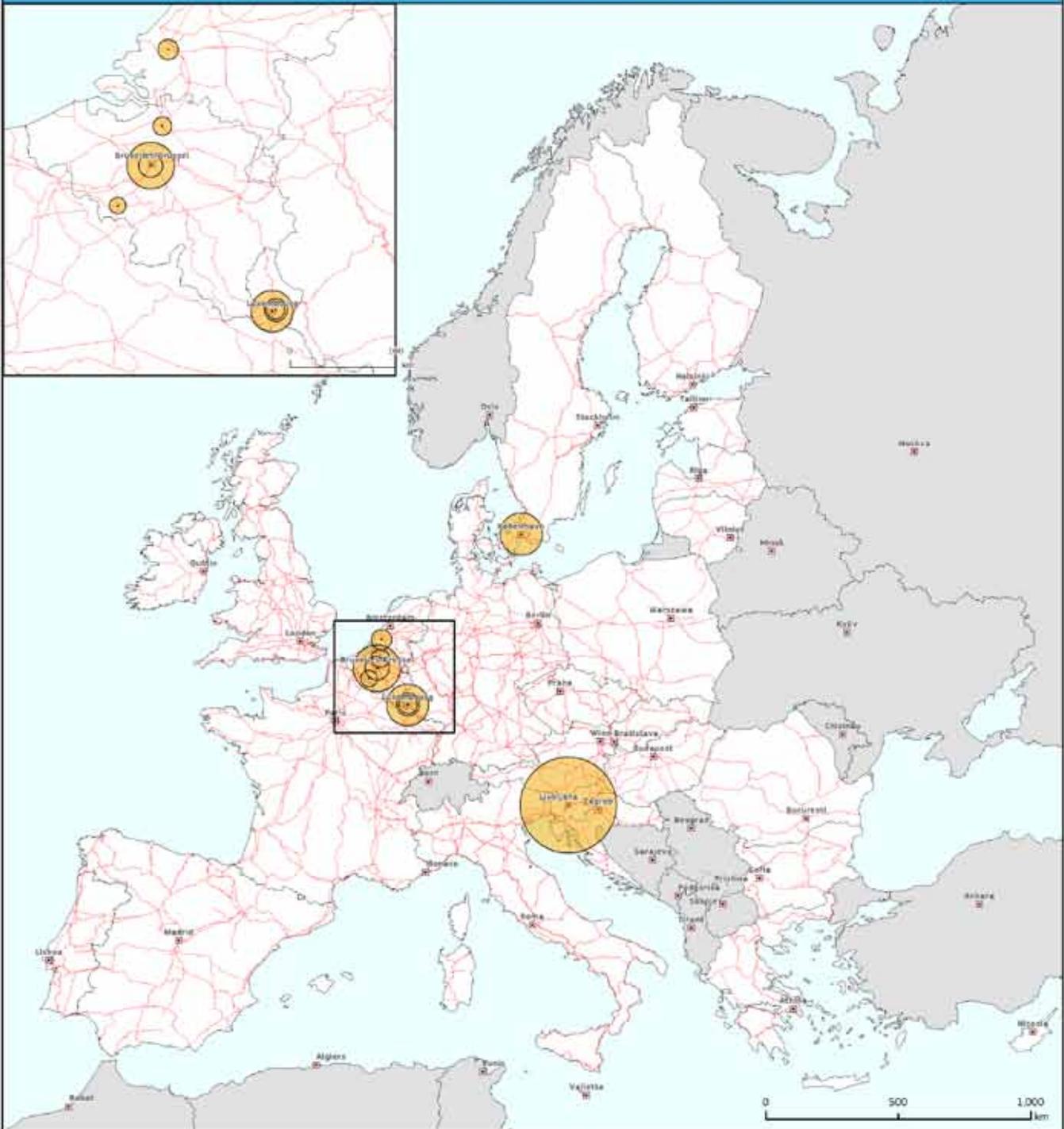


ATM (6 recommended proposals)



# TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2013 ERTMS: 10 recommended proposals

Innovation  
and Networks  
Executive Agency



**Proposals for  
TEN-T funding**



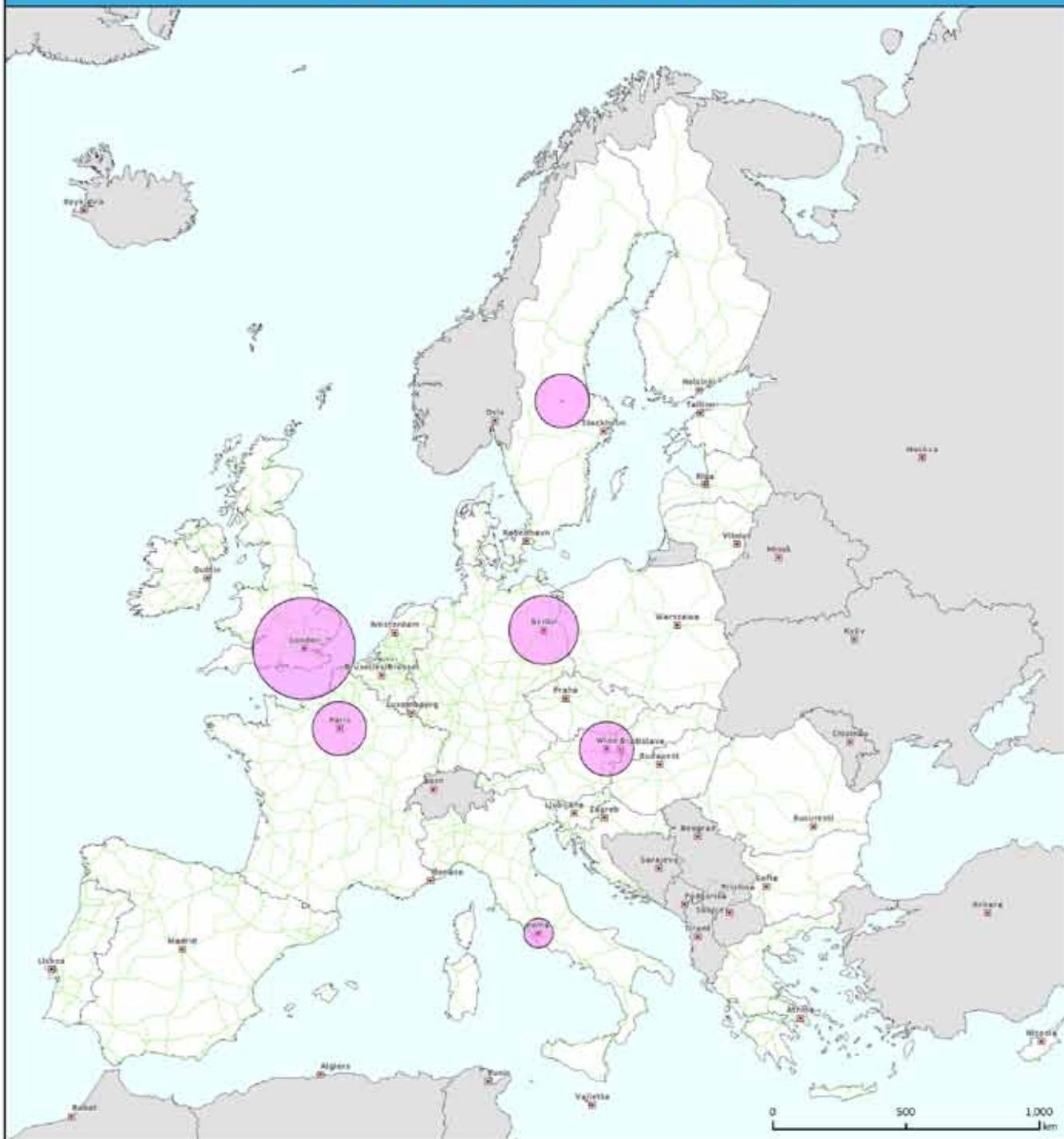
**TEN-T network**  
Railway

ERTMS (10 recommended proposals)



# TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2013 ITS: 6 recommended proposals

Innovation  
and Networks  
Executive Agency



**Proposals for  
TEN-T funding**



**TEN-T network**  
Road

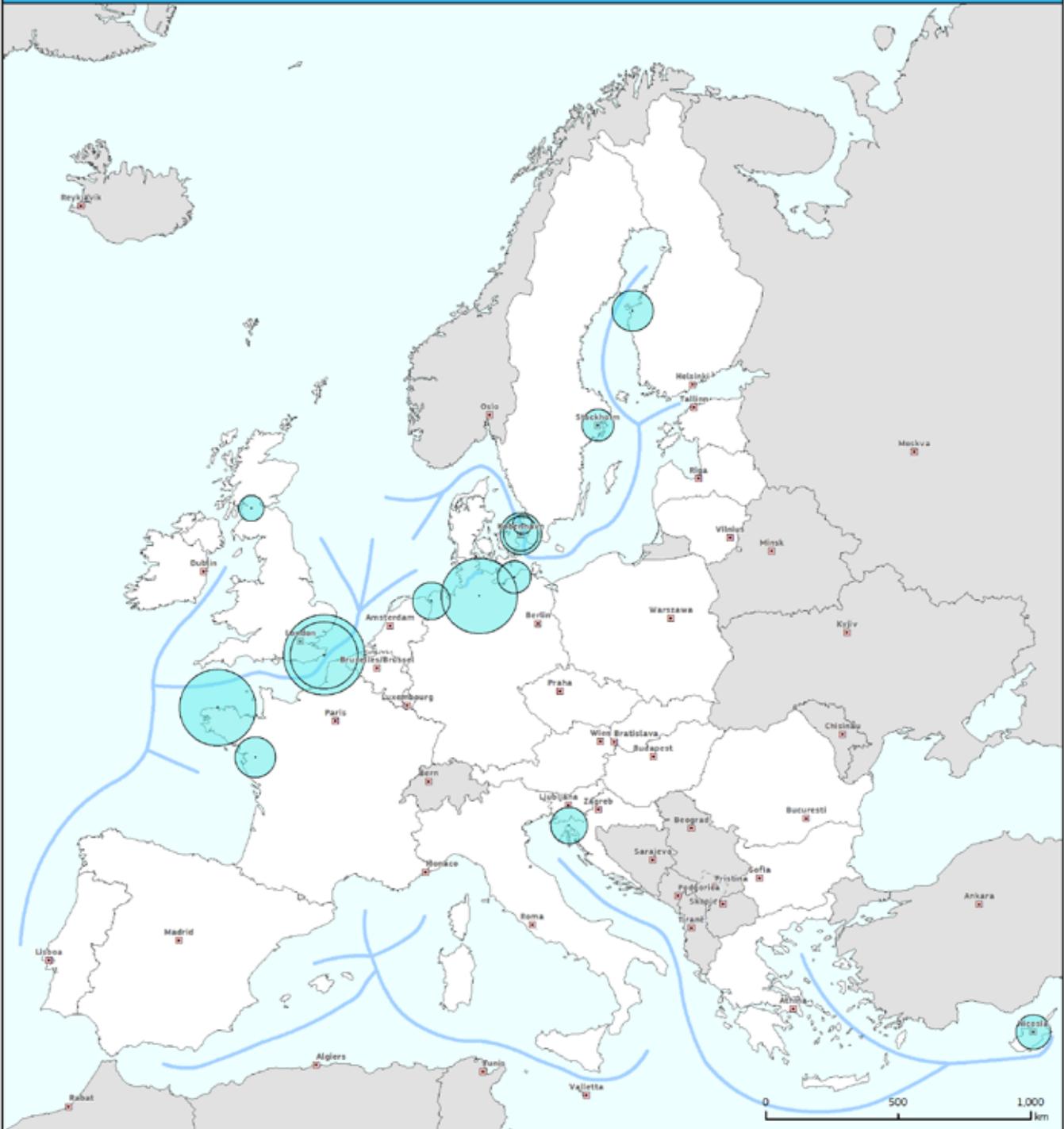
ITS (6 recommended proposals)



# TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2013

Innovation  
and Networks  
Executive Agency

## MoS: 15 recommended proposals



### Proposals for TEN-T funding



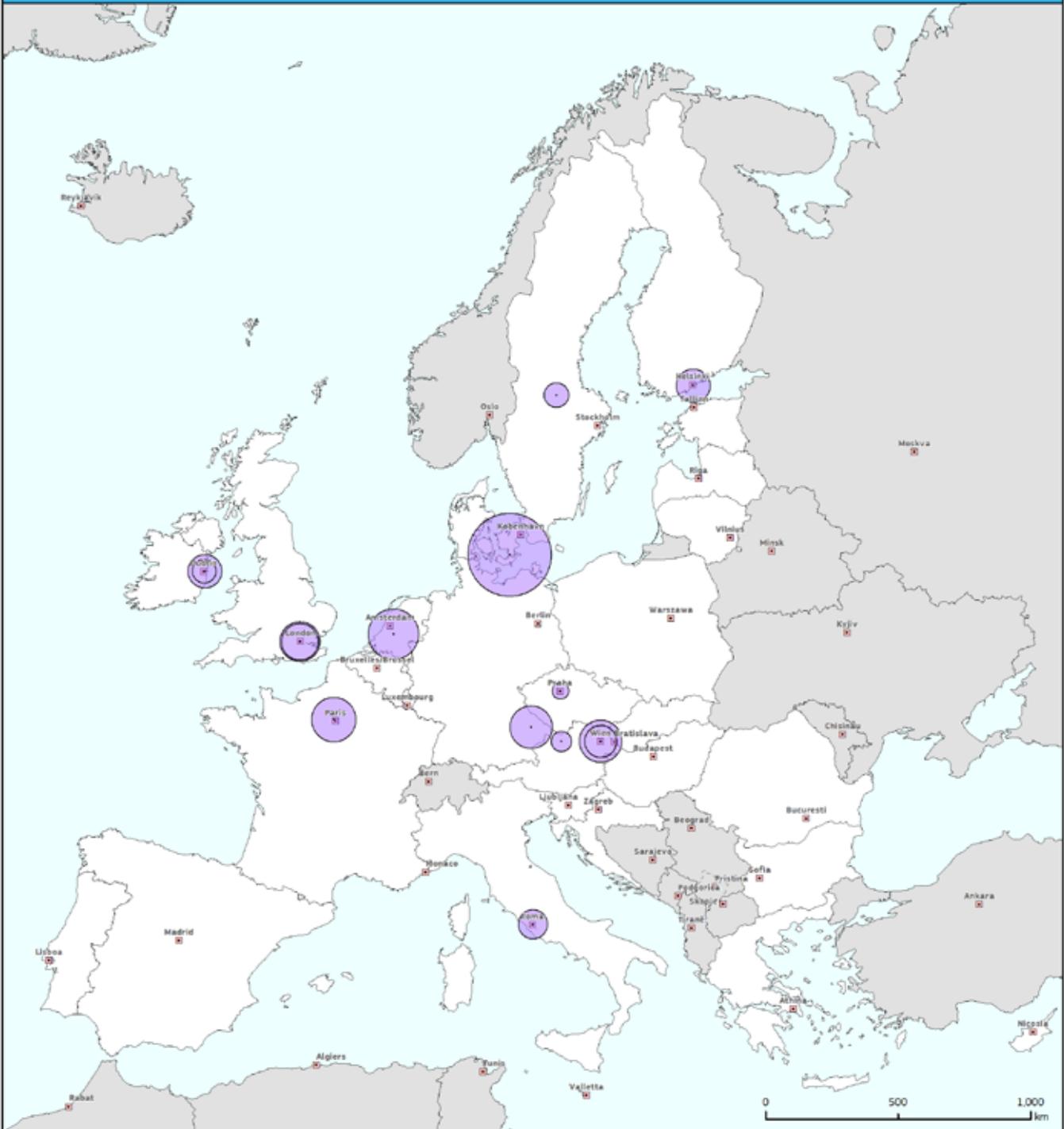
TEN-T network  
Motorway of the Sea

MoS (15 recommended proposals)



# TRANS-EUROPEAN TRANSPORT NETWORK MULTI-ANNUAL WORK PROGRAMME 2013 PPs: 15 recommended proposals

Innovation  
and Networks  
Executive Agency



**Proposals for  
TEN-T funding**



● PP (15 recommended proposals)

## 5. Proposals recommended under the 2013 TEN-T Multi-Annual Calls for Proposals

### ATM – Air Traffic Management

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-BE-40004-S	Inception and development phase of the Centralised Services Programme	Eurocontrol	BE	Study	49,864,552	24,932,276	50%	3,600,000	1,800,000	50%
2013-EU-40001-S	Speeding up and facilitating SESAR deployment through convergence between COOPANS and DSN/4Flight ATM systems	The French Republic, acting via the Direction Generale de l'Aviation Civile, represented by its Direction des Services de la Navigation Aérienne	AT, DK, FR, IE, SE	Study	1,582,530	791,265	50%	1,582,530	791,265	50%
2013-EU-40002-S	New European Common Services Provision for PENS2 and DLS	ENAV S.p.A.	DE, ES, FR, IT, SE, UK	Study	2,398,480	1,199,239	50%	2,398,480	1,199,240	50%
2013-EU-40003-S	Support to Interim Deployment Steering Group (IDSG) / Interim Deployment Programme (IDP) coordination	European Organisation for the Safety of Air Navigation (Eurocontrol)	BE, DE, FR	Study	2,006,892	1,003,446	50%	2,006,892	1,003,446	50%
2013-EU-40007-P	Airport-Collaborative Decision Making (A-CDM) deployment and integration into the network	European Organisation for the Safety of Air Navigation (Eurocontrol)	BE, DE, DK, FR, IE, PT, UK	Works	16,148,983	3,229,796	20%	16,148,983	3,229,796	20%
2013-HU-40005-P	Controller Pilot Data Link Communications Implementation	HUNGAROCNTROL Hungarian Air Navigation Services Private Limited Company	HU	Works	6,831,360	1,366,272	20%	6,831,360	1,366,272	20%

### ERTMS – European Rail Traffic Management System

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-BE-60010-P	Retrofitment of ETCS 2.3.0d on 10 Class 66 Locomotives owned by Crossrail Benelux NV	Crossrail Benelux N.V.	BE	Works	2,099,497	950,082	45.25%	1,500,000	750,000	50%
2013-BE-60012-P	Installation of the ETCS cab signalling system on 64 cabs of M6 double-deck carriages used for the operation of the Brussels-Luxembourg intercity line	NMBS/SNCF (NV van publiek recht/SA de droit public)	BE	Works	9,600,000	4,800,000	50%	9,600,000	4,800,000	50%

<b>2013-BE-60013-P</b>	Prototype opstelling van het ETCS baseline 3 cabine signalisatie systeem op stuurpost I11BDx van internationale I11 rijkswegen van de NMBS.	NMBS/SN/CB (NV van publiek recht/SA de droit public)	BE	Works	2,500,000	1,250,000	50%	2,500,000	1,250,000	50%
<b>2013-DE-60011-P</b>	ETCS equipment of DB Schenker Rail locomotives for interoperable freight traffic in Belgium (ERTMS Corridor C) and the Netherlands	DB Schenker Rail AG	DE	Works	1,800,000	900,000	50%	1,800,000	900,000	50%
<b>2013-DK-60015-P</b>	Fitment, Test and interoperability Test for Onboard ERTMS Baseline 3	Banedanmark (Rail Net Denmark)	DK	Works	13,846,784	6,923,392	50%	7,920,370	3,960,185	50%
<b>2013-EU-60018-P</b>	ETCS Baseline 3 On-Board Tests Campaign	Multitel	BE, FR, IT, UK	Works	1,590,000	795,000	50%	1,210,000	605,000	50%
<b>2013-LU-60001-P</b>	Retrofitting of 10 Macquarie Rail TRAXX DACH locomotives to ETCS 2.3.0d	Macquarie European Rail Limited (Luxembourg Branch)	LU	Works	3,450,000	750,000	21.74%	1,500,000	750,000	50%
<b>2013-LU-60004-P</b>	Retrofitment of ETCS 2.3.0d on 15 Class 66 Locomotives owned by Ascendos Rail Leasing Sarl	Ascendos Rail Leasing S.à r.l.	LU	Works	3,128,996	1,125,000	35.95%	2,250,000	1,125,000	50%
<b>2013-LU-60009-P</b>	Upgrade/Retrofitment of Locomotives with ETCS	Alpha Trains (Luxembourg) Holdings S.à r.l.	LU	Works	7,706,904	3,853,452	50%	7,370,904	3,685,452	50%
<b>2013-SI-60017-P</b>	ERTMS/ETCS Deployment on the Slovenian sections of Corridor D (Pivka-Murska Sobota and Divača-Koper)	Ministrstvo za infrastrukturo in prostor	SI	Works	39,611,974	19,805,987	50%	39,611,974	19,805,987	50%

## ITS - Intelligent Transport Systems

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
<b>2013-EU-50001-S</b>	European ITS Platform +	Ministero delle Infrastrutture e dei Trasporti - Direzione generale per lo sviluppo del territorio, la programmazione e i progetti internazionali	DE, EL, ES, FI, FR, IE, IT, NL, PT, RO, SE, UK	Study	3,763,859.00	1,881,929.50	50%	3,763,859	1,881,929	50%
<b>2013-EU-50002-P</b>	Ursa Major	Bundesministerium für Verkehr und digitale Infrastruktur	DE, IT, NL	Works	50,903,747	10,180,749.40	20%	50,903,746	10,180,749	20%

<b>2013-EU-50003-P</b>	Crocodile		Bundesministerium für Verkehr, Innovation und Technologie	AT, CY, CZ, DE, EL, HU, IT, PL, RO, SI	Works	31,420,180	6,284,036	20%	31,420,179	6,284,035.80	20%
<b>2013-EU-50004-P</b>	NEXT-ITS – North European Cross-border ITS		Swedish Transport Administration	DE, DK, FI, SE	Works	30,456,000	6,091,200	20%	30,456,000	6,091,200	20%
<b>2013-EU-50005-P</b>	MedTIS _Mediterranean Corridor deploying Traveller Information Services		Association des sociétés françaises d'autoroutes (ASFA)	ES, FR, IT, PT	Works	30,387,059	6,077,412	20%	30,387,059	6,077,412	20%
<b>2013-EU-50006-P</b>	The Arc Atlantique Traffic Management Corridor		Department for Transport	BE, ES, FR, IE, NL, PT, UK	Works	111,474,812.55	22,294,962.51	20%	111,474,814	22,294,963	20%

### MoS – Motorways of the Sea

<b>Proposal Number</b>	<b>Title</b>	<b>(Coordinating) Applicant</b>	<b>MS</b>	<b>Study/ Works/ Mixed</b>	<b>Total eligible costs €</b>	<b>TEN-T requested funding €</b>	<b>% TEN-T funding</b>	<b>Recommended total eligible costs €</b>	<b>Recommended TEN-T funding €</b>	<b>% TEN-T funding</b>
<b>2013-EU-21001-P</b>	BRIDGE - Building the Resilience of International & Dependent Gateways in Europe	Dover Harbour Board	FR, UK	Works	72,027,959.36	14,262,962.27	19.8%	72,027,960	14,261,536	19.8%
<b>2013-EU-21003-S</b>	Into the future - Baltic So2lution	Wärtsilä Finland Oy	DK, FI, SE	Study	7,259,080	3,629,540	50%	7,259,080	3,629,540	50%
<b>2013-EU-21004-P</b>	Sustainable Trelleborg-Swinoujscie MoS services based on upgrading port infrastructure, developing intermodal transport and integrating hinterland corridors	Trelleborgs Hamn AB	PL, SE	Mixed	11,129,592	2,238,518	20.11%	11,129,592	2,238,518	20.1%
<b>2013-EU-21005-P</b>	Channel LNG	BAI Bretagne Angleterre Irlande	BE, FR, UK	Mixed	54,453,680	12,677,878.85	23.28%	54,453,680	12,676,978	23.28%
<b>2013-EU-21006-S</b>	Deployment of next generation scrubber technology for clean and sustainable short sea shipping in the North Sea ECA	P&O Ferries Ltd	FR, NL, UK	Study	20,000,000	10,000,000	50%	20,000,000	10,000,000	50%
<b>2013-EU-21007-S</b>	LNG in Baltic Sea Ports II	Helsingborg Hamn AB	DE, LT, SE	Study	1,664,646	832,323	50%	1,664,646	832,323	50%
<b>2013-EU-21009-P</b>	ATLANTICA OPTIMOS	Grand Port Maritime Nantes Saint Nazaire	ES, FR	Works	18,278,985	3,655,798	20%	18,189,417	3,637,883	20%
<b>2013-EU-21010-P</b>	Sustainable Traffic Machines II – The green link between Scandinavia and Continental Europe	Scandlines Deutschland GmbH	DE, DK	Works	11,388,300	2,277,660	20%	11,388,300	2,277,660	20%

<b>2013-EU-21011-S</b>	Study in the form of a Pilot Action for a small scale LNG bunkering network for the European Emission Control Area (PASCAL = PilotActionS-mallsCaleLng)	Borin Linde LNG GmbH & Co. KG	DE, NL	Study	24,698,556	12,349,278	50%	24,698,556	12,349,278	50%
<b>2013-EU-21012-S</b>	TRAINMOS II	University of Strathclyde	EL, ES, IT, PL, PT, UK	Study	2,818,481	1,409,240.50	50%	2,818,481	1,409,240	50%
<b>2013-EU-21015-P</b>	Sustainable Motorway of the Sea Ghent-Gothenburg through environmental upgrade and compliance while maintaining competitiveness of short sea shipping	DFDS A/S	BE, DK, SE	Works	19,005,000	3,801,000	20%	19,005,000	3,801,000	20%
<b>2013-EU-21016-P</b>	Sustainable Motorway of the Sea Immingham-Gothenburg through environmental upgrade and compliance while maintaining competitiveness of short sea shipping	DFDS A/S	DK, SE, UK	Works	12,695,000	2,539,000	20%	12,695,000	2,539,000	20%
<b>2013-EU-21017-S</b>	Development of North Adriatic ports multimodal connections and their efficient integration into the Core Network (NAPA STUDIES)	Port of Rijeka Authority	HR, IT, SI	Study	5,630,000	2,815,000	50%	5,630,000	2,815,000	50%
<b>2013-EU-21018-S</b>	Pilot implementation of a LNG-Pulsion System on a MoS Test Track in the Environmental Model Region 'Wadden Sea'	EMS AG	DE, NL	Study	6,140,000	3,070,000	50%	6,140,000	3,070,000	50%
<b>2013-EU-21019-S</b>	Costa II East - Poseidon Med	QE Energy Europe Ltd.	CY, EL, IT	Study	5,126,250.12	2,563,125.06	50%	5,126,250	2,563,125	50%

PP - Priority Projects

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-AT-17011-5	Priority TEN-axis No. 17 "Paris – Strasbourg – Munich – Vienna – Bratislava", section "Salzburg – Vienna"; "Environmental Impact Assessment (EIA) study necessary for the implementation of the gap-closure Linz – Wels"	Federal Ministry for Transport, Innovation, and Technology	AT	Study	7,918,000	3,959,000	50%	7,918,000	3,959,000	50%
2013-AT-17012-5	Priority TEN-axis No. 17 "Paris – Strasbourg – Munich – Vienna – Bratislava", section "Salzburg – Vienna"; "Environmental Impact Assessment (EIA) study necessary for the implementation of the gap-closure Salzburg – Steindorf/Strabwäichen"	Federal Ministry for Transport, Innovation, and Technology	AT	Study	4,387,000	2,193,500	50%	4,387,000	2,193,500	50%
2013-AT-18016-5	Studies for the expansion of the tri-modal Port of Linz (Priority Axis 18)	Linz Service GmbH für Infrastruktur und Kommunale Dienste	AT	Study	1,711,928	855,964	50%	1,711,928	855,964	50%
2013-DE-18007-5	Donauausbau Straubing - Vilshofen, Teilabschnitt 1, Straubing - Deggen-dorf, Entwurfs- und Genehmigungsplanung sowie öffentliche Beteiligung im Rahmen des Planfest-stellungsverfahrens	Bundesministerium für Verkehr und digitale Infrastruktur	DE	Study	7,800,000	3,900,000	50%	7,800,000	3,900,000	50%
2013-DK-20002-5	New Storstrøm bridge (studies) - Upgrading the railway access line to the future Fehmarn Belt fixed link	Vejdirektoratet (Danish Road Directorate)	DK	Study	30,017,000	15,008,500	50%	30,017,000	15,008,500	50%
2013-EU-22004-5	Preliminary Planning Services new high speed rail line Dresden-Prague	Ministry of Transport (Czech Republic)	CZ, DE	Study	1,258,000	629,000	50%	1,258,000	629,000.00	50%
2013-FI-12010-5	Planning of the railway section Helsinki-Riihimäki	Ministry of Transport and Communications	FI	Study	4,920,000	2,460,000	50%	4,920,000	2,460,000	50%
2013-FR-30014-5	Etudes sur le projet prioritaire d'intérêt commun «Liaison fluviale Seine-Escaut – tronçon transfrontalier entre Compiègne et Gand» - 2007-EU-30010-P - dans le domaine du réseau trans-européen de transport (RTE-T)	Ministère de l'Ecologie, du Développement Durable et de l'Energie	FR	Study	8,590,000	4,295,000	50%	8,590,000	4,295,000	50%
2013-IE-26008-5	Dublin Port Alexandra Basin Redevelopment Project - Creating Capacity and Removing a Bottleneck on an Inter-Modal Transfer Point on Priority Project 26	Dublin Port Company	IE	Study	4,930,000	2,464,000	49.98%	4,928,000	2,464,000	50%

<b>2013-IE-26018-S</b>	Development of a replacement Centralised Traffic Control Centre (CTC) – Strategy Study and Detailed Design for Tender	Department of Transport, Tourism and Sport	IE	Study	2,482,000	1,241,000	50%	2,482,000	1,241,000	50%
<b>2013-IT-06009-S</b>	Progettazione del Nuovo Piano Regolatore Generale di Milano Lambrate: upgrading impianti ferroviari	Ministero delle Infrastrutture e dei Trasporti	IT	Study	3,660,000	1,830,000	50%	3,660,000	1,830,000	50%
<b>2013-NL-24001-S</b>	Comprehensive study removal bottleneck Calandbridge Port of Rotterdam on rail freight corridor Netherlands – Germany and beyond (PP 24)	ProRail B.V.	NL	Study	11,061,000	5,530,500	50%	11,061,000	5,530,500	50%
<b>2013-SE-12006-S</b>	Design studies for upgrading of E4 to motorway as a part of the Nordic Triangle at Ljungby in Sweden	Swedish Transport Administration	SE	Study	2,596,584	1,298,292	50%	2,596,584	1,298,292	50%
<b>2013-UK-14015-S</b>	Developing the TEN-T Core Network Corridor in the United Kingdom: The Crossrail – West Coast Main Line (WCML) Link Study	Department for Transport	UK	Study	5,851,640	2,925,820	50%	5,851,640	2,925,820	50%
<b>2013-UK-26005-S</b>	Belfast Inter-modal Transport Hub – Improving intermodal connection on the TEN-T Core Network	Department for Transport	UK	Study	6,973,786	3,486,893	50%	6,973,786	3,486,893	50%

## 6. Proposals NOT recommended under the 2013 TEN-T Multi-Annual Call for Proposals

### ATM – Air Traffic Management

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-PT-40006-S	Portuguese Air Force AIS Migration to European AIS Database	Ministry of Defense - Portuguese Air Force	PT	Study	31,500	30,000	95.24%	No

### ERTMS – European Rail Traffic Management System

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-DK-60006-P	Retrofitting Danish "Contec Rail" Class My- and Mx locos with ETCS Baseline 3	Contec Rail Aps	DK	Works	1,114,273	557,236	50.01%	No
2013-EU-60008-S	Testing ETCS Conformity (TECon)	DLR	DE, SE	Study	555,000	277,500	50%	No
2013-FI-60005-S	Homologation Project: Testing and Approval of ERTMS on-board equipment according to Baseline 3 for Finnish ERTMS deployment plan and Scandinavian TEN-T Rail Network	VR-Group Ltd	FI	Study	1,690,000	845,000	50%	No
2013-FR-60002-P	Rollout of STM (Specific Transmission Module) transition balises on Frech border sections	Ministère de l'écologie, du développement durable et de l'énergie	FR	Works	1,289,415	644,707	50%	No
2013-FR-60003-S	Digital engineering for ERTMS: ERTMS system data production and security	Ministère de l'écologie, du développement durable et de l'énergie	FR	Study	4,822,000	2,411,000	50%	No
2013-SE-60007-S	ERTMS design work for the initial parts of corridor B in Sweden	Trafikverket	SE	Study	5,600,170	2,800,085	50%	No
2013-SE-60014-P	Deployment of ERTMS On Board-equipment in Sweden 2013-2015	Trafikverket	SE	Works	2,070,000	1,035,000	50%	No
2013-SE-60016-P	Deployment of ERTMS on Locomotive BR 142	Hector Rail AB	SE	Works	1,050,000	525,000	50%	No

## MoS – Motorways of the Sea

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-EU-21008-S	BLUE LANE – Motorways of the Sea Fast Logistic and Customs lane: new marketplaces over the Rhine-Alpine Corridor tested for EXPO 2015 and exploited in other Corridors	Regione Liguria	ES, IE, IT, NL, RO	Study	8,646,520	4,323,260	50%	No
2013-EU-21014-S	True Hybrid Scrubber Solution	Oy Langh Ship AB	DE, FI	Study	11,909,100	5,954,550	50%	No

## PP – Priority Projects

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-IT-01013-S	Feasibility study, Concept Design and "Preliminary Design tender" requalification of 11 intermodal transportation nodes located in the Lazio Region and in Priority Axis No. 1 Berlin–Palermo	Azienda Strade Lazio - Astral S.p.A.	IT	Study	2,000,000	1,000,000	50%	No
2013-IT-06017-S	750 SMART ACTION – Integration and amelioration of intermodal transport logistic platforms in an efficient and competitive chain	Central European Initiative - Executive Secretariat	IT	Study	1,300,000	650,000	50%	No

### 3. Info sheets of project proposals submitted under the 2013 TEN-T Multi-Annual Calls for Proposals

The individual project proposals recommended and not recommended for funding are organised by priority and transport mode.

#### 1. Recommended for funding

52 project info sheets starting on page 26

ATM .....	26
ERTMS.....	33
ITS.....	44
MoS.....	51
PPs.....	67

#### 2. NOT recommended for funding

13 project info sheets starting on page 83

ATM .....	83
ERTMS.....	83
MoS.....	87
PPs .....	88

**Multi-Annual Call 2013  
Projects recommended for funding**

**ATM**

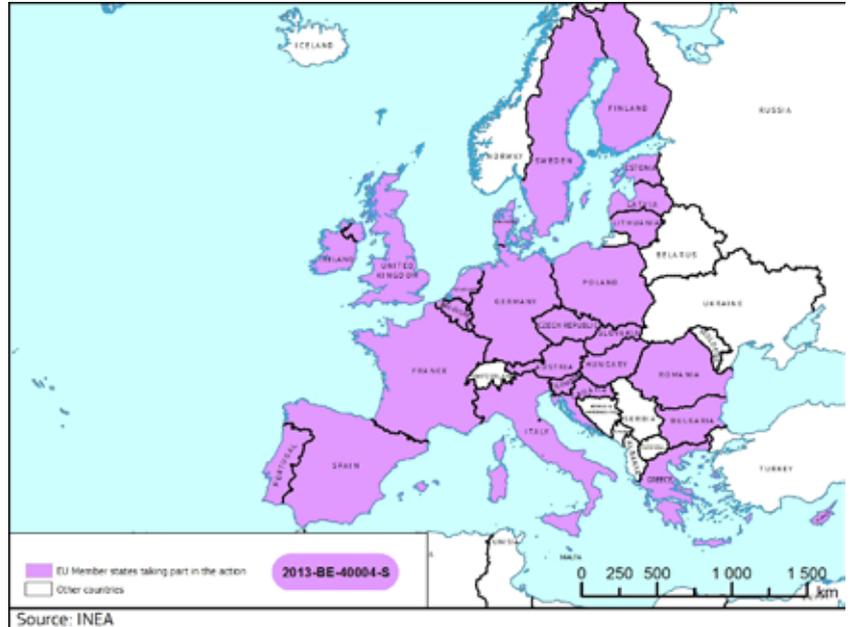
**Air Traffic Management**



# Inception and development phase of the Centralised Services Programme

2013-BE-40004-S

<b>ATM</b>	
<b>Member States involved:</b> Belgium	
<b>Applicant:</b> Eurocontrol	
<b>Requested funding</b>	
Total eligible costs	€49,864,553
TEN-T requested funding:	€24,932,276
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€3,600,000
TEN-T recommended funding:	€1,800,000
TEN-T funding:	50%



The proposed Action relates to the development and operations of the Eurocontrol Centralised Services (CS), as part of a Global Project which contributes to the key objectives of the regulatory and research and development pillars of the EU's Single European Sky initiative (SES), whose high-level goals are to be achieved by 2020.

The Action aims at progressing the development of the CS, which includes the Global Project's inception phase (Phase 0) and part of the feasibility/demonstration phase (Phase 1) expected to be finalised at the end of 2015. It covers preparatory activities, feasibility studies, refinement/updates of the cost/benefit analysis, and demonstration activities. It is also complementary and consistent with the SESAR project (development and deployment).

## Evaluation remarks

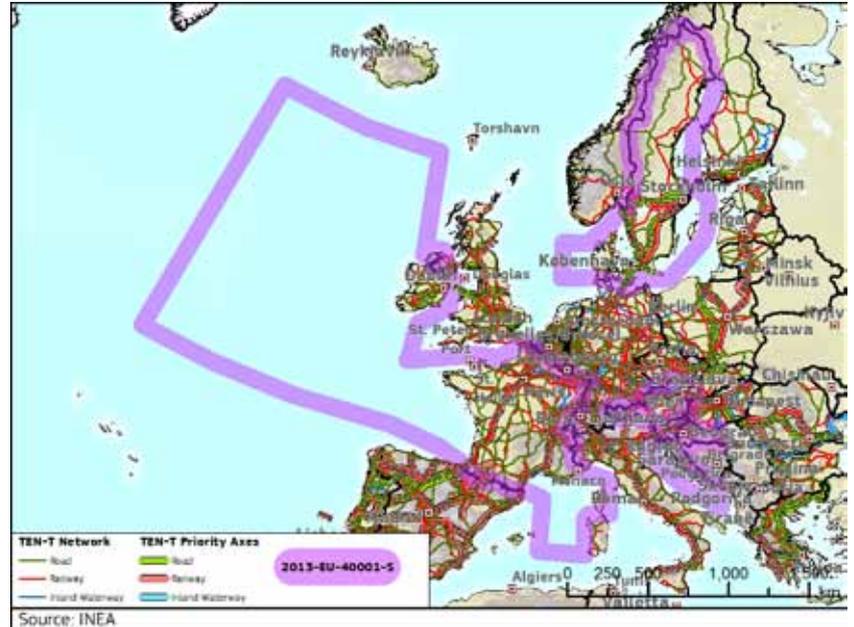
Some parts of the proposed Action are considered technically very relevant as they are in line with the objectives and priorities of the Call and present a contribution to the implementation of the Single European Sky and in particular to the SESAR deployment. Only these are recommended for funding. Its maturity is good as a principal decision has already been taken to move on to the implementation phase if the results of the demonstrators are conclusive (despite none of them would be fully implemented by the end of 2015). Its impact is also good. The quality of the proposal is good.



# Speeding up and facilitating SESAR deployment through convergence between COOPANS and DSNA/4Flight ATM systems

2013-EU-40001-S

<b>ATM</b>	
<b>Member States involved:</b> Austria, Denmark, France, Ireland, Sweden	
<b>Applicant/Coordinator:</b> The French Republic, acting via the Direction Generale de l'Aviation Civile, represented by its Direction des Services de la Navigation Aérienne	
<b>Requested funding</b>	
Total eligible costs	€1,582,530
TEN-T requested funding:	€791,265
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs	€1,582,530
TEN-T recommended funding:	€791,265
TEN-T funding:	50%



The proposed Action is a study and initial step of Phase 1 of the COOPANS and DSNA Air Traffic Management (ATM) system Convergence Programme which aims at building up a technical convergence roadmap to operate a harmonized version (“Common Build”) of their ATM system technical platform in 2025+ in both organisations.

It aims at setting up solid foundations for the DNSA-COOPANS Convergence Programme as an enabler and efficiency improvement for the implementation of the pilot common project in the mid-term.

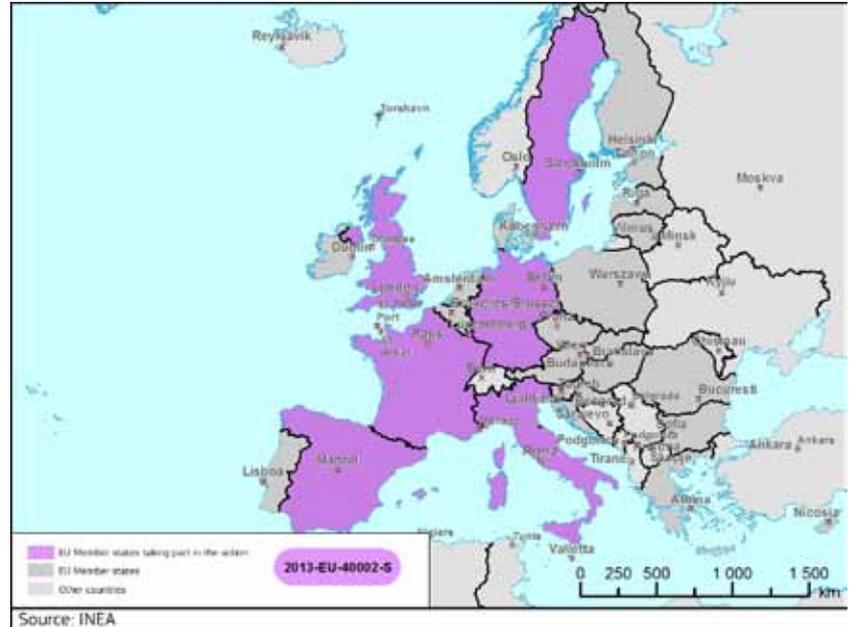
## Evaluation remarks

The proposal is relevant to the Call since it addresses the objectives, priorities and expected results, in particular the definition and the planning of the improvement of ATM systems in six Air National Service Providers (ANSPs). The proposed Action is mature and ready to start. Its results are clear tools for decision makers to proceed with the projected Convergence Programmes. The quality of the proposal is good.

# New European common services provision for PENS2 and DLS

2013-EU-40002-S

<b>ATM</b>	
<b>Member States involved:</b> Germany, Spain, France, Italy, Sweden, United Kingdom	
<b>Applicant/Coordinator:</b> ENAV S.p.A.	
<b>Requested funding</b>	
Total eligible costs	€2,398,480
TEN-T requested funding:	€1,199,239
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€2,398,480
TEN-T recommended funding:	€1,199,240
TEN-T funding:	50%



The proposed Action aims at identifying the best approach to address a European common services provision for Pan-European Network Services (PENS) 2 and Data Link Services, through a study looking at the different dimensions of a high service performance across the network. It will be jointly undertaken by all members of the A6 alliance, taking into account the outcomes of key stakeholder consultations, in particular with European ANSPs, airports and Eurocontrol. According to this objective, the Action is organised around two main phases:

1. A prefeasibility assessment of the overall CSs proposals
2. A feasibility study phase providing the assessment of alternative scenarios for communalisation of services (including technical, organisational, and governance aspects) and a unique business model oriented solution, including a full cost-benefit analysis.

## Evaluation remarks

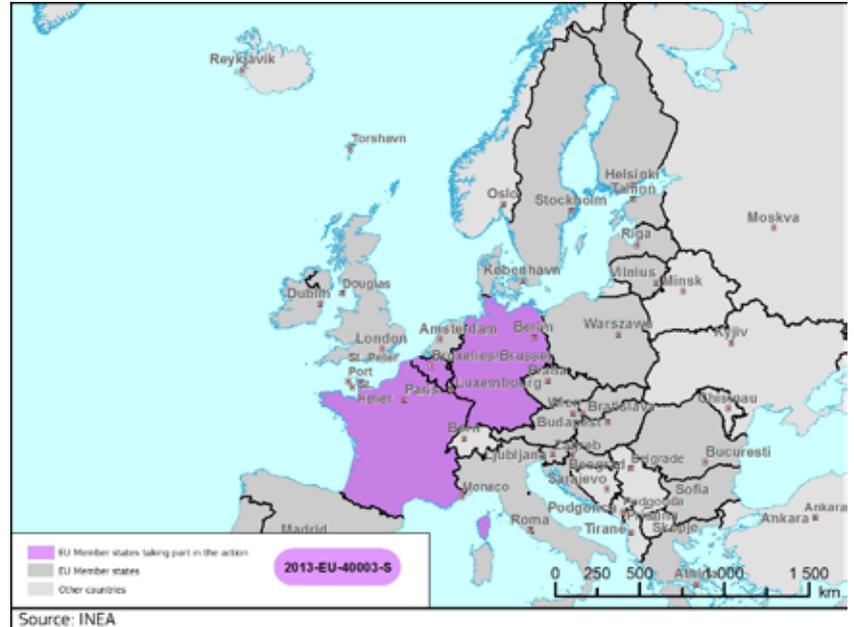
The proposed Action is very relevant to the Call priorities and objectives because it addresses the SES policy and SESAR Programme. Its maturity is good as the project is ready to start from a technical point of view. The expected impact of the Action is also good as the study is expected to be a useful decision-making tool by proposing different alternatives. The quality of the proposal is good.



# Support to Interim Deployment Steering Group (IDSG)/Interim Deployment Programme (IDP) coordination

2013-EU-40003-S

<b>ATM</b>	
<b>Member States involved:</b> Belgium, France, Germany	
<b>Applicant/Coordinator:</b> Eurocontrol	
<b>Requested funding</b>	
Total eligible costs	€2,006,892
TEN-T requested funding:	€1,003,446
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€2,006,892
TEN-T recommended funding:	€1,003,446
TEN-T funding:	50%



The proposed Action aims to provide the coordinated efforts and inputs required by the Interim Deployment Programme (IDP) coordination process (i.e. development and maintenance of the IDP and the pro-active monitoring and progress reports). This is for aspects related to airports, airspace users, military and network management and therefore ensures its correct performance. It also facilitates the commitment of the relevant stakeholders to IDP implementation.

The Action involves four applicants: Eurocontrol (coordinator), ACI (European Region of Airports Council), Air France and Lufthansa, which have been participating in the ID Steering Group and Expert Team from the beginning. The Action will also provide an IDP monitoring tool that can be used by all stakeholders to report their implementation progress.

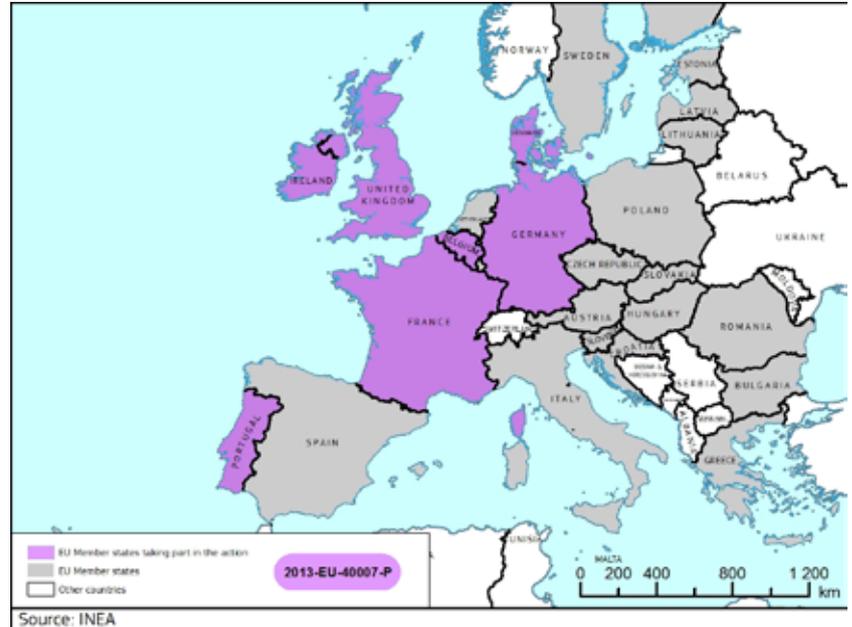
## Evaluation remarks

The proposal is highly relevant to the Call since it addresses the objectives, priorities and expected results by supporting the deployment of ATS. Its maturity is very good as the political commitment has been given. The impact of the proposed Action is also very good as the insight gained through the monitoring and reporting can be used for decision-making at different levels. The quality of the proposal is good.

# Airport-Collaborative Decision Making (A-CDM) deployment and integration into the Network

2013-EU-40007-P

<b>ATM</b>	
<b>Member States involved:</b> Belgium, Germany, Denmark, France, Ireland, Portugal, United Kingdom,	
<b>Applicant/Coordinator:</b> Eurocontrol	
<b>Requested funding</b>	
Total eligible costs	€16,148,983
TEN-T requested funding:	€3,229,796
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€16,148,983
TEN-T recommended funding:	€3,229,796
TEN-T funding:	20%



The proposed Action aims to deploy Airport Collaborative Decision Making (A-CDM) in eight airports (Berlin, Copenhagen, Dublin, Hamburg, Lisbon, Lyon, Manchester and Stuttgart). The Action will enable a more efficient use of network capacity through improved flight predictability and optimise airport capacity by improved information sharing, processes and procedures.

It consists of a set of 10 activities: Activity 1 on coordination and management, Activities 2-9 corresponding to the A-CDM deployment in each of the eight airports and Activity 10 on support to A-CDM deployment and integration into the network.

## Evaluation remarks

The proposal is very relevant to the Call since it addresses the priorities of Air Traffic Management and facilitates the implementation of the Interim Deployment Programme (IDP) and of SESAR. The proposal is very mature and is ready to start. The impact and the quality of the proposal are good.



# Controller Pilot Data Link Communications Implementation

2013-HU-40005-P

<b>ATM</b>	
<b>Member States involved:</b>	Hungary
<b>Applicant:</b>	Hungarocontrol
<b>Requested funding</b>	
Total eligible costs	€6,831,360
TEN-T requested funding:	€1,366,272
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€6,831,360
TEN-T recommended funding:	€1,366,272
TEN-T funding:	20%



The proposed Action aims to upgrade the Hungarian air traffic control system with Controller Pilot Data Link Communications (CPDLC) functionality, delivering the first application (CPDLC) of the Global Project.

It consists of procuring the software upgrade with the complementary hardware elements, as well as the testing, fine-tuning, installation and live operation of the system. Eight activities are involved: six technical activities (public procurement procedure for data link applications, preliminary design, detailed design, factory acceptance test, authority approval and start of the operation) and two transversal activities (communication/dissemination and overall administrative management).

## Evaluation remarks

The proposed Action is relevant to the Call since it addresses the objectives, priorities and expected results and it is fully in line with the Interim Deployment Work Package 4. The proposed Action is mature. Its impact is good as the deployment of the functionality is synchronised with the neighbouring countries. The quality of the proposal is good.

**Multi-Annual Call 2013  
Projects recommended for funding**

**ERTMS**

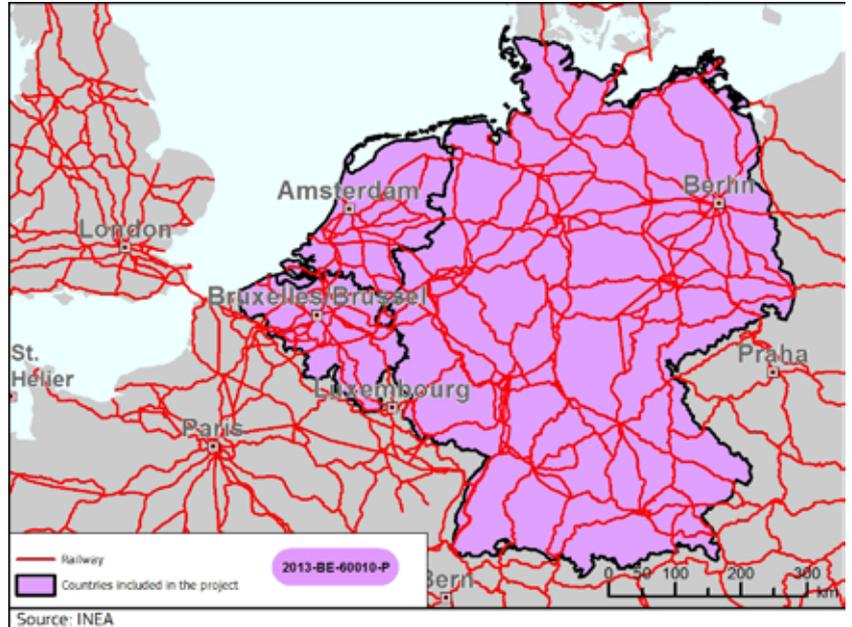
**European Rail Traffic  
Management System**



# Retrofitment of ETCS 2.3.0d on 10 Class 66 Locomotives owned by Crossrail Benelux NV

2013-BE-60010-P

<b>ERTMS</b>	
<b>Member States involved:</b> Belgium	
<b>Applicant:</b> Crossrail Benelux N.V.	
<b>Requested funding</b>	
Total eligible costs	€2,099,497
TEN-T requested funding:	€950,082
TEN-T funding:	45.25%
<b>Recommended funding</b>	
Total eligible costs:	€1,500,000
TEN-T recommended funding:	€750,000
TEN-T funding:	50%



The proposed Action involves the retrofit of 10 locomotives with ETCS 2.3.0d including STMs and obtaining the authorisation to enter them into service in Belgium, The Netherlands, and Germany. The locomotives will be equipped with baseline 3 compatible hardware facilitating future upgrade. The objective is to continue the operation of these locomotives on ETCS corridors in the three countries and to improve the overall safety, interoperability and competitiveness of the rail transport.

## Evaluation remarks

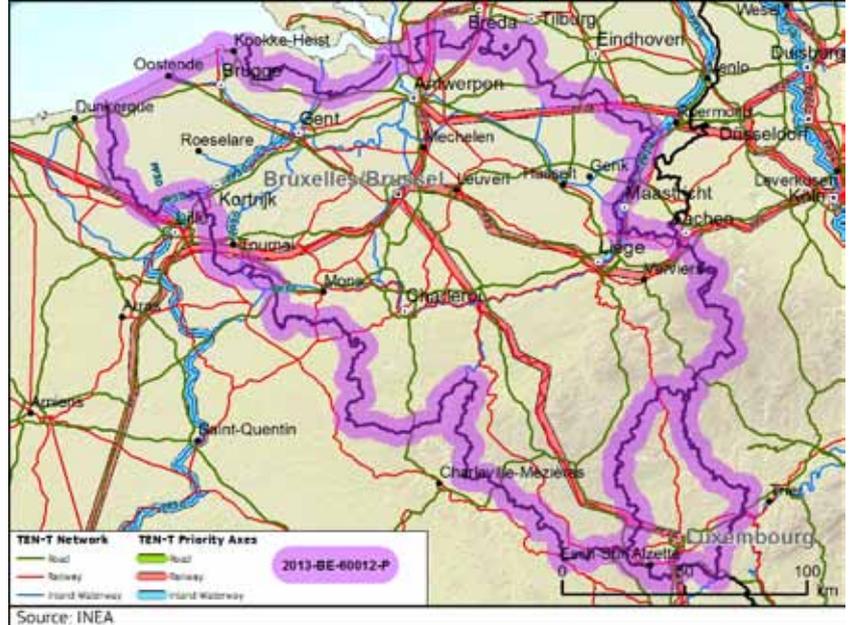
The proposed Action is of high relevance contributing to the ERTMS deployment, the improvement of safety and interoperability of the EU rail network and the increase of its competitive position mainly in the area of freight transport. The proposal is mature. Its impact is positive, since following the completion of the proposed Action the railway undertaking will extend its area of operation, with the gradual track-side deployment of ETCS. The quality of the proposal is very good.



# Installation of the ETCS cab signalling system on 64 cabs of M6 double-deck carriages used for the operation of the Brussels-Luxembourg intercity line

2013-BE-60012-P

<b>ERTMS</b>	
<b>Member States involved:</b> Belgium	
<b>Applicant:</b> NMBS/SNCF	
<b>Requested funding</b>	
Total eligible costs	€9,600,000
TEN-T requested funding:	€4,800,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€9,600,000
TEN-T recommended funding:	€4,800,000
TEN-T funding:	50%



The proposed Action aims at installing ETCS Baseline 2 version 2.3.0d on 64 locomotives, specifically in the driving cabs of type M6 carriages. The locomotives, part of the SNCF's fleet, are being used for passenger services between Brussels and Luxembourg.

Globally, the Action intends to improve the safety of the rolling stock in the railway network of these two countries. It also aims to continue operations on the Luxembourg network as only rolling stock equipped with ETCS will be permitted from 2017 onwards.

## Evaluation remarks

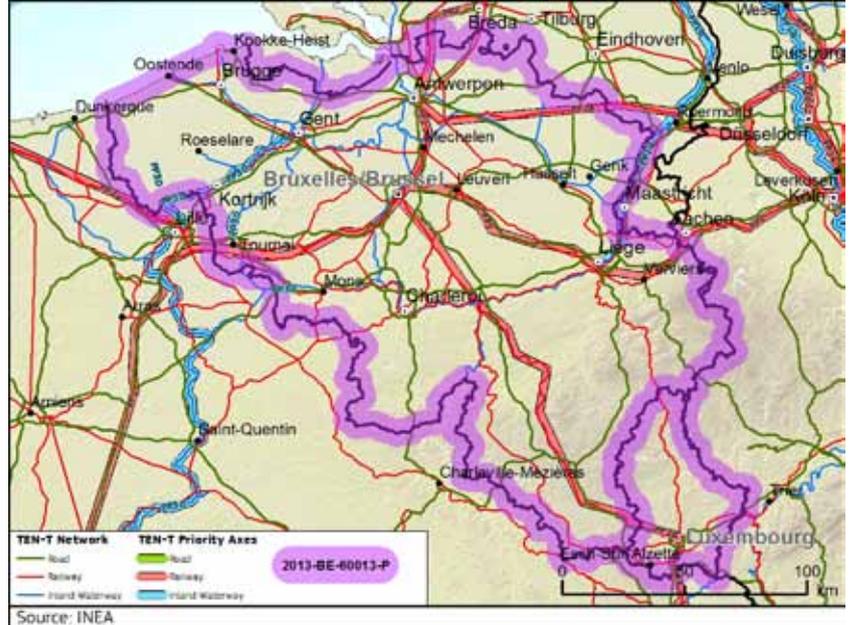
The relevance of the proposed Action is good. Its maturity is well demonstrated with procurement already completed. The impact of the proposed Action is good as it is expected to make a significant contribution through the ETCS-equipped locomotives to improve interoperability within the railway network and promote the deployment of ETCS at the European level. The overall quality of the proposal is good.



# Development of the ETCS Baseline 3 cab signalling system prototype for the driving cab I11BDx of international I11 carriages of SNCB

2013-BE-60013-P

<b>ERTMS</b>	
<b>Member States involved:</b> Belgium	
<b>Applicant:</b> NMBS/SNCB	
<b>Requested funding</b>	
Total eligible costs	€2,500,000
TEN-T requested funding:	€1,125,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€2,500,000
TEN-T recommended funding:	€1,250,000
TEN-T funding:	50%



The proposed Action features the development of an ETCS Baseline 3 on-board prototype for I11BDx train cabs and its authorisation in Belgium and Luxembourg. Part of the SNCB's fleet, they are currently used for passenger services.

Globally, the Action intends to improve safety of the rolling stock on the Belgian railway network. It also aims at continue operations domestically, while extending operations into Luxembourg, Germany, and The Netherlands.

## Evaluation remarks

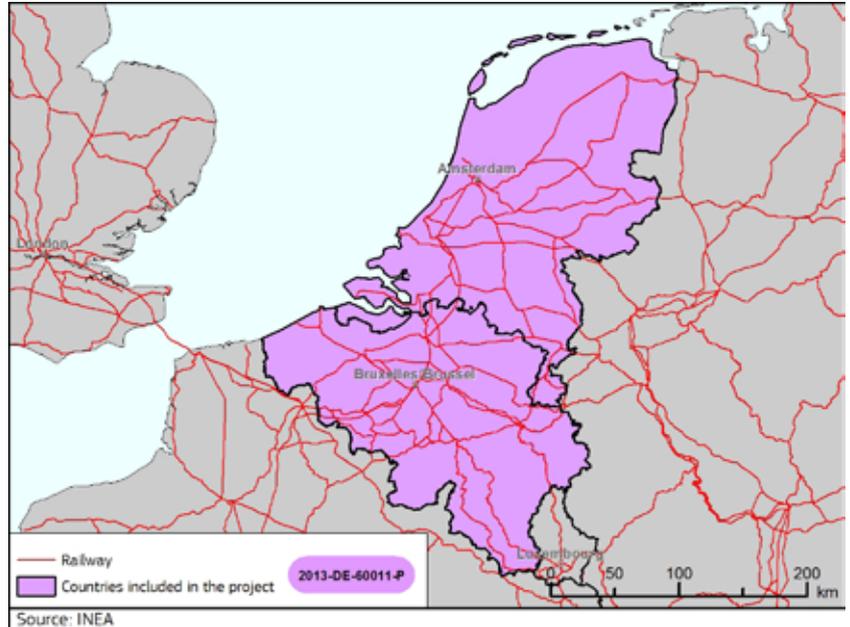
The relevance of the proposed Action is excellent since it addresses very well the objectives of the Call by covering the Baseline 3 prototype. Its maturity is well demonstrated with procurement already completed. Its impact is very good as it would make a significant contribution to the improvement of interoperability within the railway network and the promotion of ETCS deployment at the European level. The overall quality of the proposal is good.



# ETCS equipment of DB Schenker Rail locomotives for interoperable freight traffic in Belgium (ERTMS Corridor C) and the Netherlands

2013-DE-60011-P

<b>ERTMS</b>	
<b>Member States involved:</b> Germany	
<b>Applicant:</b> DB Schenker Rail AG	
<b>Requested funding</b>	
Total eligible costs	€1,800,000
TEN-T requested funding:	€900,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€1,800,000
TEN-T recommended funding:	€900,000
TEN-T funding:	50%

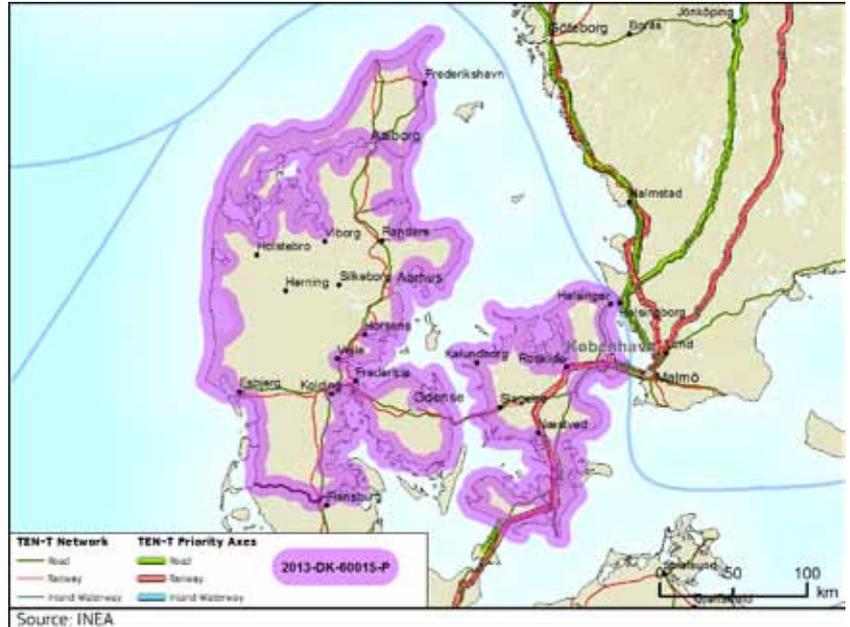


The proposal features retrofitting of 12 diesel-locomotives Class 6400 VR with ETCS 2.3.0d on-board units. This includes the development of a prototype and its testing by an accredited laboratory. These locomotives, used for freight transport, operate on part of Corridor C (Belgium and The Netherlands). The main objective is to ensure future operation of these locomotives in both countries on lines to be migrated to ETCS, as well as improve the competitiveness of rail freight transport overall.

## Evaluation remarks

The relevance of the proposed Action is excellent as it is of high EU added-value and meets particular priorities regarding ERTMS deployment. The proposal is mature since it received approval by the management board and the tender procedure is expected to be finished in June 2014. Its impact is very good since the proposed Action will enable to keep the fleet running after the introduction of ERTMS on the network. Overall, the quality of the proposal is good.

<b>ERTMS</b>	
<b>Member States involved:</b> Denmark	
<b>Applicant:</b> Banedanmark (Rail Net Denmark)	
<b>Requested funding</b>	
Total eligible costs	€13,846,784
TEN-T requested funding:	€6,923,392
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€7,920,370
TEN-T recommended funding:	€3,960,185
TEN-T funding:	50%



The proposed Action will retrofit existing vehicles already operating on the Danish railway network with ETCS Baseline 2 Release 2.3.0d, to be later upgraded to Baseline 3. It covers prototyping, type authorisation, compatibility testing activities (including equipment of trains and tests of test trains) as well as serial retrofitment.

It will support the overall objective of promoting the deployment of ERTMS in Denmark as part of the Global Project (Danish Signalling Programme). It will also contribute to the improvement of capacity, reliability and safety of the Danish rail network in the long term.

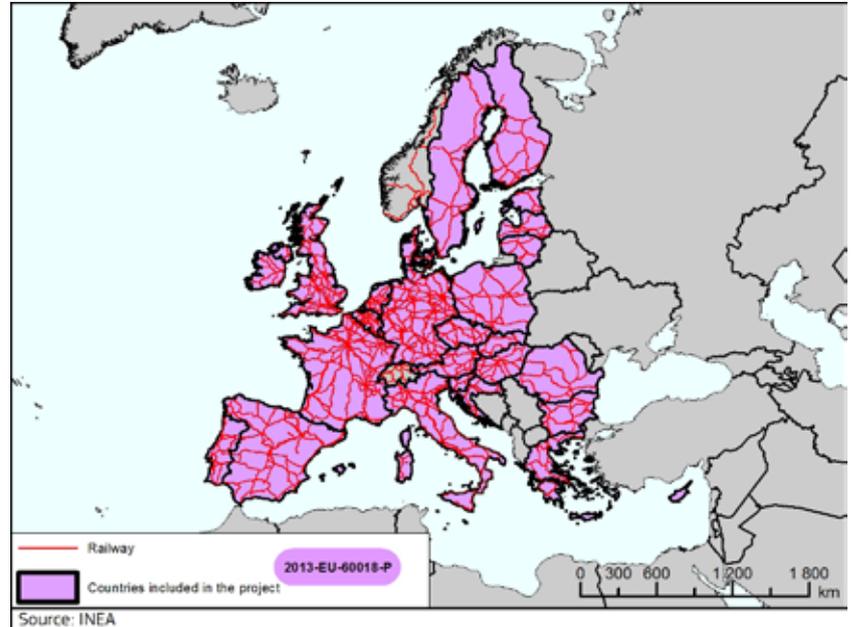
## Evaluation remarks

The relevance of the proposed Action is very good as the objectives and expected results of the Call are well addressed with essential conditions well met. The proposed Action is also very mature and political commitment is proven. Its impact is very good. The quality of the proposal is good.

# ETCS Baseline 3 on-board tests campaign

2013-EU-60018-P

<b>ERTMS</b>	
<b>Member States involved:</b> Belgium, Germany, Spain, Finland, France,	
<b>Applicant/Coordinator:</b> Multitel	
<b>Requested funding</b>	
Total eligible costs	€1,590,000
TEN-T requested funding:	€795,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€1,210,000
TEN-T recommended funding:	€605,000
TEN-T funding:	50%



The Action addresses methodologies and actions to consolidate the available set of Baseline 3 test sequences to facilitate cross validation. A cross validation (peer review) with another accredited laboratory performing similar test campaigns for on-board units of other suppliers is foreseen. It also introduces a new ERTMS on-board supplier to the European market.

## Evaluation remarks

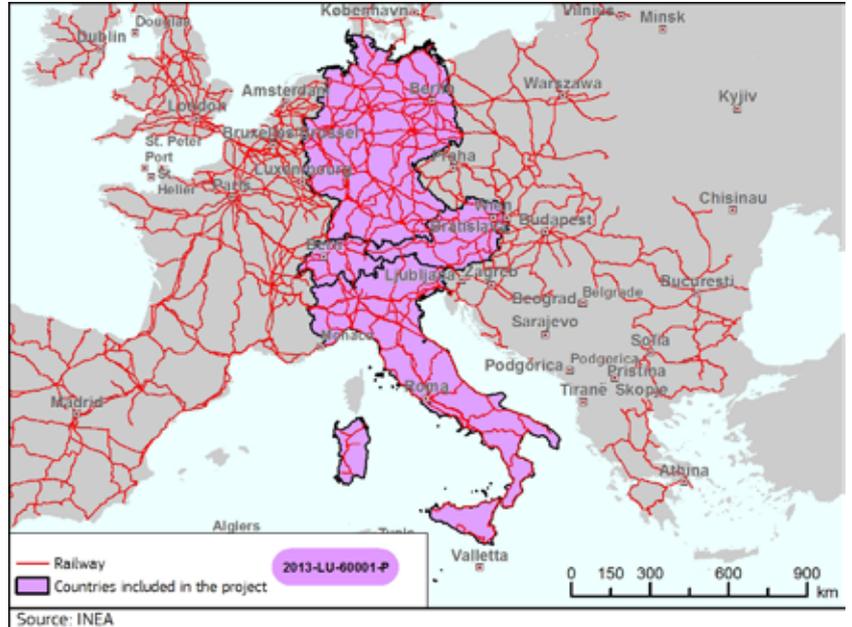
The relevance of the proposed Action is well demonstrated, as it has an EU added-value and meets priorities regarding ERTMS-related testing and deployment. It is very mature, since all applicants are involved in the development and testing of ERTMS on-board units. Good impact is backed by the contribution to development of interoperability of the EU railway system. Overall, the quality of the proposal is very good.



# Retrofitting of 10 Macquarie Rail TRAXX DACHI locomotives to ETCS 2.3.0d

2013-LU-60001-P

<b>ERTMS</b>	
<b>Member States involved:</b>	Luxembourg
<b>Applicant:</b>	Macquarie European Rail Limited (Luxembourg Branch)
<b>Requested funding</b>	
Total eligible costs	€3,450,000
TEN-T requested funding:	€750,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€1,500,000
TEN-T recommended funding:	€750,000
TEN-T funding:	50%



The proposed Action involves the retrofit of 10 TRAXX locomotives with ETCS 2.3.0d on-board units. The locomotives operate on parts of ERTMS corridors A and B in Germany, Switzerland, Austria and Italy. The main objective is to enable operation of the locomotives on ETCS fitted lines and corridors, in particular on the main north-south transit routes across the Alps.

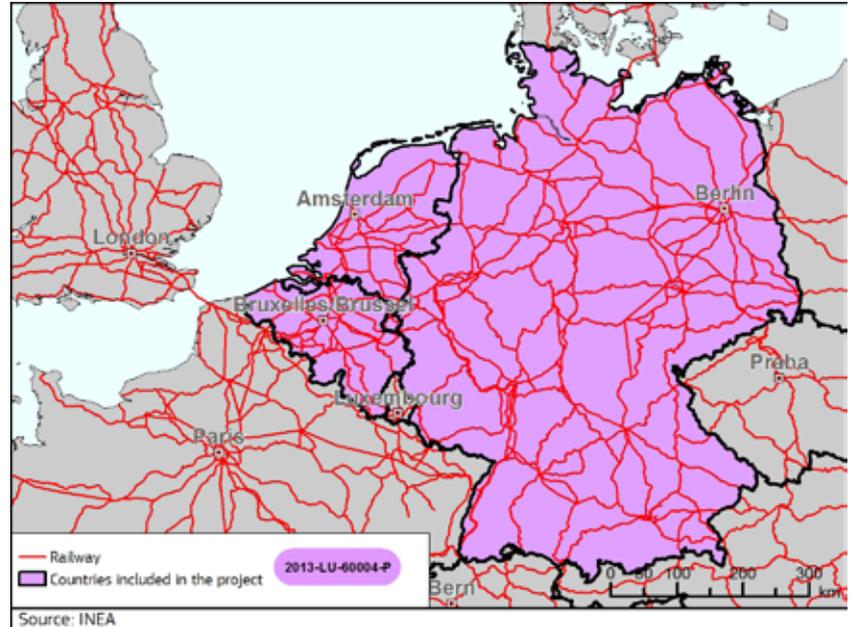
## Evaluation remarks

The proposed Action is of high relevance to the priority of interoperability of the EU railway system as the locomotives will be able to run on ERTMS-equipped lines. Its maturity is good with the contract signed with the supplier. Its impact is very good. The quality of the proposal is good.

# Retrofitment of ETCS 2.3.0d on 15 Class 66 Locomotives owned by Ascendos Rail Leasing Sarl

2013-LU-60004-P

<b>ERTMS</b>	
<b>Member States involved:</b> Luxembourg	
<b>Applicant:</b> Ascendos Rail Leasing Sarl	
<b>Requested funding</b>	
Total eligible costs	€3,128,996
TEN-T requested funding:	€1,125,000
TEN-T funding:	35.95%
<b>Recommended funding</b>	
Total eligible costs:	€2,250,000
TEN-T recommended funding:	€1,125,000
TEN-T funding:	50%



The proposed Action aims at retrofitting 15 (Class 66) locomotives with ETCS baseline 2 version 2.3.0d that will be running in Belgium, Netherlands and Germany. The locomotives, owned by a private leasing company/project applicant Ascendos Leasing, will be used by a number of railway undertakings through different routes, including cross-border services.

The Action covers prototyping, type authorisation as well as track-train integration activities and serial retrofitment. Overall, it intends to extend the current operations and improve the safety of the locomotives by adding ETCS.

## Evaluation remarks

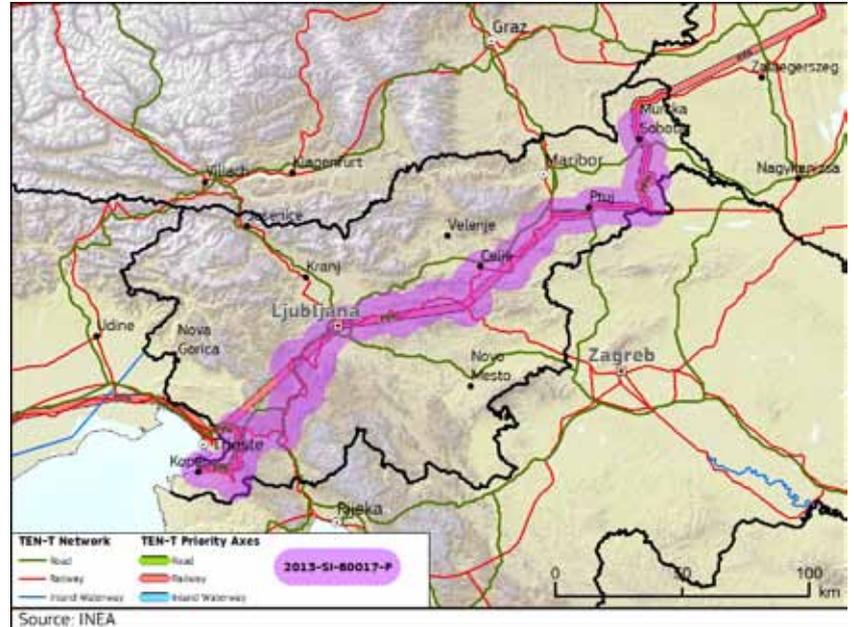
The relevance of the proposed Action is very good since it fulfils the essential requirements of the Call. It demonstrates a very good maturity, with the procurement procedure completed and certain tasks already started. The positive impact of the proposed Action is backed by its contribution to interoperability and competition of the transport market. The quality of the proposal is good.



# ERTMS/ETCS deployment on the Slovenian sections of Corridor D (Pivka-Murska Sobota and Divaca-Koper)

2013-SI-60017-P

ERTMS	
<b>Member States involved:</b> Slovenia	
<b>Applicant:</b> Ministrstvo za infrastrukturo in prostor	
<b>Requested funding</b>	
Total eligible costs	€39,611,974
TEN-T requested funding:	€19,805,987
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€39,611,974
TEN-T recommended funding:	€19,805,987
TEN-T funding:	50%



The proposed Action covers the deployment of ETCS level 1 version 2.3.0d with infill functionality on the entire Slovenian part of Corridor D. According to the proposal, the ETCS will be deployed on 292.95 km of rail and cover the entire line from the border to border (Hungary to Italy) with a connection to the Port of Koper. It follows a pilot project from 2013 and is in line with the country's national programme for railway infrastructure development.

## Evaluation remarks

The proposed Action is of a high relevance to the Call as it contributes to the development of interoperability of the EU railway system. Its high maturity is demonstrated by the political commitment, technical preparations within the pilot project and the signature of all main contracts. The impact of the proposed Action is high due to its significant contribution to the ERTMS EDP and to the rail competitiveness. Overall, the quality of the proposal is good.

**Multi-Annual Call 2013  
Projects recommended for funding**

**ITS**

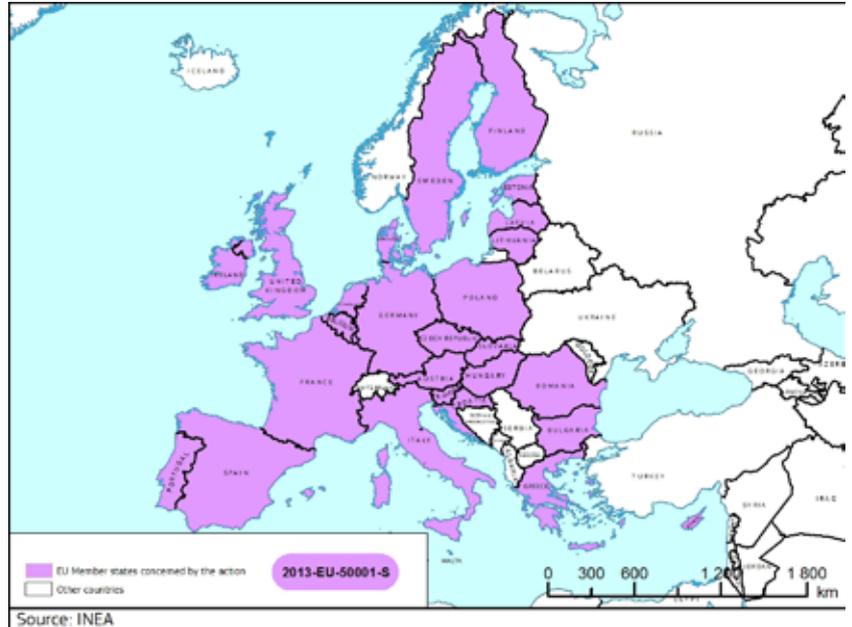
**Intelligent Transport Systems**



# European ITS Platform (EIP)

2013-EU-50001-S

ITS	
<b>Member States involved:</b> Germany, Greece, Spain, Finland, France, Ireland, Italy, The Netherlands, Portugal, Romania, Sweden, United Kingdom	
<b>Applicant/Coordinator:</b> Ministero delle Infrastrutture e dei Trasporti (Italy)	
<b>Requested funding</b>	
Total eligible costs	€3,763,859
TEN-T requested funding:	€1,881,929.50
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€3,763,859
TEN-T recommended funding:	€1,881,929
TEN-T funding:	50%



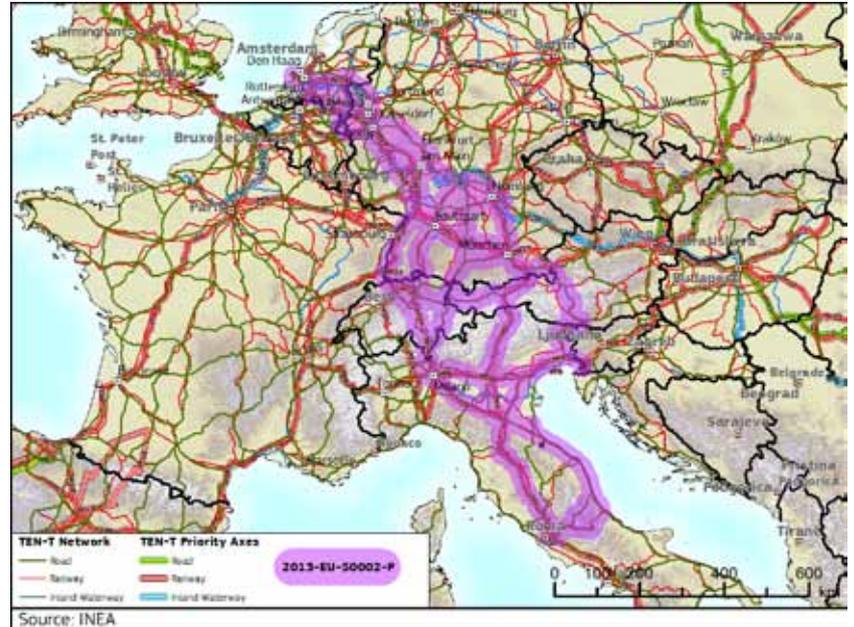
The proposed Action deals with the monitoring of the EasyWay deployment guidelines, impact evaluation of Corridor projects on a European scale and the progress on pan-European harmonisation. Its main objectives are:

1. Monitoring of the deployment guidelines, including a helpdesk and user support facility, in the harmonised ITS deployment in the Corridor projects, as well as dissemination of deployment guidelines, best practices, lessons learnt, etc. from Corridor projects
2. Impact evaluation of Corridor projects on the European scale.

## Evaluation remarks

The proposed Action is very relevant and addresses the specific objectives and priorities of the Call. It is ready to start from a technical point of view as it is the continuation of the on-going European ITS Platform project. Its impact is very good, as the proposed Action aims at being the forum for European consensus building on ITS deployment. The quality of the proposal is good.

<b>ITS</b>	
<b>Member States involved:</b> Germany, Italy, The Netherlands	
<b>Applicant/Coordinator:</b> Bundesministerium für Verkehr und digitale Infrastruktur (Germany)	
<b>Requested funding</b>	
Total eligible costs	€50,903,746
TEN-T requested funding:	€10,180,749.40
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€50,903,746
TEN-T recommended funding:	€10,180,749
TEN-T funding:	20%



The proposed Action aims to improve and support the ITS systems of international freight traffic on the TEN-T road network along an axis linking North Sea ports, the Ruhr and Rhine area, as well as metropolitan areas in southern Germany and northern Italy. The main objective is to improve international freight traffic by addressing truck parking, navigation and congestion issues, through the use of ITS in a cost-effective way, and in particular, to:

1. Implement the ITP core service for safe and secure parking places according to specification and the EasyWay deployment guidelines
2. Provide an enhanced truck navigation service with valuable and reliable information on travel conditions along the axis
3. Increase the level of ITS service support for freight traffic by filling traffic management gaps in the network.

## Evaluation remarks

The proposed Action is highly relevant as it contributes to the ITS Action Plan, ITS Directive and the related delegated acts. It is very mature since it is ready to start from the technical point of view and has received all approvals. Its impact is very good since the proposed Action is expected to improve the service quality, safety and security in particular for freight transporters. Overall, the quality of the proposal is good.

<b>ITS</b>	
<b>Member States involved:</b> Austria, Cyprus, Czech Republic, Germany, Greece, Hungary, Italy, Poland, Romania, Slovenia	
<b>Applicant/Coordinator:</b> Bundesministerium für Verkehr, Innovation und Technologie (Austria)	
<b>Requested funding</b>	
Total eligible costs	€31,420,179
TEN-T requested funding:	€6,284,036
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€31,420,179
TEN-T recommended funding:	€6,284,036
TEN-T funding:	20%



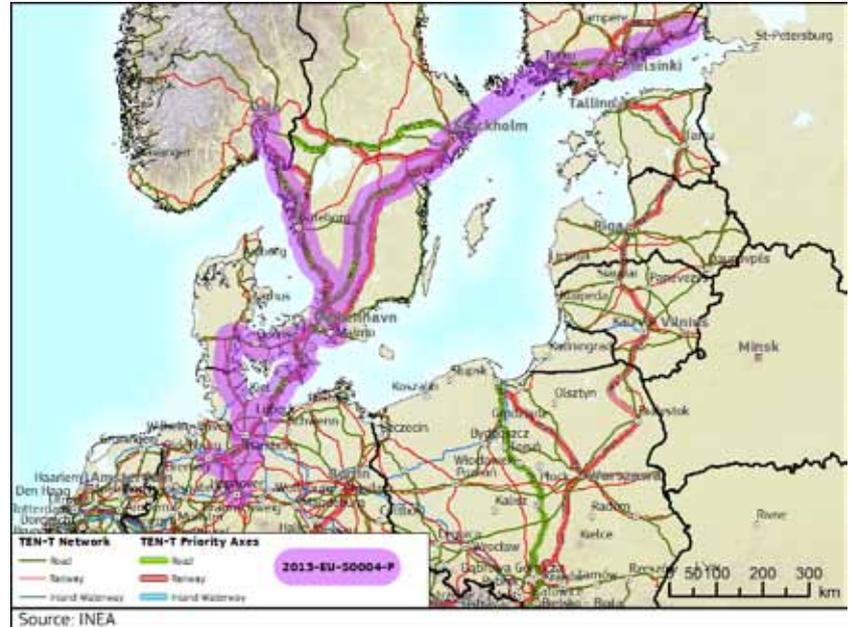
The proposed Action aims at setting up and operating data exchange infrastructure (including access points) based on DATEX II along three main road corridors (Baltic-Adriatic, Rhine-Danube and Orient-East-Med). The main objectives are to:

1. Implement infrastructure and processes in accordance to the needs identified in Regulations (EU) No 886/2013 and (EU) No 885/2013 to form the basis for service deployments
2. Foster cross-border co-ordination of strategies and services
3. Provide information services to truck drivers on parking space availability
4. Implement user information services on safety critical traffic information by implementing cross-border ITS applications for travellers
5. Improve the efficiency of traffic flows and reduce congestion.
6. Stimulate investment in ITS infrastructure

## Evaluation remarks

The proposed Action is very relevant as it concerns the deployment of ITS services fully in compliance with the ITS Directive and its delegated acts. Its maturity is good since the proposed Action is ready to start. Its impact is good, as the proposed Action is expected to contribute to the development of an improved European transport system. The quality of the proposal is good.

<b>ITS</b>	
<b>Member States involved:</b> Germany, Denmark, Finland, Sweden	
<b>Applicant/Coordinator:</b> Swedish Transport Administration	
<b>Requested funding</b>	
Total eligible costs	€30,456,000
TEN-T requested funding:	€6,091,200
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€30,456,000
TEN-T recommended funding:	€6,091,200
TEN-T funding:	20%

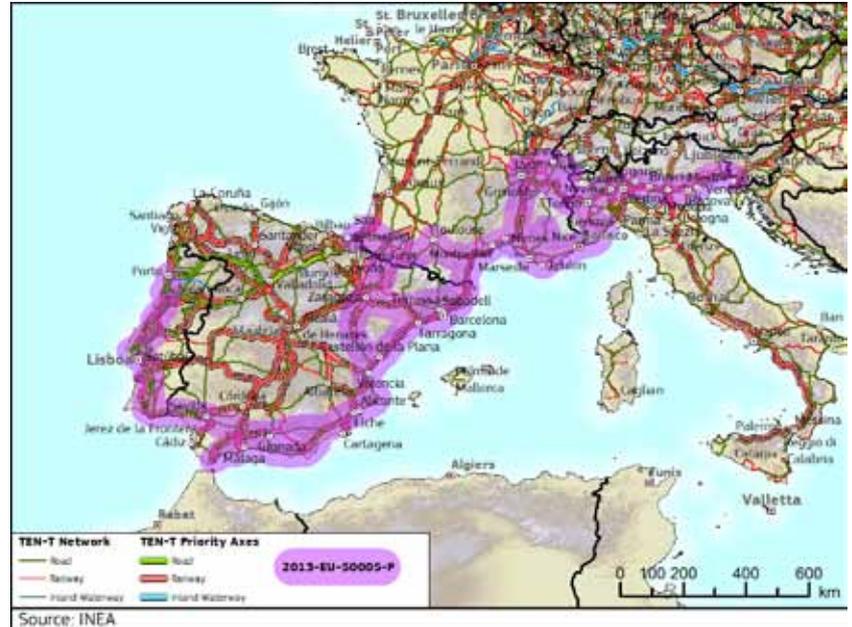


The proposed Action involves infrastructure to provide a safety related information service and real-time traffic information on the Scandinavian-Mediterranean Corridor from Oslo and the Finnish-Russian border in the north via Copenhagen, Hamburg, and Bremen to Hanover in Germany. It aims at supporting the priority actions b) and c) of the ITS Directive (2010/40/EU), and Regulation (EU) 886/2013 related to the provision of road safety-related minimum universal traffic information, free of charge for users.

## Evaluation remarks

The proposed Action is very relevant as it will contribute to delivering continuous real-time traffic information and road safety related traffic information. Its maturity is high since the proposed Action is ready to start and most of the systems and services have been procured. The expected impact and the quality of proposal are good.

<b>ITS</b>	
<b>Member States involved:</b>	Spain, France, Italy, Portugal
<b>Applicant/Coordinator:</b>	Association des sociétés françaises d'autoroutes (ASFA)
<b>Requested funding</b>	
Total eligible costs	€30,387,059
TEN-T requested funding:	€6,077,412
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€30,387,059
TEN-T recommended funding:	€6,077,412
TEN-T funding:	20%



The proposed Action is an ITS deployment aiming at the coordinated implementation of travel time and traveller information services on the TEN-T Mediterranean corridor. It will be implemented by France, Italy, Spain and Portugal and will involve 22 implementing bodies. The corridor embeds two major critical sections, namely the Pyrenees and Alpine crossings. The main objectives are to:

- Inform travellers on traffic and driving conditions
- Maintain a high level of safety and network efficiency
- Ensure interoperability and cross-border service continuity
- Coordinate road operators and IT deployments
- Improve the management of freight traffic and peak traffic conditions
- Harmonise the end user information display on VMS

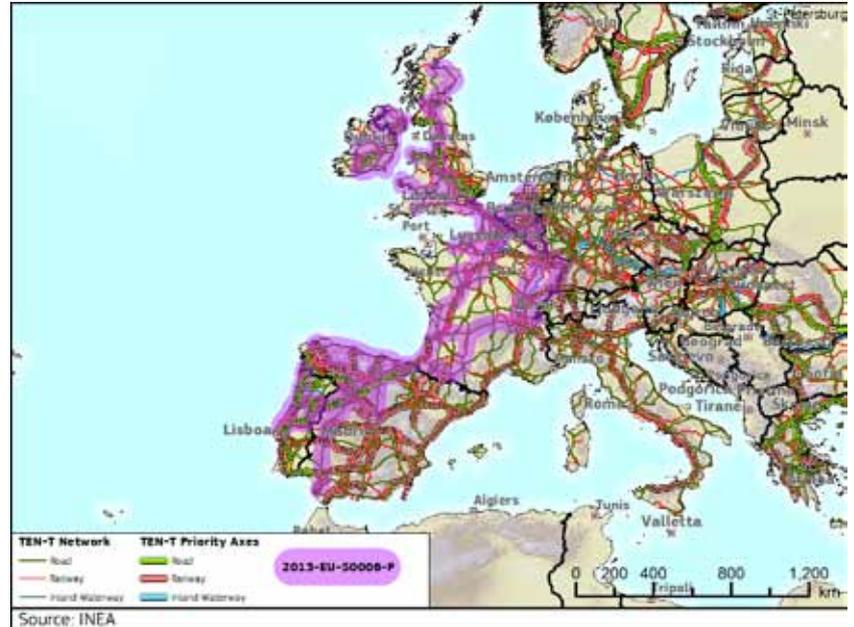
## Evaluation remarks

The proposed Action is very relevant to the Call as it will contribute to the ITS deployment aiming at a coordinated implementation of travel time and traveller information. Its maturity is good. Its impact is good as it is expected to have positive direct and indirect socio-economic effects. The quality of the proposal is good.

# The Arc Atlantique Traffic Management Corridor

2013-EU-50006-P

<b>ITS</b>	
<b>Member States involved:</b> Belgium, Spain, France, Ireland, The Netherlands, Portugal, United Kingdom	
<b>Applicant/Coordinator:</b> Department for Transport (UK)	
<b>Requested funding</b>	
Total eligible costs	€111,474,814
TEN-T requested funding:	€22,294,962.51
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€111,474,814
TEN-T recommended funding:	€22,294,963
TEN-T funding:	20%



The proposed Action involves the deployment of ITS on the Arc Atlantique Corridor linking key economic nodes in Ireland, UK, The Netherlands, Belgium, France, Spain and Portugal. It has a clear focus on the deployment of transport management services. The main expected outcome will be, in particular, to enhance the efficiency of the Corridor through the reduction of:

- recurrent congestion, typically at peak hours
- abnormal congestion, typically during seasonal events and in cases of bad weather conditions, incidents and other events.

## Evaluation remarks

The proposed Action is relevant as it addresses traffic management services and concerns the deployment of ITS. The proposed Action is mature and ready to start. The impact and the quality of the proposal are good.

**Multi-Annual Call 2013  
Projects recommended for funding**

**MoS**

**Motorways of the Sea**

# BRIDGE - Building the Resilience of International & Dependent Gateways in Europe

2013-EU-21001-P • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> France, United Kingdom	
<b>Applicant/Coordinator:</b> Dover Harbour Board	
<b>Requested funding</b>	
Total eligible costs	€72,027,959.36
TEN-T requested funding:	€14,262,962.27
TEN-T funding:	19.8%
<b>Recommended funding</b>	
Total eligible costs:	€72,027,960
TEN-T recommended funding:	€14,261,536
TEN-T funding:	19.8%



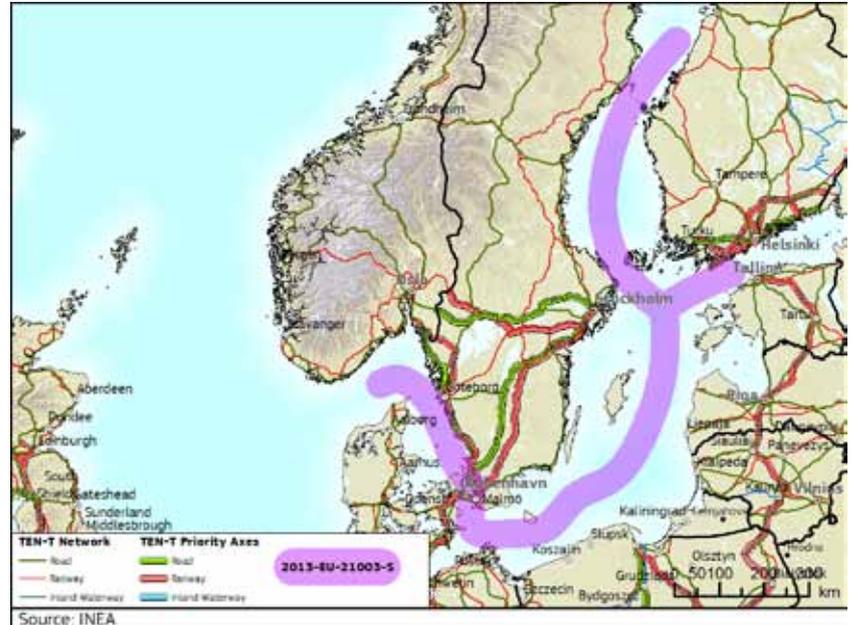
The proposed Action focuses on innovative solutions to adapt and enhance the current infrastructure and improve the management of MoS traffic across the Dover Strait. It comprises:

1. Traffic Management Improvements – TMI (Dover). Through a secure holding facility for 220 freight vehicles with variable lane management and messaging, TMI will segregate traffic by operator (should an individual ferry operator have an operational difficulty leading to delays), enabling traffic to continue flowing and reducing congestion in the port and hinterland.
2. Berth enhancements (Dover/Calais). Following earlier berth works to accommodate larger ferries, both ports are now undertaking a major enhancement programme on four additional berths to make them safer, reliable, robust and faster to operate so that the ferry operators can take advantage of reduced time in port.
3. Multimodal platform (Calais). A new multimodal platform will accommodate a rail service connecting the Port of Calais to Le Boulou (Perpignan). It includes a rail terminal, multimodal interface area and information exchange platform, creating a fully integrated European multimodal chain that links the UK with northern Spain and the Benelux countries through Calais.

## Evaluation remarks

The proposed Action is very relevant to the Call as an upgrade of the existing link between the Ports of Calais and Dover and its further integration into the global logistics chain. It is very mature and ready to start with development permits in place and procurements at an advanced stage. The proposed Action is expected to have significant socio-economic effects at the EU, regional and local levels and these have been properly demonstrated. Overall, the quality of the proposal is good.

<b>MoS</b>	
<b>Member States involved:</b> Denmark, Finland, Sweden	
<b>Applicant/Coordinator:</b> Wärtsilä Finland Oy	
<b>Requested funding</b>	
Total eligible costs	€7,259,080
TEN-T requested funding:	€3,629,540
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€7,259,080
TEN-T recommended funding:	€3,629,540
TEN-T funding:	50%



The proposed Action, a pilot, aims to minimise the emissions of transport routes along the Motorway of the Baltic Sea by introducing an innovative and environmentally friendly transport mode. It consists of the following activities:

- Feasibility study of the Low Emission Technology Package, including generic installation procedures for both new-built and retrofitted vessels and a market introduction plan
- Supply chain case study to analyse the Action's effect on product sustainability for the end customer. It also includes an overview and update of the current developments of LNG infrastructure in the 21 ports involved in the project to prepare for future LNG bunkering strategies for the transport supply chain.
- Technology package procurement, including ship engine, LNG tanks and other necessary equipment
- Test bed installation study and installation of the low emission technology package on board vessel
- Activities to ensure the optimal dissemination of the milestones and results.

## Evaluation remarks

The proposed Action is very relevant to the Call as it aims at minimizing the emissions of transport routes along the Motorway of the Baltic Sea. The proposed Action is very mature and is ready to start. Its impact is very good because of its positive effects with respect to the environment and it could act as a decision-making tool for engine manufacturers and ship owners. The quality of the proposal is good.



# Sustainable Trelleborg-Świnoujście MoS services based on upgrading port infrastructure, developing intermodal transport and integrating hinterland corridors

2013-EU-21004-P • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> Sweden, Poland	
<b>Applicant/Coordinator:</b> Swedish Maritime Administration	
<b>Requested funding</b>	
Total eligible costs	€11,129,592
TEN-T requested funding:	€2,238,518
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€11,129,592
TEN-T recommended funding:	€2,238,518
TEN-T funding:	20%



The proposed Action, comprising of works and studies, aims to develop the infrastructure at the Port of Trelleborg, upgrading ICT at both at the Ports of Trelleborg and Świnoujście, and carrying out a study on LNG bunkering at Świnoujście with a view to upgrade the maritime link. It is part of a Global Project covering investments in both hinterland, port infrastructure and services such as capacity, safety, efficiency, as well as environmental performance and quality upgrading, required to ensure the long-term MoS competitiveness and sustainability relevant to both of these category A seaports.

The Action, as part of Priority Project 21, will be of major importance to the TEN-T network, contributing to a better integration of the main transport corridors and concentration of freight flows on these main transport axes.

## Evaluation remarks

The proposed Action is very relevant to the Call since it targets the removal of bottlenecks, and improves port-hinterland connections and port sea access. The maturity of the proposed Action is very good, and all political support, commitments and permits are in place. The project is technically ready to start. Positive impacts on the economy, trade and environment are expected. Overall, the quality of the proposal is good.

<b>MoS</b>	
<b>Member States involved:</b> Belgium, France, United Kingdom	
<b>Applicant/Coordinator:</b> BAI Bretagne Angleterre Irlande	
<b>Requested funding</b>	
Total eligible costs	€54,453,680
TEN-T requested funding:	€12,677,878.85
TEN-T funding:	23.28%
<b>Recommended funding</b>	
Total eligible costs:	€54,453,680
TEN-T recommended funding:	€12,676,978
TEN-T funding:	23.28%



The proposed Action promotes the deployment of LNG as an alternative to heavy fuel oil and addresses the environmental challenge faced by short sea shipping operators in the view of the Marpol VI requirements. The following activities will be implemented:

- Completion of the first LNG retrofit of an existing vessel in the Brittany Ferries fleet to start LNG use by January 2015
- Development of the infrastructure and the equipment of the Zeebrugge LNG terminal so that supply vessels can reload LNG for bunkering vessels in distant ports such as Portsmouth (UK). The new equipment will be operational from July 2015.
- Modification of some mooring equipment of the ferry berth in the two ports of the Portsmouth-Caen/Ouistreham Motorway of the Sea. The new equipment will be operational from December 2015.

The innovative technology used for the retrofit of the Mont Saint Michel tank will demonstrate the deployment feasibility of LNG for two other RoPax vessels in the Brittany Ferries fleet that will be retrofitted in the short term.

## Evaluation remarks

The proposed Action is very relevant to the Call, by contributing to the creation of additional LNG bunkering facilities in the SECA area, as well as by upgrading a maritime link. Its maturity is good. The proposed Action would have a positive impact on emissions from transport. The quality of the proposal is good.

# Deployment of next generation scrubber technology for clean and sustainable short sea shipping in the North Sea ECA

2013-EU-21006-S • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> France, The Netherlands, United Kingdom	
<b>Applicant/Coordinator:</b> P&O Ferries Ltd	
<b>Requested funding</b>	
Total eligible costs	€20,000,000
TEN-T requested funding:	€10,000,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€20,000,000
TEN-T recommended funding:	€10,000,000
TEN-T funding:	50%



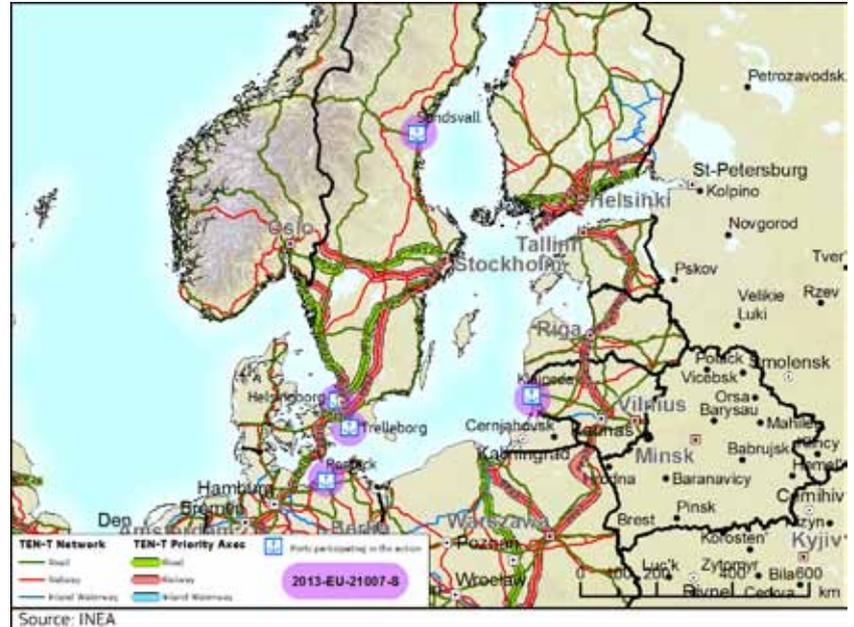
The proposed Action consists of two elements:

1. Deploying and studying a unique hybrid scrubber system that will be installed on two ferries (P&O Ferries) that operate on strategic transport routes between the UK and the EU mainland (Hull-Rotterdam & Dover-Calais). The system, which can operate in three different modes (open loop, closed loop or dry condition), incorporates a sophisticated two stage design which significantly reduces particulate matter discharge. This flexibility makes this hybrid system the ideal solution for greening waterborne transport for ferries as well as a large variety of vessels.
2. A port impact study by the Port of Dover which will look at the:
  - Environmental impact of the proposed technology, regarding SO<sub>2</sub>, NO<sub>x</sub>, CO<sub>2</sub>, and PM emissions
  - Required port facilities for the successful introduction of scrubber technology in the EU.

## Evaluation remarks

The proposed Action is very relevant to the Call, as it aims at introducing and testing a new hybrid scrubber solution. Its maturity is high since it is technically ready to start. The proposed Action is expected to have significant positive impacts as best practice for short sea shipping companies, as well as to contribute to greening of MoS operations. The quality of the proposal is good.

<b>MoS</b>	
<b>Member States involved:</b> Germany, Lithuania	
<b>Applicant/Coordinator:</b> Helsingborg Hamn AB	
<b>Requested funding</b>	
Total eligible costs	€1,664,646
TEN-T requested funding:	€832,323
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€1,664,646
TEN-T recommended funding:	€832,323
TEN-T funding:	50%



The proposed Action extends the on-going TEN-T project “LNG in the Baltic Sea Ports” (2011-EU-21005-S). It not only serves as an expansion of the ports network with the addition of four new ports, but it will also further develop the know-how (harmonisation among ports when developing LNG facilities in the ports, training schemes, etc.) to be later shared within the Baltic region ports and across the EU.

It encompasses pre-investment studies, market research activities and harmonised analyses of LNG bunkering in the ports of Helsingborg, Trelleborg, and Sundsvall in Sweden, Rostock in Germany and Klaipėda (Klaipėdos Nafta) in Lithuania. This approach will help to avoid particular seaports developing new technology individually and help to initiate a forum for sharing knowledge of best-practice and ‘know-how’.

## Evaluation remarks

The proposed Action is relevant to the Call and contributes to the development of a competitive and resource-efficient transport system within the SECA area. Its maturity is good since it is ready to start. The impact of the proposed Action as a decision making tool is good. The quality of the proposal is good.

# ATLANTICA OPTIMOS



2013-EU-21009-P • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> France, Spain	
<b>Applicant/Coordinator:</b> Grand Port Maritime Nantes Saint Nazaire	
<b>Requested funding</b>	
Total eligible costs	€18,278,985
TEN-T requested funding:	€3,655,798
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€18,189,417
TEN-T recommended funding:	€3,637,883
TEN-T funding:	20%



The proposed Action involves the link between Nantes St-Nazaire (France) and Vigo (Spain) mainly dedicated to unaccompanied road transport. It aims at upgrading the existing service between the two ports into a reliable and frequent MoS open to modal shift traffic. This new integrated service will start operating in 2014 with three rotations per week. The plan is to add a fourth rotation by July 2016, when occupancy ratios are satisfactory.

The Action will develop infrastructure capacity and upgrade the interface between the terminals and their hinterland connections. At the Port of Nantes Saint-Nazaire, a new Ro-Ro berth will be constructed at the Montoir-de-Bretagne Ro-Ro terminal. For the Port of Vigo, the Action aims to optimize the MoS terminal, improving the embarkation/disembarkation processes through the installation of a floating ramp to replace the current fixed ramp.

## Evaluation remarks

The proposed Action is relevant to the Call as it aims at promoting Ro-Ro shipping as an alternative route from France to Portugal and shifting cargo from road to sea. It is very mature and ready to start. The proposed Action is going to have a positive impact on traffic management, modal shift from road to sea and reduction of emissions from road transport. The quality of the proposal is good.

# Sustainable Traffic Machines II – The green link between Scandinavia and Continental Europe

2013-EU-21010-P • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> Germany, Denmark	
<b>Applicant/Coordinator:</b> Scandlines Deutschland GmbH	
<b>Requested funding</b>	
Total eligible costs	€11,388,300
TEN-T requested funding:	€2,277,660
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€11,388,300
TEN-T recommended funding:	€2,277,660
TEN-T funding:	20%



The proposed Action covers the necessary technical, supply and marketing measures in preparation of the upcoming IMO and EU environmental requirements — in particular addressing the sulphur (S)/ SOX limitation of marine operations in the Baltic Sea and EU’s greenhouse gas (CO<sub>2</sub>) reduction goals.

It aims at realizing the minimization of bunker consumption based on the installation of adequate state-of-the-art technology and equipment, retro-fitting with modern hybrid propulsion (the remaining) two out of four RoPax vessels forming the maritime transport link between Rødby and Puttgarden. It will be implemented and managed by Scandlines Deutschland GmbH and Scandlines Danmark A/S, acting as maritime and port/terminal operators.

## Evaluation remarks

The proposed Action is relevant to the Call, as it contributes to the environmental targets for the short sea shipping sector. It is very mature from a technical point of view. The proposed Action will have a positive impact on the environment by reducing SOX emissions in the area concerned by the service. Overall, the quality of the proposal is good.

# Study in the form of a Pilot Action for a small scale LNG bunkering network for the European Emission Control Area (PASCAL = PilotActionSmallScaleLng)

2013-EU-21011-S • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> The Netherlands, Germany	
<b>Applicant/Coordinator:</b> Bomin Linde LNG GmbH & Co. KG	
<b>Requested funding</b>	
Total eligible costs	€24,698,556
TEN-T requested funding:	€12,349,278
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€24,698,556
TEN-T recommended funding:	€12,349,278
TEN-T funding:	50%



This proposed Action involves the first steps towards the development of a European small-scale LNG bunkering network for maritime shipping. German project coordinator Bomin Linde GmbH & Co. KG will work with its beneficiaries in The Netherlands (Abura Beheer B.V. and the Port of Rotterdam) and Germany (Port of Hamburg), as well as a large number of stakeholders (port authorities, industry associations, customers). BLLNG will be responsible for the piloting of the small scale LNG bunker stations and execution of studies, while the port authorities will execute the necessary waterside works and study/dissemination activities. These dissemination activities fit seamlessly with the LNG/alternative fuel strategies of both ports.

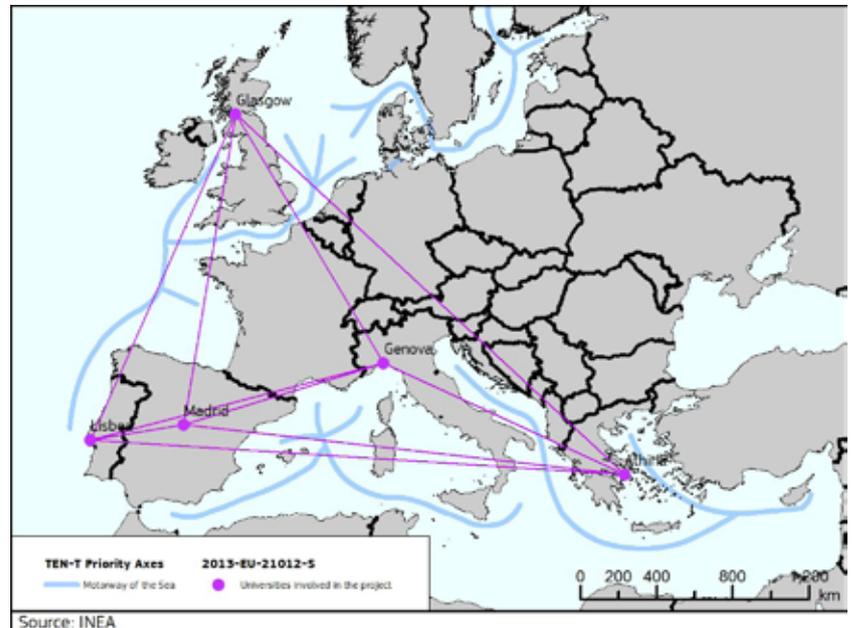
The Action will focus on three key elements:

1. Execution of evaluation and validation studies resulting in bunkering concepts and procedures, information on the costs and environmental benefits of LNG, as well as market information and financial solutions for the expansion of LNG small-scale infrastructure in the North and Baltic Seas
2. Realization of three small-scale modular terminals in the ports of Rotterdam, Bremerhaven and Hamburg, including a real life trial on the operation of the bunker stations with multiple customers
3. Dissemination focused on sharing experiences from the pilot operation with European ports and shipping operators considering future investment in LNG.

## Evaluation remarks

The proposed Action is relevant as a pilot action testing and validating small scale modular LNG bunkering facilities in European ports. Its maturity is good. The proposed Action's impact is good since it will have considerable positive impacts on reducing pollution, developing alternative fuel for shipping, as well as on inland navigation and its dependency on gasoil. The quality of the proposal is good.

<b>MoS</b>	
<b>Member States involved:</b> Greece, Italy, Portugal, Spain, United Kingdom	
<b>Applicant/Coordinator:</b> University of Strathclyde	
<b>Requested funding</b>	
Total eligible costs	€2,818,481
TEN-T requested funding:	€1,409,240.50
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€2,818,481
TEN-T recommended funding:	€1,409,240
TEN-T funding:	50%



This proposed Action will establish an MSc/postgrad diploma/certificate/CPD programme with a number of modules that will further develop the concept of the European Maritime Area. The modules are addressed to university graduates and professionals from the various sectors in the multimodal transport chain. In order to create a full training programme, professional training and vocational education sub-programmes will be included to enable future professionals in the multimodal transport field to obtain specific knowledge on the different jobs required for the maritime and logistic domains.

The following range of topics will be included:

- Alternative fuels & technologies their impact on ports
- Logistic issues
- Damage control training
- Evacuation/crisis management operations for very large passenger ships and their impact on port operations

The Action will be carried out by a consolidated consortium of EU universities, IT companies and relevant private and public organisations.

## Evaluation remarks

The proposed Action is relevant as a wider benefit study, addressing academic and vocational training. The proposal is mature. It has an impact on the development of human resources in the shipping sector and develops best practice that can be shared with other training institutions and stakeholders from all over Europe. Overall, the quality of the proposal is good.



# Sustainable Motorway of the Sea Ghent-Gothenburg through environmental upgrade and compliance while maintaining competitiveness of short sea shipping

2013-EU-21015-P • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> Denmark, Belgium, Sweden	
<b>Applicant/Coordinator:</b> DFDS A/S	
<b>Requested funding</b>	
Total eligible costs	€19,005,000
TEN-T requested funding:	€3,801,000
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€19,005,000
TEN-T recommended funding:	€3,801,000
TEN-T funding:	20%



The proposed Action covers all necessary technical, supply and market measures related to the environmental upgrade of three modern mid-/ large-size Ro-Ro ships (scrubber installation on Freesia Seaways, Magnolia Seaways and Primula Seaways) as elements of the regular, reliable, frequent (six departures per week and direction) sea-based logistics service between the TEN-T category A seaports of Ghent (Belgium) and Gothenburg (Sweden). It will also look at the quality and viability improvements of the maritime link and port terminals. Port handling, terminal and vessel management and reliability will be improved by upgrading the intermodal handling equipment (Gothenburg) and installing a traffic management system with (live) weight measurements (Ghent). The implementation will be carried out in close cooperation by related companies of the DFDS group, as well as ship owners and operators and relevant port terminal operators.

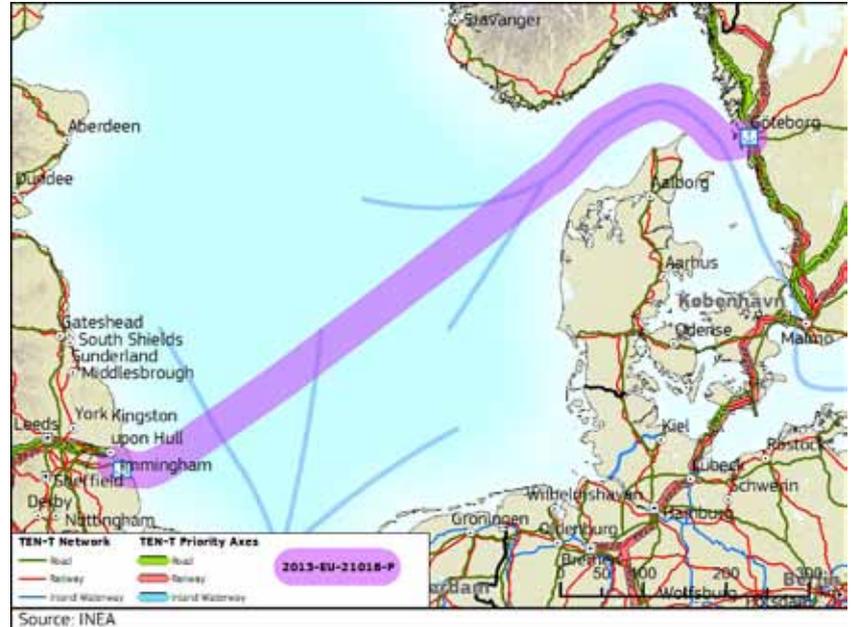
## Evaluation remarks

The proposed Action is very relevant, as it concerns the improvement of an existing maritime link and it addresses the priorities of the Call. Its maturity is high since many of the activities are about to start, with most of the contracts already awarded. Its impact is very good since the implementation of this proposed Action will have considerable positive, direct socio-economic and environmental effects. The quality of the proposal is very good.

# Sustainable Motorway of the Sea Immingham-Gothenburg through environmental upgrade and compliance while maintaining competitiveness of short sea shipping

2013-EU-21016-P • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> Denmark, Sweden, United Kingdom	
<b>Applicant/Coordinator:</b> DFDS A/S	
<b>Requested funding</b>	
Total eligible costs	€12,695,000
TEN-T requested funding:	€2,539,000
TEN-T funding:	20%
<b>Recommended funding</b>	
Total eligible costs:	€12,695,000
TEN-T recommended funding:	€2,539,000
TEN-T funding:	20%



The proposed Action covers all necessary technical, supply and market measures related to the environmental upgrade of two modern mid-/ large-size Ro-Ro ships (scrubber installation on Begonia Seaways and Petunia Seaways) as elements of the regular, reliable, frequent (6 departures per week and direction) sea-based logistics service between the TEN-T category A seaports of Immingham (UK) and Gothenburg (Sweden). It will also look at the quality and viability improvements of the maritime link and port terminals. Port handling, terminal and vessel management, and reliability will be improved by upgrading the intermodal handling equipment (Gothenburg) and installing a traffic management system with (live) weight measurements (Immingham). The implementation will be carried out in close cooperation by related companies of the DFDS group, as ship owners and operators and relevant port terminal operators.

## Evaluation remarks

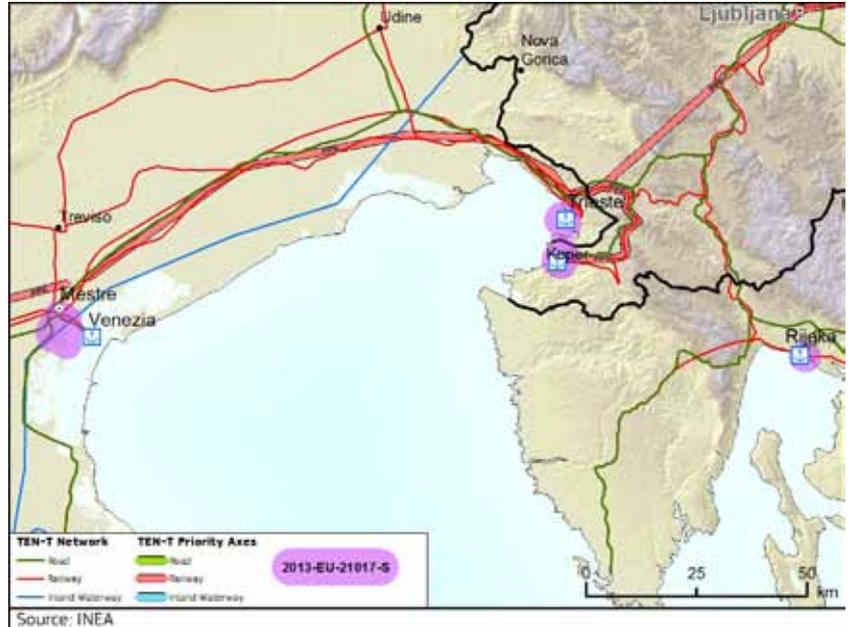
The proposed Action is very relevant, as it concerns the improvement of an existing maritime link and it addresses the priorities of the Call. Its maturity is high since many of the activities are about to start, with most of the contracts already awarded. Its impact is very good since the implementation of this proposed Action will have considerable positive, direct socio-economic and environmental effects. The quality of the proposal is very good.



# Development of North Adriatic ports multi-modal connections and their efficient integration into the Core Network (NAPA Studies)

2013-EU-21017-S • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> Croatia, Italy, Slovenia	
<b>Applicant/Coordinator:</b> Port Authority of Rijeka	
<b>Requested funding</b>	
Total eligible costs	€5,630,000
TEN-T requested funding:	€2,815,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€5,630,000
TEN-T recommended funding:	€2,815,000
TEN-T funding:	50%



The Action aims at supporting the preparation of mature Motorways of the Sea future projects included in the North Adriatic Ports Development Plans and intends to contribute to the development of these ports as points of interconnection between maritime and other modes of transport.

It is focused on the MoS of Southeast Europe, connecting the Adriatic Sea to the Ionian Sea and the eastern Mediterranean, and contributes to the integration of existing maritime links into the European intermodal logistics chain by improving hinterland connections (rail and inland navigation) and maritime access of the North Adriatic ports. ICT developments are also foreseen to improve the interoperability of different transport modes (sea and rail) in the logistics chain and the electronic exchange of information among the relevant stakeholders in order that the maritime links may properly serve the hinterland areas of North Adriatic ports.

## Evaluation remarks

The proposed Action is very relevant as it aims at developing the North Adriatic Ports as points of interconnection between maritime transport and other modes of transport. The proposed Action is very mature. Its overall impact is positive. It is of good quality and the proposed activities are realistic.



# Pilot implementation of a LNG-propulsion system on a MoS test track in the environmental model region ‘Wadden Sea’

2013-EU-21018-S • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> The Netherlands, Germany	
<b>Applicant/Coordinator:</b> EMS AG	
<b>Requested funding</b>	
Total eligible costs	€6,140,000
TEN-T requested funding:	€3,070,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€6,140,000
TEN-T recommended funding:	€3,070,000
TEN-T funding:	50%



The proposed Action, a pilot project, involves four different applicants from Germany and The Netherlands, MoS port authorities (Groningen Seaports & N-Ports), an operating shipping company (AG-Ems) and a public-private foundation (Energy Valley) that is currently the driving force for the LNG development in the Dutch-German-Danish Wadden Sea. Together, this bi-national consortium will foster the pilot implementation of the first LNG fuelled vessel retrofitted in a modular implementation process of a LNG stern section, built while the vessel is still in operation. After successfully assembly and testing, the vessel will be taken out of operations and converted in only 6 weeks — saving a tremendous amount of opportunity cost from/to long shipyard times.

The Action will aim to overcome technical and operational obstacles when introducing LNG propulsion systems implemented through innovative and economically feasible retrofitting concepts. It will prepare the future deployment of LNG retrofittings and therefore address the wider benefits of using sustainable and environmental friendly fuels such as LNG and Bio-LNG. It will present a full-scale demonstrator necessary to overcome present barriers, showcase its feasibility and gather critical mass. Therefore, the Action contributes to addressing the environmental challenges faced by the short sea shipping sector — in particular in view of the forthcoming requirements with respect to the implementation of the requirements of Annex VI of the IMO MARPOL Convention.

## Evaluation remarks

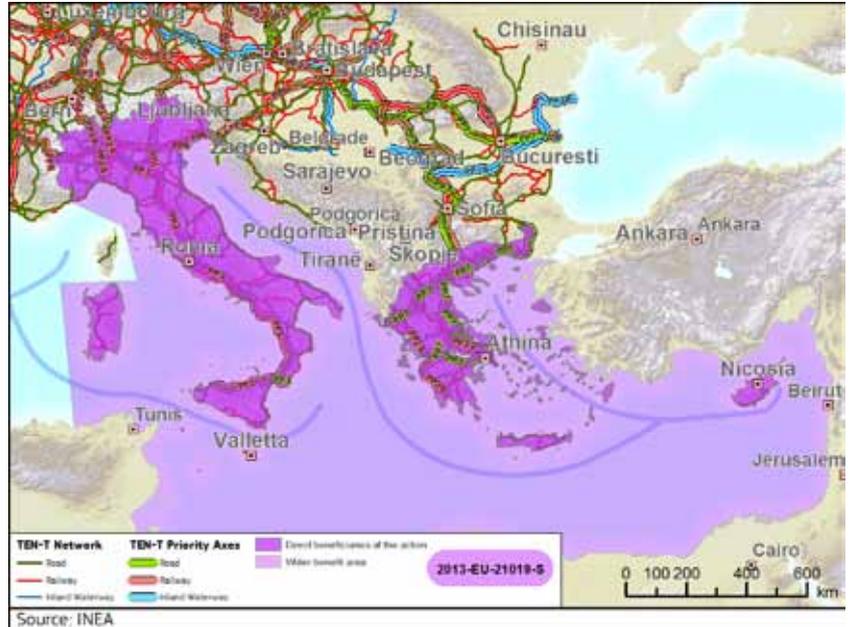
The proposed Action is very relevant to the Call as a pilot action aiming at testing and deploying the first modular process of retrofitting vessels to LNG propulsion. The proposed Action is very mature. Its impact is good as it will develop best practice for LNG propulsion systems and vessel retrofitting. Overall, the quality of the proposal is good.



# Costa II East - Poseidon Med

2013-EU-21019-S • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> Greece, Cyprus, Italy	
<b>Applicant/Coordinator:</b> QE Energy Europe Ltd.	
<b>Requested funding</b>	
Total eligible costs	€5,126,250
TEN-T requested funding:	€2,563,125
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€5,126,250
TEN-T recommended funding:	€2,563,125
TEN-T funding:	50%



The proposed Action is a follow-up to the COSTA Global Project, which ended in April 2014 and concluded that a series of detailed regional studies should be undertaken to analyse the use of LNG as a regional marine fuel.

It is a study in the form of a pilot action, which aims to detail the infrastructure development requirements to widely adopt LNG as marine fuel for shipping operations. It will design an LNG transport, distribution, supply (including bunkering) network and infrastructure for its use as marine fuel in the eastern Mediterranean (Greece, Cyprus, Italy), and define the framework for a well-functioning and sustainable relative market (vessels) for its demand. The project targets the establishment of a comprehensive LNG network in the east Mediterranean, development of a sustainable market for LNG as marine fuel, revival of the shipping industry, as well as an increase in fleet competitiveness, efficiency and sustainability.

## Evaluation remarks

The proposed Action is very relevant as it addresses several objectives of the Call, and as it is a wider benefit action studying the introduction of LNG in the East-Mediterranean area. The proposed Action is very mature. Its output has a high impact as a decision-making tool, and the impact of the study in terms of policy-making and best practice is high. Overall, the quality of the proposal is very good.

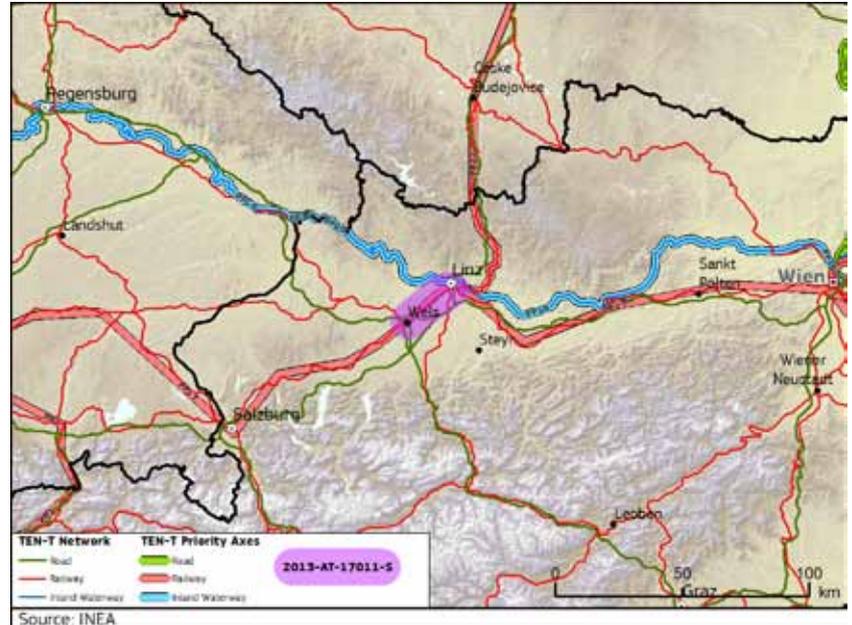
**Multi-Annual Call 2013**  
**Projects recommended for funding**

**Priority Projects**

## PP17 Paris–Strasbourg–Munich–Vienna–Bratislava, section Salzburg–Vienna: Environmental Impact Assessment (EIA) study necessary for the implementation of the gap closure Linz–Wels

2013-AT-17011-S • Part of Priority Project 17

Priority Projects	
<b>Member States involved:</b> Austria	
<b>Applicant:</b> Bundesministerium für Verkehr, Innovation und Technologie	
<b>Requested funding</b>	
Total eligible costs	€7,918,000
TEN-T requested funding:	€3,959,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€7,918,000
TEN-T recommended funding:	€3,959,000
TEN-T funding:	50%



The proposed Action, comprising a preparatory study for the construction of an additional two-track line between Linz and Wels, is an integral part of the Global Project aimed at enabling a continuous four-track operation for cargo and high-speed passenger trains on the Salzburg–Vienna section of Priority Project 17 (Railway axis Paris–Strasbourg–Stuttgart–Wien–Bratislava). This new two-track line is expected to eliminate an existing capacity bottleneck.

The proposed study is an Environmental Impact Assessment (EIA), separated into three activities:

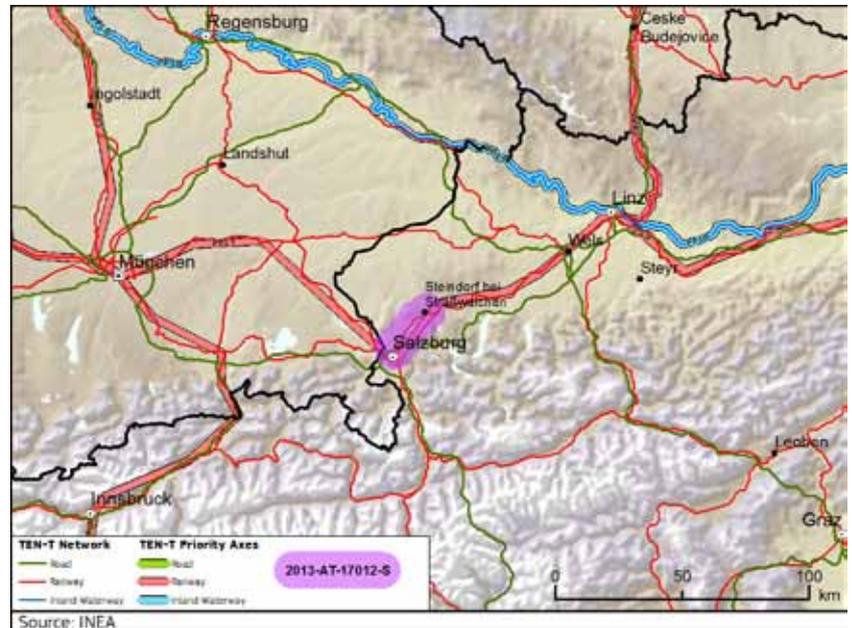
1. EIA planning (connection Linz–Marchtrenk)
2. EIA proceeding with the respective authority (connection Linz–Marchtrenk)
3. EIA planning (connection Marchtrenk–Wels).

The new line also integrates the Linz airport, promoting intermodality and including important improvements in noise and vibration protection.

### Evaluation remarks

The proposed Action is highly relevant to the Call as it aims at contributing to the development of the future Core network and to removing a bottleneck. It is a very mature proposal, given that it is ready to start. The impact of the proposed Action is high, since carrying out the EIA is an essential stage in the process leading to the final design. The overall quality of the proposal is good.

<b>Priority Projects</b>	
<b>Member States involved:</b> Austria	
<b>Applicant:</b> Bundesministerium für Verkehr, Innovation und Technologie	
<b>Requested funding</b>	
Total eligible costs	€4,387,000
TEN-T requested funding:	€2,193,500
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€4,387,000
TEN-T recommended funding:	€2,193,500
TEN-T funding:	50%



The proposed Action, comprising a preparatory study preparing for the construction of an additional two-track line between Salzburg–Steindorf/Straßwalchen, is an integral part of the Global Project aimed at enabling a continuous four-track operation for cargo and high-speed passenger trains on the Salzburg–Vienna section of Priority Project 17 (Railway axis Paris–Strasbourg–Stuttgart–Wien–Bratislava). The new two-track line, which is necessary to complement the existing two-track line, is expected to eliminate an existing capacity bottleneck.

The study involves two activities:

1. Environmental Impact Assessment (EIA) planning/proceedings
2. Geological prospection, since most of the line will be routed through tunnels

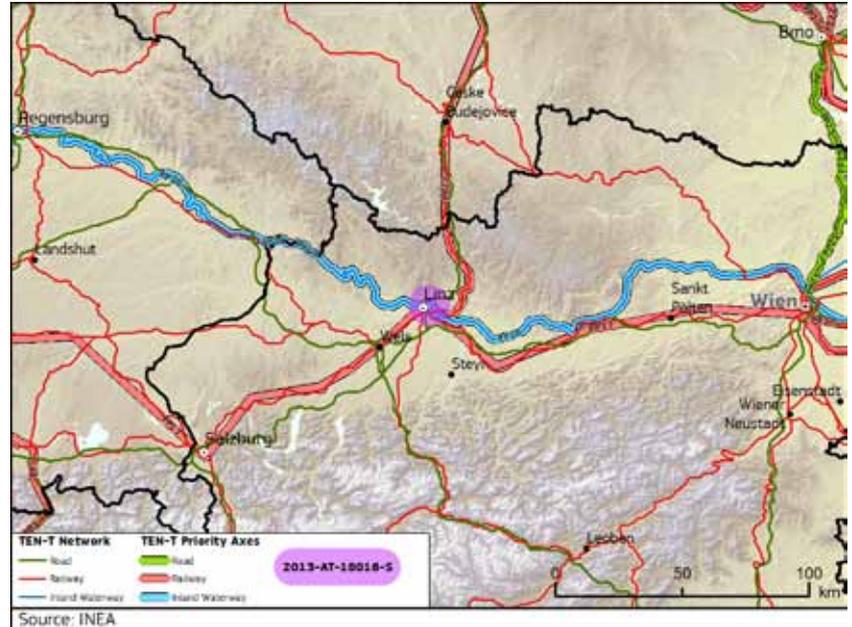
## Evaluation remarks

The proposed Action is highly relevant to the Call as it aims at contributing to the development of the future Core network and to removing a bottleneck. It is a mature proposal, having received formal approval from the government and the implementing body. The impact of the proposed Action is high, since carrying out the EIA and necessary geological surveys are essential stages in the process leading to the final design. The quality of the proposal is good.

# Studies for the expansion of the trimodal Port of Linz (Priority Project 18)

2013-AT-18016-S • Part of Priority Project 18

Priority Projects	
<b>Member States involved:</b> Austria	
<b>Applicant:</b> Wiener Hafen, Gmbh & Co KG	
<b>Requested funding</b>	
Total eligible costs	€1,711,928
TEN-T requested funding:	€855,964
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€1,711,928
TEN-T recommended funding:	€855,964
TEN-T funding:	50%



The proposed Action consists of studies aiming to plan and design the expanded trimodal port of Linz, an intersection for international flows and transshipment between inland, rail and road transport strategically located in a central section of Priority Project 18 (Waterway axis Rhine/Meuse-Main-Danube). It is part of a Global Project and the follow-up of the on-going TEN-T Action 2011-AT-91153-P for the land reclamation extension of the container terminal and rail tracks in the Port of Linz.

Studies undertaken in this section of Priority Project 18 will also have an important impact on Priority Project 17 (Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava) and Priority Project 22 (Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden).

The Action includes all the necessary steps from design planning to obtaining the building authorisations and publishing works tenders. These studies will be the basis for further decision-making at national and Core network corridor levels, by fulfilling the planning and necessary approvals for the future commissioning of works for the expansion of the trimodal Port of Linz.

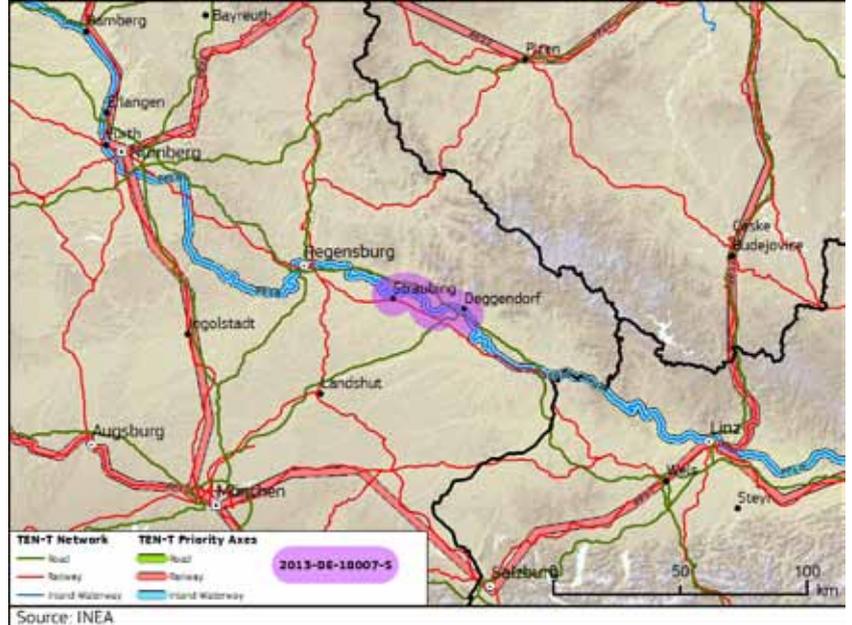
## Evaluation remarks

The proposed Action is highly relevant to the Call since it concerns preparatory studies for the development and expansion of the trimodal Port of Linz. It is mature since it is technically ready to start. The proposed Action is expected to have a positive impact in terms of job creation in the area, increasing traffic flows along Priority Project 18 and strengthening transshipment capacity of the port. The quality of the proposal is very good.

# Upgrade of the Danube Straubing-Vilshofen subsection 1 (Straubing-Deggendorf), design and approval planning + public consultation within the frame of the planning approval procedure

2013-DE-18007-S • Part of Priority Project 18

Priority Projects	
<b>Member States involved:</b> Germany	
<b>Applicant:</b> Bundesministerium für Verkehr und digitale Infrastruktur	
<b>Requested funding</b>	
Total eligible costs	€7,800,000
TEN-T requested funding:	€3,900,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€7,800,000
TEN-T recommended funding:	€3,900,000
TEN-T funding:	50%



The proposed Action, part of Priority Project 18 (Waterway axis Rhine/Meuse-Main-Danube), is a study to prepare and carry out the basic design and approval planning for section 1 (Straubing-Deggendorf) of the project “Development of the Federal Waterway Danube”.

Activities include the compilation of previous studies related to the Action, preparation of planning approval documents and draft documents to obtain the construction approvals and financing permits, public participation and debate, as well as public relations activities and project information.

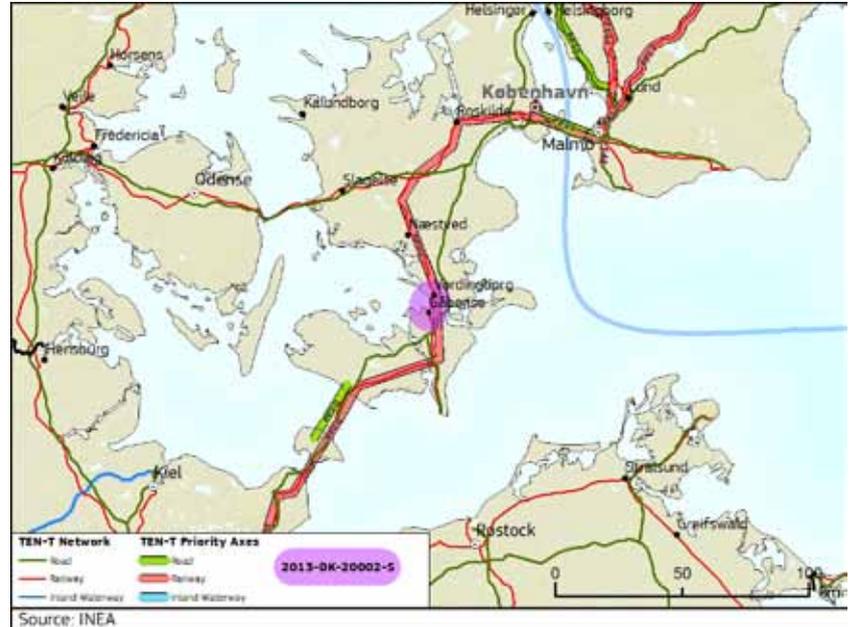
## Evaluation remarks

The proposed Action is highly relevant as it addresses an important bottleneck along the Rhine–Danube Core corridor. It is very mature, since it has already received the formal approvals by the relevant public authorities and the financial commitments have been assured. The proposed Action has very good impact as it is expected to allow the launch of the works and subsequently to generate significant socio-economic impact. The quality of the proposal is good.

# New Storstrøm bridge (studies) - Upgrading the railway access line to the future Fehmarn Belt fixed link

2013-DK-20002-S • Part of Priority Project 20

Priority Projects	
<b>Member States involved:</b> Denmark	
<b>Applicant:</b> Banedanmark (Rail Net Denmark)	
<b>Requested funding</b>	
Total eligible costs	€30,017,000
TEN-T requested funding:	€15,008,500
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€30,017,000
TEN-T recommended funding:	€15,008,500
TEN-T funding:	50%



The proposed Action involves studies on the Environmental Impact Assessment, conceptual design and preparation of the construction act for a new, 3.9 km double-track rail and road bridge. The existing single track bridge (Storstrøm Bridge) connecting Zealand/Masnedø and Falster, was built in 1937 and considered to be in a poor state with serious damages, and repair of the bridge is not feasible.

The Action will improve rail capacity between Scandinavia and Central Europe and forms part of Priority Project 20 (Fehmarn Belt railway axis) and the Rail Freight Corridor 3. There is full political commitment to the project at the national, regional, and local levels and the Danish Government has reserved the necessary funding for the bridge's construction from the Danish Infrastructure Fund.

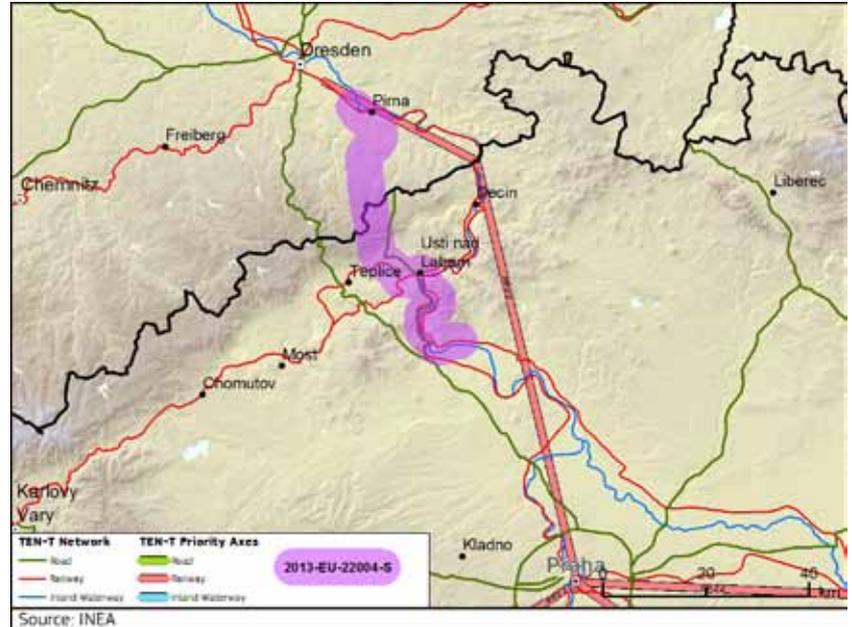
## Evaluation remarks

The proposed Action is very relevant as it concerns Priority Project 20 and addresses the removal of a medium-term bottleneck. It has an excellent maturity level, as all formal commitments and funding have already been secured. Its impact is very good as the studies will serve as a necessary decision-making tool for the subsequent implementation. Overall, the quality of the proposal is good.

# Preliminary planning services: new high speed rail line Dresden-Prague

2013-EU-22004-S • Part of Priority Project 22

Priority Projects	
<b>Member States involved:</b> Czech Republic	
<b>Applicant/Coordinator:</b> Ministry of Transport of the Czech Republic	
<b>Requested funding</b>	
Total eligible costs	€1,258,000
TEN-T requested funding:	€629,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€1,258,000
TEN-T recommended funding:	€629,000
TEN-T funding:	50%



The proposed Action refers to a Global Project focused on development of a new high-speed railway line from Dresden (Germany) to Prague (Czech Republic), part of Priority Project 22 (Railway axis Athina–Sofia–Budapest–Wien–Praha–Nürnberg/Dresden) and the TEN-T Core Network Corridor Orient/East-Med.

It involves preparatory studies on the cross-border section Heidenau–Ústí nad Labem–Litoměřice. The studies will investigate the rules and standards in the context of TSI, qualification of the preferred corridors, technological details of the planned infrastructure, an economic study, assessment of the effects on the environment, preparation of data for SEA, as well as the time/funding requirements for the works. The outcomes will be used by both applicants for future technical and spatial planning. They will be also used by the Saxon State Ministry for Economic Affairs, Labour and Transport as a basis to include the Global Project in the German Transport Infrastructure Plan which is set to be drafted in 2015.

## Evaluation remarks

The proposed Action is highly relevant to the objectives and priorities of the Call, as it addresses the completion of a cross-border section along Priority Project 22. Its maturity is demonstrated by strong political support in both Member States. Its impact is good as the proposed Action will contribute to the internal market and generate considerable socio-economic benefits. The quality of the proposal is good.

# Planning of the railway section Helsinki–Riihimäki

2013-FI-12010-S • Part of Priority Project 12

Priority Projects	
<b>Member States involved:</b> Finland	
<b>Applicant:</b> Ministry of Transport and Communications	
Requested funding	
Total eligible costs	€4,920,000
TEN-T requested funding:	€2,460,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€4,920,000
TEN-T recommended funding:	€2,460,000
TEN-T funding:	50%



The proposed Action is a rail study on Priority Project 12 (Nordic Triangle railway/road axis), including three Railway Plans (Phase 1 of Pasila–Riihimäki, additional western track of Pasila and triangular junction of Riihimäki), a General Plan (Phase 2 Pasila–Riihimäki) and two Construction Plans (additional western track of Pasila and triangular junction of Riihimäki). The Action also includes the supplementary studies: geological investigations and measurements, expertise planning and evaluation of the plans.

The objective of the above-mentioned studies is to provide the necessary input for decision-making for development consent prior to the implementation phase.

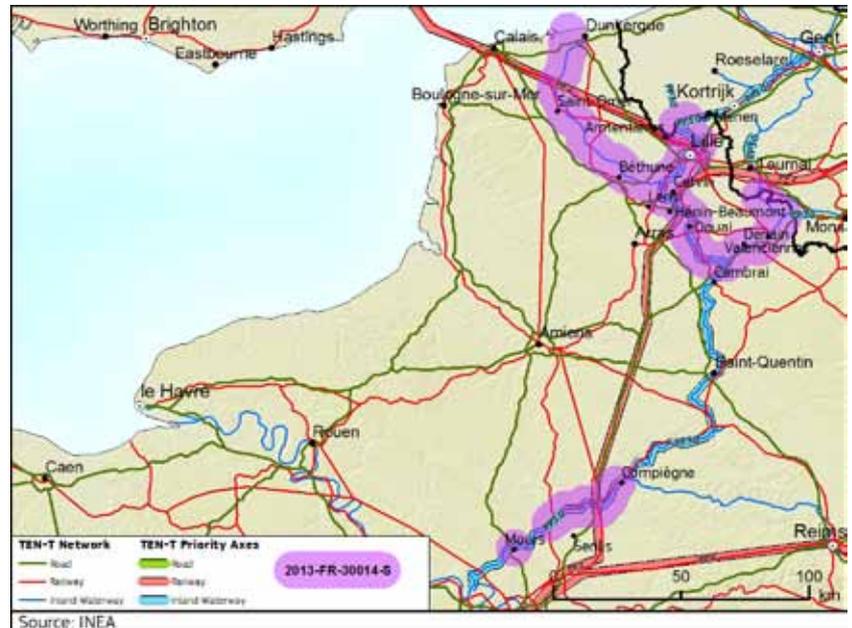
## Evaluation remarks

This proposed Action has an excellent relevance as it focuses on a key rail interconnection to eliminate a bottleneck on Priority Project 12. It has a very good maturity as certain preliminary studies have already been completed and approved. Its impact is very high as the study is expected to have a large influence on decision-making in order to proceed to the construction phase. The quality of the proposal is excellent.

## Studies on the Priority Project of common interest: The Seine-Scheldt inland waterway network - cross-border section between Compiègne and Ghent

2013-FR-30014-S • Part of Priority Project 30

Priority Projects	
<b>Member States involved:</b> France	
<b>Applicant:</b> Ministère de l'écologie, du développement durable, et de l'énergie	
<b>Requested funding</b>	
Total eligible costs	€8,590,000
TEN-T requested funding:	€4,295,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€8,590,000
TEN-T recommended funding:	€4,295,000
TEN-T funding:	50%



The proposed Action aims to support the Global Project for a cross-border Seine-Scheldt link and more specifically to increase the capacity of key sections of Priority Project 30 (Inland Waterway Seine-Scheldt) to improve the level of services provided by the waterways. It consists of a set of studies covering different sections of Priority Project 30:

1. A study for the extension of the Quesnoy lock
2. A geometric study for the large gauge network
3. A strategic study for the modernisation of the Nord Pas de Calais network to improve the infrastructure for the period 2010-2040
4. Studies for upgrading the Deûle
5. A trajectory study of the Deûle-Lys axis
6. A study for doubling the Fontinettes lock
7. Completion of the studies for the upgrade of the Oise river to Vb gauge
8. Studies for raising the Mours bridge and temporary lowering the reach of the Port of Longueil.

### Evaluation remarks

The proposal is highly relevant to the Call since it addresses the objectives, priorities and expected results and it aims to improve the capacity of key sections of Priority Project 30. Its maturity is good. Its impact is very good as the studies will be used as a decision-making tool to start the implementation of infrastructure works and to plan future investments. The quality of the proposal is good.



# Dublin Port Alexandra Basin redevelopment project — creating capacity and removing a bottleneck on an intermodal transfer point on Priority Project 26

2013-IE-26008-S • Part of Priority Project 26

Priority Projects	
<b>Member States involved:</b> Ireland	
<b>Applicant:</b> Department of Transport, Tourism and Sport	
<b>Requested funding</b>	
Total eligible costs	€4,930,000
TEN-T requested funding:	€2,464,000
TEN-T funding:	49.98%
<b>Recommended funding</b>	
Total eligible costs:	€4,928,000
TEN-T recommended funding:	€2,464,000
TEN-T funding:	50%



The proposed Action includes the final studies, permit application and tendering procedures aiming at the increase of capacity of the Alexandra Quay at the Port of Dublin, along Priority Project 26 (Railway/road axis Ireland/United Kingdom/continental Europe), contributing to the removal of a bottleneck at this transfer point.

## Evaluation remarks

The proposed Action's relevance is very good as it addresses the Call objectives and contributes to the removal of a bottleneck along Priority Project 26. Its maturity is very good as the majority of the foreseen contracts have been awarded. Its impact is very good as it is an essential decision-making tool and will lead directly to the subsequent construction phase. The quality of the proposal is very good.



# Development of a replacement Centralised Traffic Control Centre (CTC) – Strategy study and detailed design for tender

2013-IE-26018-S • Part of Priority Project 26

Priority Projects	
<b>Member States involved:</b> Ireland	
<b>Applicant:</b> Department of Transport, Tourism and Sport	
Requested funding	
Total eligible costs	€2,482,000
TEN-T requested funding:	€1,241,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,482,000
TEN-T recommended funding:	€1,241,000
TEN-T funding:	50%



The proposed Action’s main objective is to allow for the updating of the integration of the CTC (Centralised Traffic Control), an essential element to enable service uplift delivered by the overall DART (Dublin Area Rapid Transit) Underground programme. More specifically, the Action concerns studies resulting in the specification of a rail CTC system for the Dublin area. The purpose of a CTC is to monitor, manage and regulate train movements on the rail network. It contributes to the removal of a bottleneck at Dublin along the Cork-Dublin-Belfast section of Priority Project 26 (Railway/road axis Ireland/United Kingdom/continental Europe).

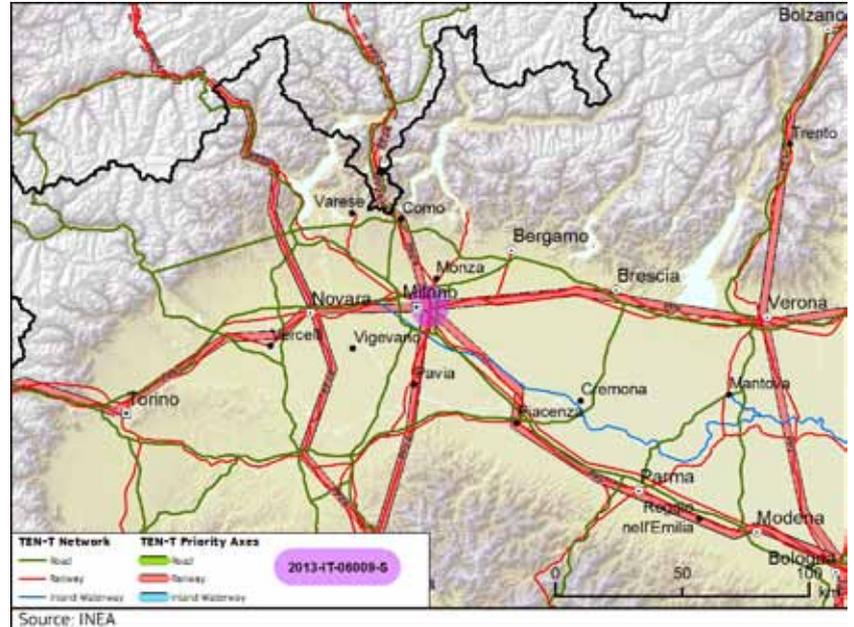
## Evaluation remarks

The proposed Action is relevant to the Call since it contributes to the removal of a bottleneck along Priority Project 26. Its maturity is very good and it is ready to start. The impact of the proposed Action is good since the final output will lead directly to implementation. The quality of the proposal is also good.

# Design of the new master plan of the Lambrate railway station

2013-IT-06009-S • Part of Priority Project 6

Priority Projects	
<b>Member States involved:</b> Italy	
<b>Applicant:</b> Ministero delle Infrastrutture e dei Trasporti	
<b>Requested funding</b>	
Total eligible costs	€3,660,000
TEN-T requested funding:	€1,830,000
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€3,660,000
TEN-T recommended funding:	€1,830,000
TEN-T funding:	50%



The proposed Action covers the preliminary and final design to remove a bottleneck on Priority Project 1 (Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo), Priority Project 6 (Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border) and Priority Project 24 (Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen) at Milano Lambrate station. The station currently serves around 700 freight and passenger trains per day. With the upcoming opening of the new Gotthard and Ceneri tunnels, this number is expected to increase to up to 800 trains per day, well above the station's capacity in its present layout.

## Evaluation remarks

The proposed Action is very relevant as it contributes to the balanced development of the network by addressing a major bottleneck. Its maturity is good as the proposed Action is technically ready to start. Its impact is also good. The quality of the proposal is satisfactory.

# Comprehensive study removal bottleneck Calandbridge Port of Rotterdam on rail freight corridor Netherlands-Germany and beyond (Priority Project 24)

2013-NL-24001-S • Part of Priority Project 24

Priority Projects	
<b>Member States involved:</b>	The Netherlands
<b>Applicant:</b>	ProRail B.V.
<b>Requested funding</b>	
Total eligible costs	€11,061,000
TEN-T requested funding:	€5,530,500
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€11,061,000
TEN-T recommended funding:	€5,530,500
TEN-T funding:	50%



The proposed Action concerns studies whose outcome will contribute to the decision-making on solving the main bottleneck at the Dutch part of TEN-T corridors A (i.e. Priority Project 24 - Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen) and F (Caland Bridge). As a result, the western part of the Port of Rotterdam will be more accessible to rail freight transport, services will become more reliable and the increased capacity will allow demands to be met in the medium and long term.

Its proposed activities include:

1. A decision on the preferred alternative as the end result of the exploratory phase, based on the general environmental impact assessment (EIA), social cost-benefit analyses and all other studies
2. Detailed EIA
3. Draft Route Decision (OTB): this formal document will be based on all of the studies undertaken.

## Evaluation remarks

The proposed Action is very relevant as it addresses the priorities and objectives of the Call and is expected to lead to physical implementation in 2016. It is also very mature since both the proposed Action and the Global Project have received approval at the government level and are ready to start. The proposed Action's impact is very good and its results will be used for decision making. Overall, the quality of the proposal is good.

# Design studies for upgrading of E4 to motorway as a part of the Nordic Triangle at Ljungby in Sweden

2013-SE-12006-S • Part of Priority Project 12

Priority Projects	
<b>Member States involved:</b> Sweden	
<b>Applicant:</b> Swedish Transport Administration	
<b>Requested funding</b>	
Total eligible costs	€2,596,584
TEN-T requested funding:	€1,298,292
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€2,596,584
TEN-T recommended funding:	€1,298,292
TEN-T funding:	50%



The proposed Action involves the funding of a study (Road Plan) for the Ljungby bypass road section, the last missing motorway section on the eastern axis of Priority Project 12 (Nordic Triangle railway/road axis) and a current bottleneck of 31.5 km.

The study includes an Environmental Impact Assessment, archaeological investigations, design of the Road Plan and preparation of tender documentation prior to the works. Widening the road to motorway standard will have a positive impact on the number of accidents and improve conditions for road users by reducing travel times. It will include ground water protection and noise reduction measures.

## Evaluation remarks

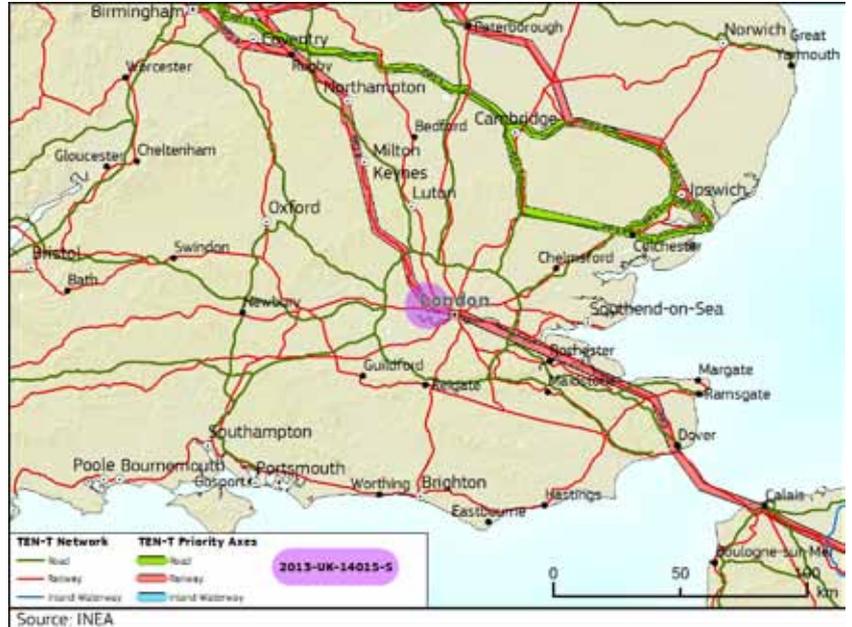
This proposed Action is very relevant as it addresses the priorities of the Call by eliminating a bottleneck located on Priority Project 12. Its maturity is very good as it is ready to start from a technical point of view. Its impact is well demonstrated and will be high. The quality of the proposal is very good.



# Developing the TEN-T Core Network corridor in the United Kingdom: The Crossrail - West Coast Main Line (WCML) Link study

2013-UK-14015-S • Part of Priority Project 14

<b>Priority Projects</b>	
<b>Member States involved:</b> United Kingdom	
<b>Applicant:</b> Department for Transport	
<b>Requested funding</b>	
Total eligible costs	€5,851,640
TEN-T requested funding:	€2,925,820
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€5,851,640
TEN-T recommended funding:	€2,925,820
TEN-T funding:	50%



The proposed Action involves the preparatory studies to create an interconnection between the West Coast Main Line (WCML) (Priority Project 14) and improve passenger connections with the European high speed rail network by linking into the planned High Speed 2 (HS2) - High Speed 1 (HS1) interchange, the UK element of Priority Project 2 (High speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London). The design option aims to provide additional capacity to relieve congestion at the south end of the WCML (including Euston station and the surrounding area) and provide wider transport connectivity.

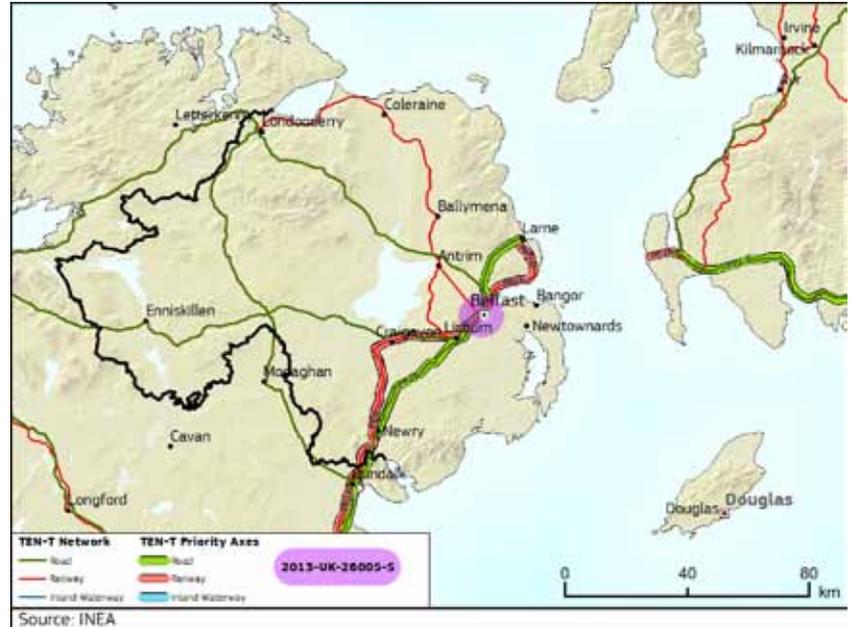
## Evaluation remarks

The proposed Action is very relevant since the outcomes of the studies are expected to contribute to improving connectivity with Priority Project 2, as well as remove a bottleneck. Its maturity is very high since it is ready to start from the technical point of view and procurement procedures are in place. The study is expected to have a very high impact as it will enable the relevant authorities to decide whether to proceed with the next phase. Overall, the quality of the proposal is very good.

# Belfast intermodal transport hub - improving intermodal connection on the TEN-T Core Network

2013-UK-26005-S • Part of Priority Project 26

Priority Projects	
<b>Member States involved:</b> United Kingdom	
<b>Applicant:</b> Department for Transport	
<b>Requested funding</b>	
Total eligible costs	€6,973,786
TEN-T requested funding:	€3,486,893
TEN-T funding:	50%
<b>Recommended funding</b>	
Total eligible costs:	€6,973,786
TEN-T recommended funding:	€3,486,893
TEN-T funding:	50%



The proposed Action deals with preliminary studies for the creation of a new intermodal transport hub for Belfast along Priority Project 26 (Railway/road axis Ireland/United Kingdom/continental Europe) and Priority Project 9 (Railway axis Cork–Dublin–Belfast–Stranraer). It aims to identify the means by which to best implement a programme of works that will deliver a fully integrated cross-border, main-line train and bus/coach facility, with a seamless connection to the proposed rapid transit service — resulting in a thriving and efficiently functioning public amenity within Belfast’s central business district.

## Evaluation remarks

The proposed Action is very relevant as it deals with preliminary studies of a Global Project belonging to Priority Project 26, thus addressing the objectives of the Call. Its maturity is very high and it is ready to start. The impact of the proposed Action is high and it is expected to enable decision-making on how best to deliver the inter-modal transport hub and it will be used for further policy making at the regional level. The quality of the proposal is very good.

## **Multi-Annual Call 2013**

**Projects NOT recommended  
for funding**

**NOT RECOMMENDED FOR FUNDING**

## Portuguese Air Force AIS Migration to European AIS Database

2013-PT-40006-S

<b>ATM</b>	
<b>Member States involved:</b>	Portugal
<b>Applicant:</b>	Ministry of Defense - Portuguese Air Force
<b>Requested funding</b>	
Total eligible costs	€31,500
TEN-T requested funding:	€30,000
TEN-T funding:	95.24%
<b>Recommended funding</b>	<b>€0</b>

The proposed Action is the migration of the Portuguese Air Force to the European AIS Database (EAD), due to the required harmonisation of operational air traffic in the EU and to be part of the EAD as a data provider. The Action will provide the information required for an effective transition to EAD and in compliance with Eurocontrol's implementation requirements. The Action consists of six main activities:

1. A study of military needs to comply with Eurocontrol's requirements
2. A review of the skills to be acquired based on EAD
3. A study of EAD functions and characteristics
4. A technical study of the migration feasibility
5. The migration of military aeronautical information to EAD
6. A safety case study

### Evaluation remarks

The proposed Action addresses well the Call priorities and objectives, in particular the Air Traffic Management (ATM) modernisation. Its maturity is also good. However, its scope and magnitude are very limited as demonstrated by its size that is far below the applicable funding threshold, which affects negatively both its relevance and impact. Overall, insufficient information undermines the quality of the proposal.

**NOT RECOMMENDED FOR FUNDING**

## Retrofitting Danish "Contec Rail" Class My- and Mx locos with ETCS Baseline 3

2013-DK-60006-P

<b>ERTMS</b>	
<b>Member States involved:</b>	Denmark
<b>Applicant:</b>	Contec Rail Aps
<b>Requested funding</b>	
Total eligible costs	€1,114,273
TEN-T requested funding:	€557,236
TEN-T funding:	50.01%
<b>Recommended funding</b>	<b>€0</b>

The proposed Action aims to retrofit five locomotives with ERTMS onboard equipment within the global Danish ERTMS project (Danish Signalling Programme).

It will install ETCS baseline 3.0 and STM-DK onboard systems as so-called first of class and serial roll-out installation on three class My and two class Mx locomotives of the freight forwarder Contec Rail.

### Evaluation remarks

The relevance of the proposed Action is good as it addresses well one Call priority. It is very mature and the political commitment is proven. Its impact is good, but remains limited due to the modest size of the proposed Action. However, the quality of the proposal is poor, because it lacks detailed information which does not allow a comprehensive assessment of its scope and timely implementation.



**NOT RECOMMENDED FOR FUNDING**

## Testing ETCS Conformity (TECon)

2013-EU-60008-S

ERTMS	
<b>Member States involved:</b> Germany, Sweden	
<b>Applicant/Coordinator:</b> DLR	
<b>Requested funding</b>	
Total eligible costs	€555,000
TEN-T requested funding:	€277,500
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action covers the development and execution of Subset-076 test campaigns in accredited reference laboratories for the ERTMS Baseline 3 to check the conformity of on-board units, provided by 2 different suppliers. It aims to improve the Subset-076 test specification of Baseline 3 products. A cross validation (peer review) with another accredited laboratory performing a similar campaign with on-board units from other suppliers is also planned.

### Evaluation remarks

The relevance of the proposed Action is sufficiently demonstrated by its support for the development of the test scenarios for the ERTMS Baseline 3 for on-board units. Its good impact is backed by its contribution to development of interoperability of the EU railway system. However, the proposed Action is not considered to be sufficiently mature, since the availability of on-board products for testing and the relevant laboratory accreditation by 2015 are not confirmed. The proposal is of insufficient quality with important information missing in the application.

**NOT RECOMMENDED FOR FUNDING**

## Homologation Project: Testing and Approval of ERTMS on-board equipment according to Baseline 3 for Finnish ERTMS deployment plan and Scandinavian TEN-T Rail Network

2013-FI-60005-S

ERTMS	
<b>Member States involved:</b> Finland	
<b>Applicant:</b> VR-Group Ltd	
<b>Requested funding</b>	
Total eligible costs	€1,690,000
TEN-T requested funding:	€845,000
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action features the development and authorisation — including testing — of an ETCS Baseline 3 on-board unit for newly purchased Vectron locomotives. It forms part of the locomotives' supply contract. The main goal is to develop an ETCS on-board unit, including national STM module, for future on-board ETCS deployment on the railway undertakings' fleet of locomotives. This is important from the perspective of the Finnish National ERTMS Deployment Plan, as the first tracks are planned to be equipped with ETCS only after the installed on-board ETCS reaches a critical mass of vehicles.

### Evaluation remarks

The relevance of the proposed Action is very low since it does not fall under any of the four priority areas of the Call. Its maturity is weak with no confirmation on the availability of an accredited laboratory for the necessary Baseline 3 tests. The overall quality of the proposal is poor, since information required by the Call was not provided.

**NOT RECOMMENDED FOR FUNDING**

## Rollout of STM (Specific Transmission Module) transition balises on French border sections

2013-FR-60002-P

ERTMS	
<b>Member States involved:</b> France	
<b>Applicant:</b> Ministère de l'écologie, du développement durable, et de l'énergie	
<b>Requested funding</b>	
Total eligible costs	€1,289,415
TEN-T requested funding:	€644,707
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The Action aims at deploying balises for the transition of the Specific Transmission Module at 16 border crossings in France to enable the transit of ETCS-equipped trains to cross the border without stopping. It will equip some border points on the French rail network; only the border with Basel belongs to an ERTMS (C) corridor.

### Evaluation remarks

Although this proposed Action's maturity is well demonstrated with formal approval at governmental level provided and procurement procedure completed, it is not relevant since it does not address ETCS track-side deployment but STM only. Its impact remains limited with no direct contribution to ETCS roll-out in the country. The overall quality is low in terms of its logic and clarity and poor regarding its completeness.

**NOT RECOMMENDED FOR FUNDING**

## Digital engineering for ERTMS: ERTMS system data production and security

2013-FR-60003-S

ERTMS	
<b>Member States involved:</b> France	
<b>Applicant:</b> Ministère de l'écologie, du développement durable, et de l'énergie	
<b>Requested funding</b>	
Total eligible costs	€4,822,000
TEN-T requested funding:	€2,411,000
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action intends to gather geographical information on the entire French railway network in view of preparing future ERTMS deployment. It consists of an engineering study that aims at collecting, updating and preparing digital data detailed in a format that is used by only one ERTMS supplier (Alstom).

### Evaluation remarks

The proposal's maturity is good with the procurement procedure already completed. The impact of the study is sufficient as its outcome has a potential to be used as a decision-making tool for further development of the infrastructure in the country. However, it is not relevant since it does not address the objectives, priorities and expected results of the Call. Furthermore, the quality of the proposal is poor as it only provides limited technical information.

**NOT RECOMMENDED FOR FUNDING**

## ERTMS design work for the initial parts of corridor B in Sweden

2013-SE-60007-S

ERTMS	
<b>Member States involved:</b> Sweden	
<b>Applicant:</b> Trafikverket	
<b>Requested funding</b>	
Total eligible costs	€5,600,170
TEN-T requested funding:	€2,800,085
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action aims at preparing the basic design for the ETCS deployment on the track side of the railway line sections Mjölby-Nässjö and Hallsberg-Mjölby-Linköping, which are part of the ERTMS Corridor B in Sweden. The expected results of this study will be used for the procurement documentation of the tendering process planned for the construction phase of these two sections.

### Evaluation remarks

The relevance is good as the proposed Action addresses well the objectives, priorities and expected results of the Call. Its maturity is well demonstrated with procurement procedures well advanced. Its impact is good since the outcome of the proposed Action will be used along ERTMS corridor B. The quality of the proposal is good.

However, by the end of the internal evaluation the applicant requested INEA to withdraw the proposal from the Call. Therefore, regardless of the positive outcome of its evaluation, the proposal is not recommended for funding.

**NOT RECOMMENDED FOR FUNDING**

## Deployment of ERTMS On Board-equipment in Sweden 2013-2015

2013-SE-60014-P

ERTMS	
<b>Member States involved:</b> Sweden	
<b>Applicant:</b> Trafikverket	
<b>Requested funding</b>	
Total eligible costs	€2,070,000
TEN-T requested funding:	€1,035,000
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action aims at retrofitting and upgrading eight and six locomotives respectively for the traffic going between Stockholm and Narvik (Norway), including the ERTMS-equipped Botnia line. The on-board installation will be equipped with Baseline 2 version 2.3.0d in a steps approach and should be completed by 2015.

Based on the Swedish implementation strategy, the Global Project, to which the Action contributes, a large part of the vehicle fleet needs to be equipped with ETCS at an early implementation phase of the ERTMS deployment in Sweden.

### Evaluation remarks

The proposed Action demonstrates sufficient relevance since it meets the essential conditions of the Call. Its maturity is good, with political and financial support ensured via the Global Project. The proposed Action is expected to have a positive impact on the interoperability of the railway system in the country. However, the proposal is of too poor quality in terms of its completeness to allow its selection for EU funding.

**NOT RECOMMENDED FOR FUNDING**

## Deployment of ERTMS on Locomotive BR 142

2013-SE-60016-P

<b>ERTMS</b>	
<b>Member States involved:</b> Sweden	
<b>Applicant:</b> Hector Rail AB	
<b>Requested funding</b>	
<b>Total eligible costs</b>	€1,050,000
TEN-T requested funding:	€525,000
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action will retrofit seven class 142 locomotives with ETCS 2.3.0d and prepare them for the upgrade to ETCS baseline 3 for use in Sweden. The authorisation of the ETCS on-board at the end of the Action will be requested only for Sweden. The proposed ETCS system was previously used in four other locomotives of the same class by the beneficiary, albeit with slightly different configuration.

### Evaluation remarks

The proposed Action is of good relevance because it meets ERTMS deployment priorities. Its sufficient maturity is backed by its readiness to start from a technical point of view. Its impact is good, but limited by the size of the fleet and the fact that it operates only in one country (no cross-border interoperability). The overall quality of the proposal is poor due to lack of information to allow its selection for EU funding.

**NOT RECOMMENDED FOR FUNDING**

## BLUE LANE – Motorways of the Sea Fast Logistic and Customs lane: new market-places over the Rhine-Alpine Corridor tested for EXPO 2015 and exploited in other Corridors

2013-EU-21008-S • Part of Priority Project 21

<b>MoS</b>	
<b>Member States involved:</b> Spain, Ireland, Italy, The Netherlands, Romania	
<b>Applicant/Coordinator:</b> Regione Liguria	
<b>Requested funding</b>	
<b>Total eligible costs</b>	€8,646,520
TEN-T requested funding:	€4,323,260
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action aims to translate a set of the WorldBank Logistic KPI in the design, development, validation and assessment of the "Fast Logistic and Customs Lane" concept applied and evaluated on the Rhine Alpine Corridor and exploited within MoS by:

- Creating an improved logistic and custom lane concept aimed at speeding up the freight flow between the shipping side, the ports and the related hinterland
- Testing the concept via a number of pilots focused on the inbound and outbound freight flow from the EXPO 2015 in Milan
- Exploiting the transferability of the concept in TEN-T corridors
- Stimulating new business opportunities along those corridors
- Contributing to the Rhine Alpine, Rhine Danube and MoS governance structure, interacting with the related stakeholder platforms/working groups to support the new TEN-T policy focused on Core network corridors and MoS.

### Evaluation remarks

The proposed Action is relevant to the MoS concept and the Call. Although the proposed Action is mature, the impacts are addressed in an inadequate manner. The proposal has significant weaknesses in terms of quality, as there is no leading aim of the proposed Action.



**NOT RECOMMENDED FOR FUNDING**

## True Hybrid Scrubber Solution

2013-EU-21014-S • Part of Priority Project 21

MoS	
<b>Member States involved:</b> Germany, Finland	
<b>Applicant/Coordinator:</b> Oy Lanh Ship AB	
<b>Requested funding</b>	
Total eligible costs	€11,909,100
TEN-T requested funding:	€5,954,550
TEN-T funding:	50%
<b>Recommended funding</b>	€0

This proposed Action will demonstrate the scalability of a newly developed, recently certified scrubber, suitable for the bulk of vessels responsible for freight transport in the Baltic MoS in terms of price, size and weight (typically around 1000 TEU feeder or general cargo vessels). It will expand the prototype installed on board M/S Laura to three vessels of different sizes and develop end-to-end service solutions to handle the scrubber waste at the Ports of Helsinki, Tornio, Hamburg, and Terneuzen.

The Action is necessary to establish a functioning market of proven scrubbers for vessels operating within the Baltic and North Sea markets.

### Evaluation remarks

The proposed Action is, despite its high maturity, not relevant to the MoS call as a pilot action. Its impact as a pilot is very low as the real decision-making tool was already demonstrated by the installation and testing of the initial scrubber. The proposal's quality is low since it lacks coherence, clarity, substantiated information and a justified breakdown of the budget.

**NOT RECOMMENDED FOR FUNDING**

## Feasibility study, Concept Design and Preliminary Design tender requalification of 11 intermodal transportation nodes located in the Lazio Region and in Priority Axis No. 1 Berlin–Palermo

2013-IT-01013-P • Part of Priority Project 1

Priority Projects	
<b>Member States involved:</b> Italy	
<b>Applicant:</b> Azienda Strade Lazio - Astral S.p.A.	
<b>Requested funding</b>	
Total eligible costs	€2,000,000
TEN-T requested funding:	€1,000,000
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action involves the “Feasibility study, Concept Design and Preliminary Design tender” for the requalification of 11 intermodal transport nodes located in the region of Lazio, Italy. The final goal is to promote rail transport and rail-road interchanges. The effect of this reclassification has the double advantage of reducing the traffic of heavy vehicles on the regional road network and shifting passengers from road to rail transport.

### Evaluation remarks

Although the proposed Action is technically mature and ready to start from a technical point of view, its relevance remains limited since it does not address the removal of bottlenecks or lead to the direct implementation of works. The impact of the proposed Action is marginal because its contribution to policy making and as a best practice is not demonstrated. Furthermore, the overall quality of the proposal is very limited.

**NOT RECOMMENDED FOR FUNDING**

## **750 SMART ACTION - Integration and amelioration of intermodal transport logistic platforms in an efficient and competitive chain**

2013-IT-06017-P • Part of Priority Project 6

<b>Priority Projects</b>	
<b>Member States involved:</b>	Italy
<b>Applicant/Coordinator:</b>	Central European Initiative - Executive Secretariat
<b>Requested funding</b>	
<b>Total eligible costs</b>	€1,300,000
TEN-T requested funding:	€650,000
TEN-T funding:	50%
<b>Recommended funding</b>	€0

The proposed Action covers pre-feasibility studies to improve the existing railway section between Venice and Trieste, part of Priority Project 6 (Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border), and the port-railway interfaces of the Ports of Venice and Trieste.

### **Evaluation remarks**

The proposed Action is relevant to the Call since it concerns studies that aim to relieve bottlenecks along Priority Project 6. Its impact is demonstrated by the fact that its outcomes will be used for decision-making by all the parties involved. However, its maturity is low, since the readiness of the proposed Action to start has not been demonstrated. The quality of the proposal is low due to insufficient detail and the fact that the financial security of the proposed Action is not demonstrated.



Innovation and Networks Executive Agency (INEA)

**2014**