



Connecting Europe Facility (CEF)
2019 TRANSPORT MAP CALL
Proposal for the selection
of projects

July 2020

Innovation
and Networks
Executive Agency

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Abbreviations

List of commonly used abbreviations:

- AP - Annual Work Programme
- ATM - Air Traffic Management
- CBA - Cost-benefit analysis
- CEA - Cost-Effectiveness Analysis
- CEF - Connecting Europe Facility
- C-ITS - Cooperative Intelligent Transport Systems and Services
- CNC - Core Network Corridor
- CNG - Compressed Natural Gas
- EIA - Environmental Impact Assessment
- ERTMS - European Rail Traffic Management System
- ETCS - European Train Control System
- EV - Electric Vehicle
- FAB - Functional Airspace Block
- FO - Funding Objective
- HGV - Heavy goods vehicle
- HSL - High speed line
- ISO - International Organisation for Standardisation
- ITS - Intelligent Transport Systems and Services
- IWW/IWT - Inland Waterways / Inland Waterway Transport
- kV - kilo Volt (1,000 volts)
- LBG - Liquefied Bio Gas
- LNG - Liquefied Natural Gas
- LPG - Liquefied Petroleum Gas
- MAP - Multi-Annual Work Programme
- MoS - Motorways of the Sea
- MS - Member State (of the European Union)
- MW - Megawatt
- NOx - Nitrogen oxide
- OPS - Onshore Power Supply
- PCP - Pilot Common Projects
- RIS - River Information Services
- RRT - Rail-Road Terminal
- Ro-Ro - Roll on-Roll off vessel
- SES - Single European Sky
- SESAR - Single European Sky ATM Research and Development project
- SOx - Sulphur oxide
- TAF-TSI - Telematics Applications for Freight - Technical Specification for Interoperability (Rail)
- TAP-TSI - Telematics Applications for Passenger services - Technical Specification for Interoperability (Rail)
- TEN-T - Trans-European Transport Network

Introduction

The Connecting Europe Facility (CEF)¹ is the main EU funding instrument supporting the development of the Trans-European Transport Network (TEN-T) as established by the TEN-T Guidelines².

The main objective of the CEF Transport Programme is to provide funding for projects of common interest in the European Union to help complete the TEN-T, in particular the Core Network and its nine Core Network Corridors by 2030. To achieve this objective, a total budget of approximately €24 billion³ has been made available for TEN-T projects for the 2014-2020 Multi-Annual Financial Framework. Out of this budget, €11.3 billion is reserved for projects in the 15 Member States eligible for support from the Cohesion Fund⁴.

CEF priorities

To achieve the objectives of the Connecting Europe Facility, the funding allocated to projects is organised around three funding objectives:

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

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

CEF funding is awarded in the form of grants allocated through calls for proposals (mainly), and in the form of financial instruments managed in cooperation with entrusted entities, notably the European Investment Bank. Furthermore, a number of Programme Support Actions, i.e. technical assistance measures which are required for the management of the CEF programme and the achievement of its objectives, are being promoted, in particular to improve the capacity of Member States and possible applicants to prepare project pipelines.

Multi-Annual and Annual Work Programmes

Most of the CEF funding during the 2014-2020 period is allocated under the Multi-Annual Work Programmes (MAP). These MAPs address projects of longer-term nature and higher importance along the Core Network Corridors, other sections of the Core Network and horizontal priorities⁵ which are pre-identified in Part I of Annex I of the CEF Regulation. The remaining CEF funding is allocated under the Annual Work Programmes (AP). The CEF transport funding priorities are established in a Commission Delegated Regulation of 8 July 2016⁶.

2019 CEF Transport MAP call – Structure and Particularities

The 2014-2020 Multi-Annual Work Programme (MAP) was amended on 16 October 2019⁷ in order to introduce the 2019 CEF Transport MAP call for proposals, providing information on the total indicative amount of financial support and the priorities to be supported.

This call for proposals addressed a number of priorities falling within one of the Funding Objectives of the CEF Regulation outlined above:

Funding Objective 1:

- Pre-identified projects on the Core Network
- European Rail Traffic Management System (ERTMS): on-board deployment

Funding Objective 2:

- Safe and secure infrastructure, including safe and secure parking on the road core network

Funding Objective 3:

- Intelligent Transport Services for road (ITS)
- Single European Sky – SESAR
- Actions implementing transport infrastructure in nodes of the core network, including urban nodes (passengers transport)
- Motorways of the Sea

Applicants to this call were encouraged to deploy and use CEF Digital building blocks. This call for proposals also aimed at accelerating the deployment of technologies which have been developed, tested and validated by projects funded under EU's research programmes, notably by the Horizon 2020 programme.

Key aspects of the evaluation of the 2019 CEF Transport MAP call

Proposals submitted and evaluated

A total of 262 proposals were received by INEA under the 2019 CEF Transport MAP call.

After assessment by the Admissibility and Eligibility Committees, 253 proposals were deemed eligible for evaluation.

The total funding requested by applicants of the eligible proposals amounted to almost €4.5 billion.

Evaluation and selection process

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

1. An external evaluation of proposals was organised by the Innovation and Networks Executive Agency (INEA) in the period from March to May 2020. The technical appraisal of each proposal against four award criteria (relevance, maturity, impact and quality) was made individually and remotely by at least three independent external technical experts. These experts then discussed each proposal in a consensus meeting, held remotely because of the COVID-19 travel restrictions, and agreed on a score and comments for each of the award criteria, leading to a recommendation in favour or against funding.

The external technical experts were assisted in their work by Cost-Benefit Analysis experts selected for their expertise and previous experience in the assessment of CBAs, which were required for certain proposals. The assessment of these experts was incorporated into the external evaluation.

2. An internal evaluation committee, chaired by the Commission's Directorate-General for Mobility and Transport of the European Commission, and with representatives of the Directorates-General for Regional Policy and for Environment, as well as the Innovation and Networks Executive Agency, reviewed the results of the external evaluation, established the list of proposals selected for funding and set the maximum amount of the EU contribution for each grant.

In doing this, the internal evaluation committee took into account in particular:

- the contribution of the proposed Action to the balanced development of the network
- the complementarity of the proposed Action with other Union funded projects, in view of optimising the impact of investments already made in the region/country/global project
- the comparative Union added value of the proposed Action in relation to other proposed Actions
- any identified/identifiable risks of double-funding from other Union sources
- budgetary constraints

Preliminary Results of the evaluation

Following the evaluation, 130 proposals were recommended for funding, amounting to slightly more than €2.1 billion of CEF support.

Table 1: Recommended proposals under the 2019 CEF Transport MAP call

| Priority | Number of proposals recommended for funding | Recommended funding, € |
|---|---|------------------------|
| Pre-identified projects on the Core Network/Railways | 55 | 1,603,233,590 |
| Pre-identified projects on the Core Network/Inland waterways and inland ports | 21 | 100,644,564 |
| Pre-identified projects on the Core Network/Roads | 1 | 20,091,333 |
| Pre-identified projects on the Core Network/Maritime ports | 15 | 116,225,069 |
| European Rail Traffic Management System (ERTMS) | 8 | 42,700,000 |
| Safe and secure infrastructure | 11 | 56,265,184 |
| Intelligent Transport Services for road (ITS) | 2 | 2,239,086 |
| SESAR/Common projects | 1 | 20,000,000 |
| Actions implementing transport infrastructure in nodes of the core network, including urban nodes | 10 | 127,738,212 |
| Motorways of the Sea | 6 | 22,344,565 |
| TOTAL | 130 | 2,111,481,603 |

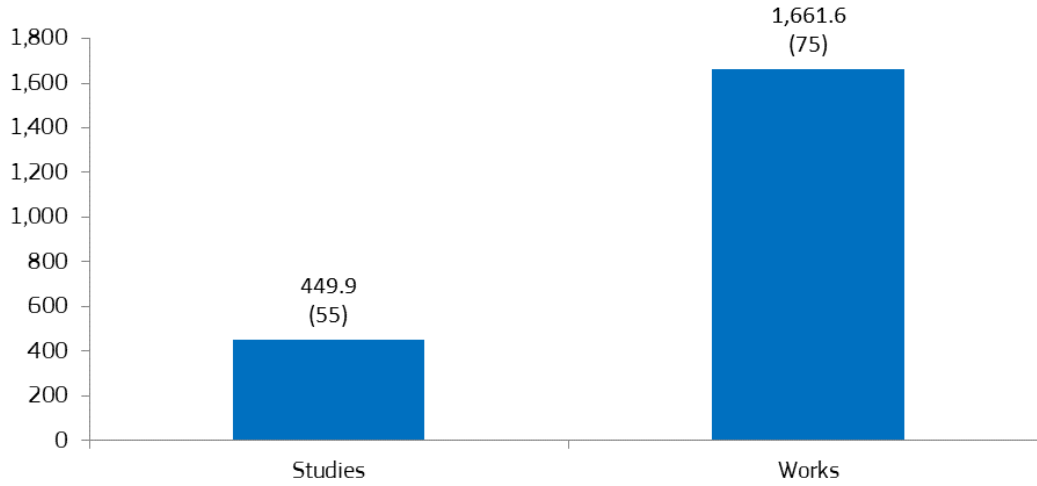
References

1. [Regulation \(EU\) 1316/2013](#) of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility.
2. [Regulation \(EU\) 1315/2013](#) of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network.
3. This figure includes the total amount (grants, financial instruments and programme support actions), not only what is delegated to INEA for management.
4. Bulgaria, Croatia, Cyprus, Czechia, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia.
5. SESAR; telematics applications for all modes of transport including ITS, ERTMS, RIS; new technologies and innovation; safe and secure infrastructure, Motorways of the Sea.
6. [Commission Delegated Regulation \(EU\) 2016/1649](#) of 8 July 2016 supplementing Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility, OJ L 247/2016 of 15.09.2016.
7. [Commission Implementing Decision C\(2018\) 6599 final](#) of 12 October 2018
8. The applicable funding form for the priority Rail Freight Noise is a fixed unit contribution per type of wagon. The notion of eligible costs is not applicable to this priority, thus the indication n/a in the information concerning requested/recommended funding for these proposals.

Figures

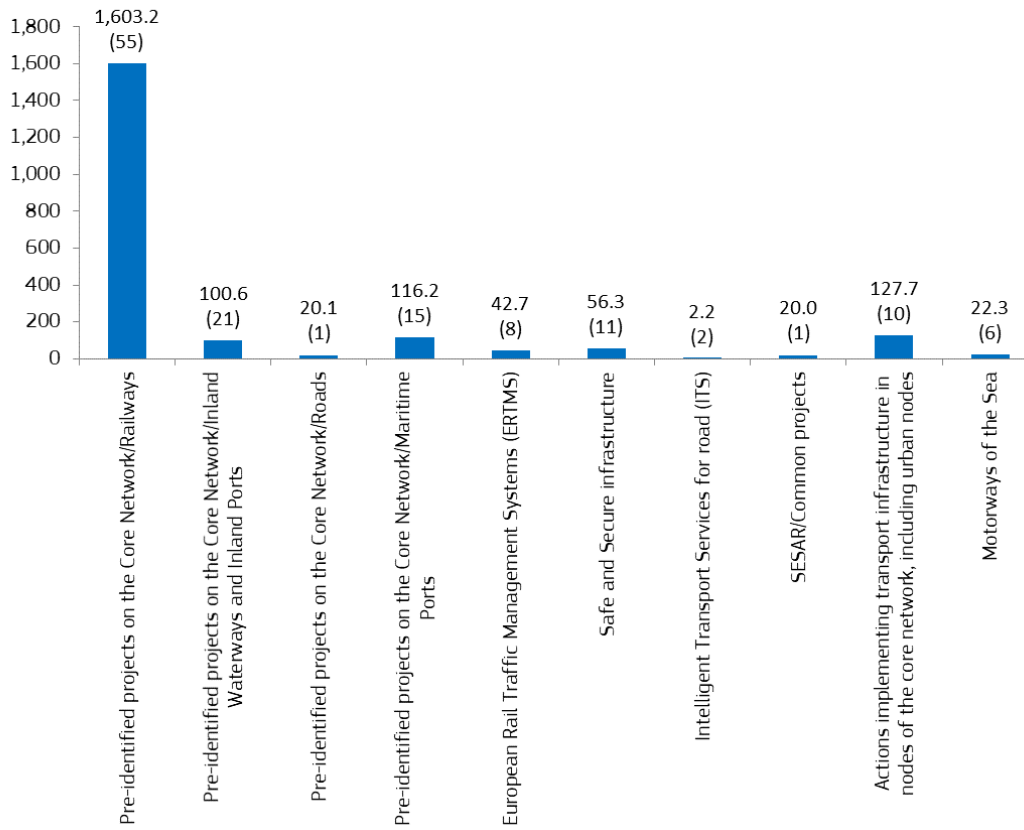
Recommended CEF funding by project type (€ million)

() = Number of proposals



Recommended CEF funding by priority (€ million)

() = Number of proposals





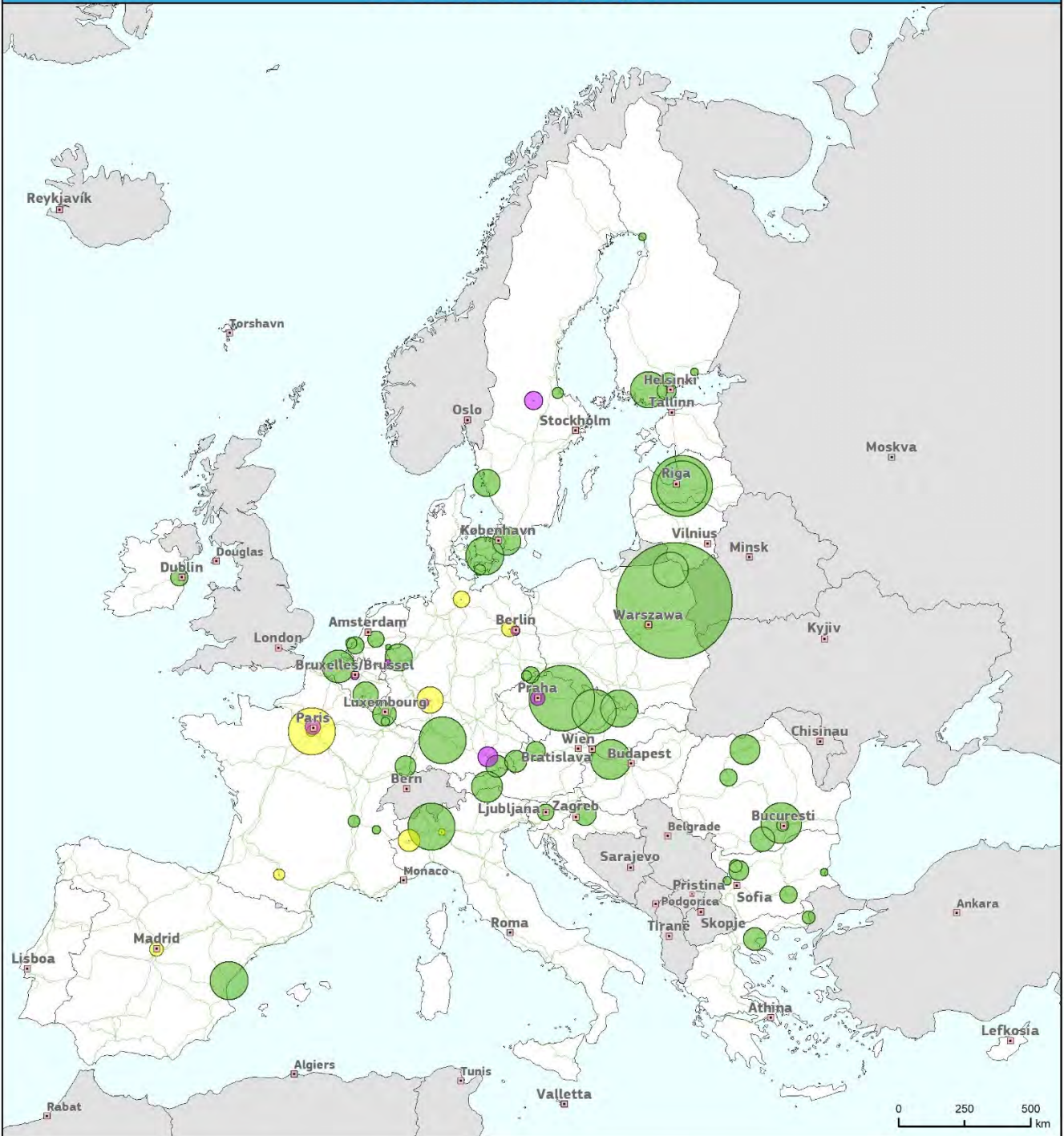
TRANS-EUROPEAN TRANSPORT NETWORK

Innovation and Networks Executive Agency

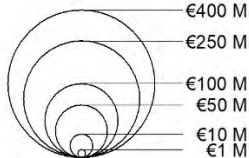
2019 CEF MAP TRANSPORT CALL FOR PROPOSALS

Railways, ERTMS, Urban Nodes

72 recommended proposals



Proposals for CEF funding



Core Network

— Railway

- Railways (55*)
- ERTMS (8*)
- Urban Nodes (9*)

* recommended proposals

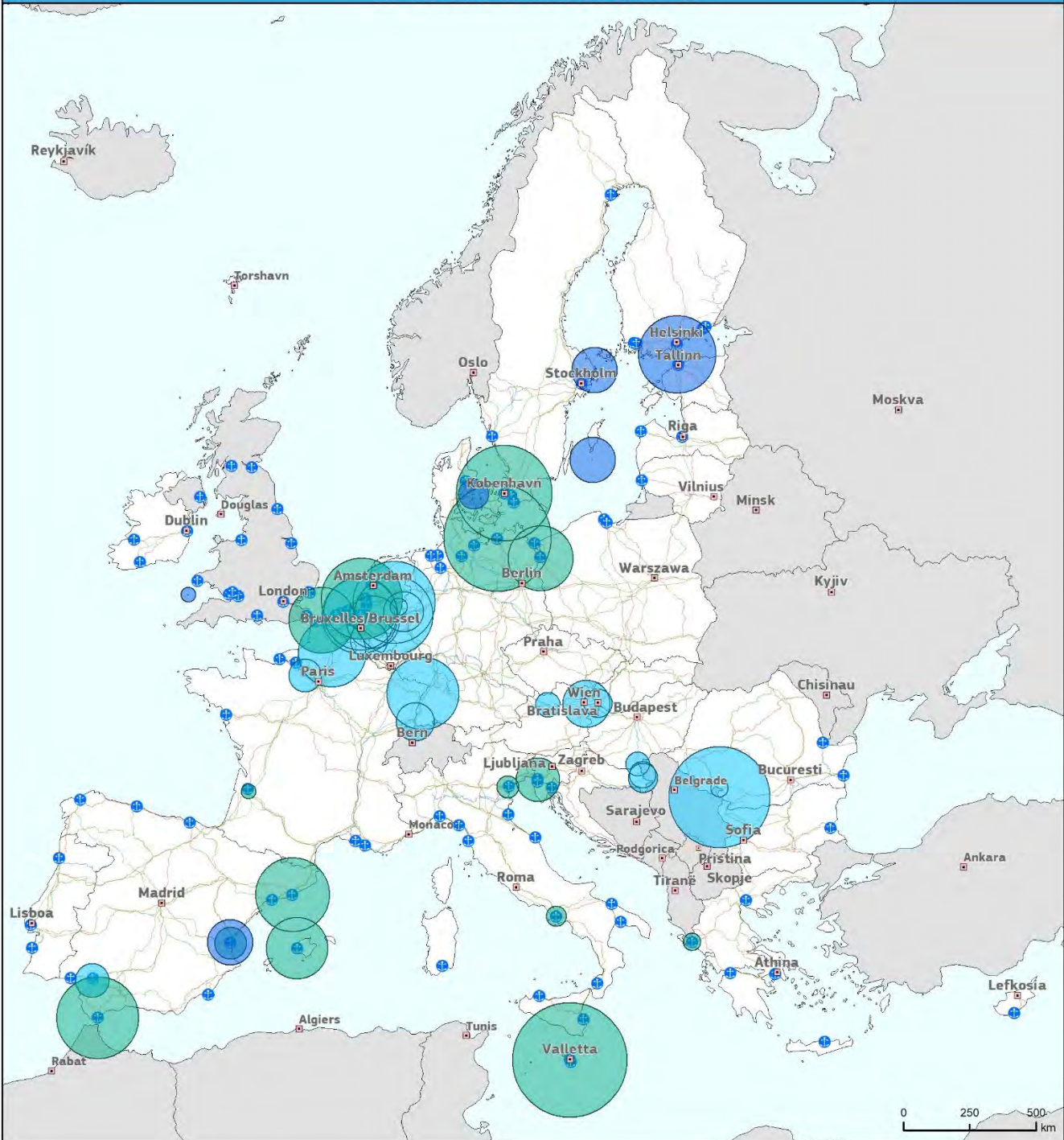
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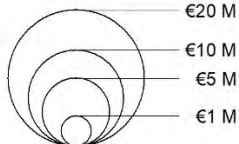
TRANS-EUROPEAN TRANSPORT NETWORK

Innovation
and Networks
Executive Agency

2019 CEF MAP TRANSPORT CALL FOR PROPOSALS IWW, Ports, Maritime Ports, Motorways of the Sea 42 recommended proposals



Proposals for CEF funding



Core Network

- Ports
- Railway
- Road
- Inland Waterway

- IWW (21*)
- Maritime Ports (15*)
- MoS (6*)

* recommended proposals

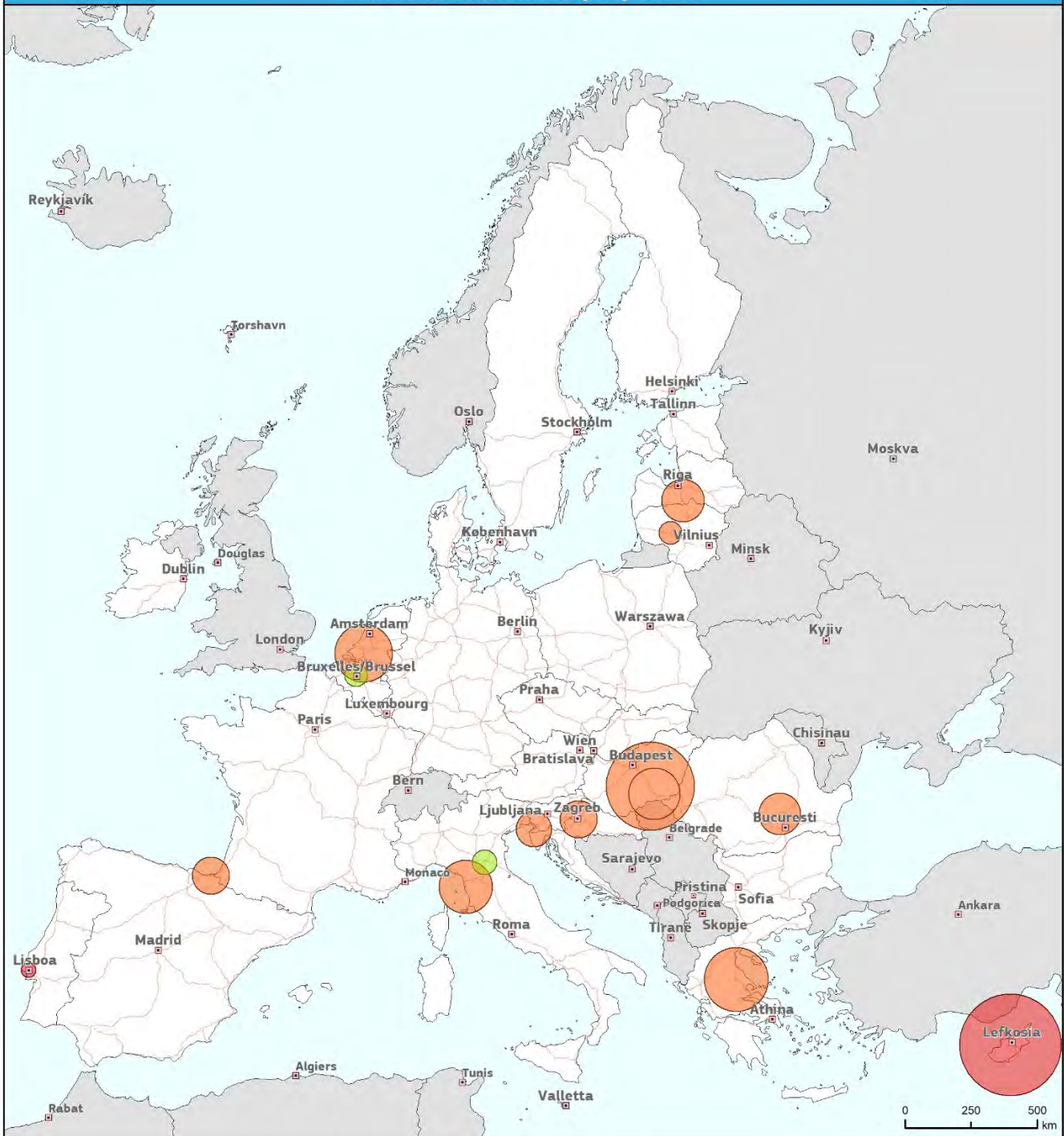
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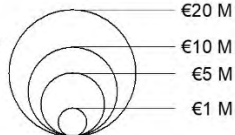
TRANS-EUROPEAN TRANSPORT NETWORK

Innovation
and Networks
Executive Agency

2019 CEF MAP TRANSPORT CALL FOR PROPOSALS Roads, ITS, Safe and Secure Infrastructure 15 recommended proposals



Proposals for CEF funding



Core Network

— Road

- Roads (2*)
- ITS (2*)
- Safe and Secure Infrastructure (11*)

* recommended proposals

Cartography: INEA, June 2020
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2019 CEF Transport call

List of proposals
recommended for funding

| Proposal number | Title | Priority | (Coordinating) applicant | Location | Total eligible costs, € | Requested CEF funding, € | % CEF requested funding | Recommended total eligible costs, € | Recommended CEF funding, € | % CEF recommended funding |
|--------------------|--|---|--|----------|-------------------------|--------------------------|-------------------------|-------------------------------------|----------------------------|---------------------------|
| 2019-AT-TM-0074-S | Studies for a new double-track railway line between Salzburg and Neumarkt-Köstendorf | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | AT | €28,223,322 | 14,111,661 | €50.00 % | €28,223,322 | 14,111,661 | 50.00 % |
| 2019-AT-TM-0100-S | Planning of a new four-track railway line between Linz and Wels | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | AT | €21,696,438 | 10,848,219 | €50.00 % | €21,696,438 | 10,848,219 | 50.00 % |
| 2019-AT-TM-0183-W | Construction of a port gate at Port of Vienna | Pre-identified projects on the Corridors of the Core Network | Hafen Wien GmbH | AT | €18,848,944 | 3,769,789 | €20.00 % | €18,848,944 | 3,769,789 | 20.00 % |
| 2019-AT-TM-0250-W | Modernisation of transshipment facilities | Pre-identified projects on the Corridors of the Core Network | Danubia Speicherei GmbH | AT | €5,250,000 | 1,050,000 | €20.00 % | €5,250,000 | 1,050,000 | 20.00 % |
| 2019-BE-TM-0086-W | BARGE-AG: Increasing inland waterway transportation by modernising Antwerp Gateway's infrastructure capacity | Pre-identified projects on the Corridors of the Core Network | Antwerp Gateway NV | BE | €48,366,798 | 9,673,360 | €20.00 % | €48,366,798 | 9,673,360 | 20.00 % |
| 2019-BE-TM-0087-W | Building a waiting dock for Inland Navigation at Noordlandbridge | Pre-identified projects on the Corridors of the Core Network | De Vlaamse Waterweg nv | BE | €22,697,000 | 9,078,800 | €40.00 % | €22,697,000 | 9,078,800 | 40.00 % |
| 2019-BE-TM-0088-W | The Albert Canal: advanced automation and remote lock operation | Pre-identified projects on the Corridors of the Core Network | De Vlaamse Waterweg nv | BE | €11,573,000 | 4,629,200 | €40.00 % | €11,573,000 | 4,629,200 | 40.00 % |
| 2019-BE-TM-0120-S | Towards more Efficient and Resilient IWW in Wallonia - Studies part one | Pre-identified projects on the Corridors of the Core Network | Public service of Wallonia - Mobility and infrastructures / SPW-MI Mobilité et Infrastructures | BE | €4,665,444 | 2,332,722 | €50.00 % | €4,665,444 | 2,332,722 | 50.00 % |
| 2019-BE-TM-0142-W | Development of prototypes for the upgrade of vehicles with ETCS SRS2.3.0d on-board equipment to ETCS SRS 3.6.0 - Level 2 | European Rail Traffic Management Systems (ERTMS) | NMBS/SNCB (NV van publiek recht / SA de droit public) | BE | €6,732,000 | 2,400,000 | €35.65 % | €6,732,000 | 2,400,000 | 35.65 % |
| 2019-BE-TM-0258-W | MobilData | Intelligent Transport Services for road (ITS) | Agentschap Wegen en Verkeer (Flemish Government) | BE | €5,190,429 | 1,038,086 | €20.00 % | €5,190,429 | 1,038,086 | 20.00 % |
| 2019-BE-TM-0316-W | Increasing performance on 4 freight sections on all Core network Corridors in Belgium | Pre-identified projects on the Corridors of the Core Network | Infrabel sa de droit public | BE | €64,300,000 | 19,290,000 | €30.00 % | €64,300,000 | 19,290,000 | 30.00 % |
| 2019-BE-TM-0320-W | Increasing the capacity on CNC Rhine-Alpine and North Sea Med by adding a 3rd and 4th track between Bruges and Ghent | Pre-identified projects on the Corridors of the Core Network | Infrabel sa de droit public | BE | €105,490,000 | 31,647,000 | €30.00 % | €105,490,000 | 31,647,000 | 30.00 % |
| 2019-BG-TMC-0158-S | Access from OEM Corridor to Burgas Airport. Studies for connection between railway infrastructure and Burgas Airport | Pre-identified projects on the Corridors of the Core Network | State Enterprise "National Railway Infrastructure Company" | BG | €2,050,000 | 1,742,500 | €85.00 % | €2,050,000 | 1,742,500 | 85.00 % |
| 2019-BG-TMC-0199-W | "Modernization of Traction Substations Vratsa and Pernik located on the Orient/East-Med Core Network Corridor" | Pre-identified projects on the Corridors of the Core Network | National Railway Infrastructure Company | BG | €14,341,139 | 12,189,968 | €85.00 % | €14,341,139 | 12,189,968 | 85.00 % |
| 2019-BG-TMC-0201-S | TA for preparation of project "Modernization of Dragoman - Border with the Republic of Serbia railway section" | Pre-identified projects on the other sections of the Core Network | State Enterprise "National Railway Infrastructure Company" | BG | €2,833,774 | 2,408,708 | €85.00 % | €2,833,774 | 2,408,708 | 85.00 % |
| 2019-BG-TMC-0207-S | TA for the project "Doubling of sections along the railway line Plovdiv-Svilengrad-border with the Republic of Turkey" | Pre-identified projects on the Corridors of the Core Network | State Enterprise "National Railway Infrastructure Company" (NRIC) | BG | €10,496,663 | 8,922,164 | €85.00 % | €10,496,663 | 8,922,164 | 85.00 % |
| 2019-BG-TMC-0211-S | Technical assistance for preparation of project "Modernization Mezdra-Medkovets railway section" | Pre-identified projects on the Corridors of the Core Network | State Enterprise "National Railway Infrastructure Company" | BG | €5,773,110 | 4,907,144 | €85.00 % | €5,773,110 | 4,907,144 | 85.00 % |
| 2019-CY-TMC-0314-W | Construction of the Lefkosia South Orbital Motorway - Phase B3 | Pre-identified projects on the Corridors of the Core Network | Public Works Department, Ministry of Transport, Communications and Works | CY | €23,636,862 | 20,091,333 | €85.00 % | €23,636,862 | 20,091,333 | 85.00 % |
| 2019-CZ-TM-0238-W | Deployment of on-board ETCS in selected prototypes | European Rail Traffic Management Systems (ERTMS) | České dráhy, a.s. | CZ | €18,733,000 | 6,300,000 | €33.63 % | €18,733,000 | 6,300,000 | 33.63 % |
| 2019-CZ-TMC-0070-W | Junction Prerov, 2nd construction - Technologies and selected infrastructure | Pre-identified projects on the Corridors of the Core Network | Správa železniční dopravní cesty, státní organizace (SŽDC, s.o.) / Railway Infrastructure Administration (RIA) | CZ | €68,675,891 | 57,323,766 | €83.47 % | €68,675,891 | 57,323,766 | 83.47 % |
| 2019-CZ-TMC-0095-W | Modernization of the Pardubice Railway Junction | Pre-identified projects on the Corridors of the Core Network | Správa železnic, státní organizace / Railway Infrastructure Administration (RIA) | CZ | €169,237,664 | 143,852,014 | €85.00 % | €148,153,290 | 125,930,297 | 85.00 % |
| 2019-DE-TM-0084-W | Investing in the ETCS on-board deployment for interoperable freight traffic along the Scan-Med Corridor | European Rail Traffic Management Systems (ERTMS) | DB Cargo AG | DE | €5,018,000 | 1,800,000 | €35.87 % | €5,018,000 | 1,800,000 | 35.87 % |
| 2019-DE-TM-0085-W | Logport VI: Investing in the expansion of inland waterway infrastructure at the inland port Duisburg on the river Rhine | Pre-identified projects on the Corridors of the Core Network | Hafen Duisburg Rheinhausen GmbH | DE | €13,730,275 | 2,746,055 | €20.00 % | €13,730,275 | 2,746,055 | 20.00 % |

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|--------------------|--|---|--|--|-------------------------|--------------------------|-------------------------|-------------------------------------|----------------------------|---------------------------|
| 2019-DE-TM-0107-W | ERTMS prototyping for TRAXX MS2 and TRAXX AC3 locomotives | European Rail Traffic Management Systems (ERTMS) | Bombardier Transportation GmbH | DE | €7,558,000 | 2,700,000 | €35.72 % | €7,558,000 | 2,700,000 | 35.72 % |
| 2019-DE-TM-0109-W | ABS Grenze D/NL - Emmerich - Oberhausen Baustufe 4 | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Verkehr und digitale Infrastruktur | DE | €55,926,000 | 22,370,400 | €40.00 % | €55,926,000 | 22,370,400 | 40.00 % |
| 2019-DE-TM-0155-S | Final planning of the new urban railway line S4 | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Freie und Hansestadt Hamburg Behörde für Wirtschaft, Verkehr und Innovation | DE | €16,908,000 | 8,454,000 | €50.00 % | €16,908,000 | 8,454,000 | 50.00 % |
| 2019-DE-TM-0161-W | On-board deployment of ETCS Baseline 3 for Siemens locomotives operating on the TEN-T | European Rail Traffic Management Systems (ERTMS) | Siemens Mobility GmbH | AT, BE, BG, CH, CZ, DE, HR, HU, IT, NL, NO, PL, RO, RS, SE, SI, SK | €32,636,000 | 11,550,000 | €35.39 % | €32,636,000 | 11,550,000 | 35.39 % |
| 2019-DE-TM-0188-S | i2030 Rail Expansion in Berlin and Brandenburg: Western Gateway | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Senatsverwaltung für Umwelt, Verkehr und Klimaschutz Berlin | DE | €15,000,000 | 7,500,000 | €50.00 % | €14,600,000 | 7,300,000 | 50.00 % |
| 2019-DE-TM-0198-S | Preliminary Design "Heidenau-D/CR national border", new-build line Dresden-Prague | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Verkehr und digitale Infrastruktur | DE | €7,500,000 | 3,750,000 | €50.00 % | €6,750,000 | 3,375,000 | 50.00 % |
| 2019-DE-TM-0202-W | Upgrade and new build of Stuttgart-Wendlingen line, including Stuttgart 21 - Action PFA 1.3a und PFA 1.4 | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Verkehr und digitale Infrastruktur | DE | €214,846,294 | 64,453,888 | €30.00 % | €214,846,294 | 64,453,888 | 30.00 % |
| 2019-DE-TM-0242-S | Final planning of the Regionaltangente West (RTW) in Frankfurt am Main | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | RTW Planungsgesellschaft mbH | DE | €55,555,000 | 27,777,500 | €50.00 % | €40,000,000 | 20,000,000 | 50.00 % |
| 2019-DE-TM-0247-W | Construction and operation of a medium-scale multimodal LNG terminal in the seaport of Rostock | Pre-identified projects on the Corridors of the Core Network | Rostock LNG GmbH | DE | €96,754,218 | 19,393,115 | €20.04 % | €96,754,218 | 19,393,115 | 20.04 % |
| 2019-DE-TM-0275-W | Improvement of the cross-border railway line between Czech Republic and Germany | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Verkehr und digitale Infrastruktur | DE | €40,770,300 | 8,154,060 | €20.00 % | €40,770,300 | 8,154,060 | 20.00 % |
| 2019-DK-TM-0146-S | Supplementary and updated studies for upgrading the Danish Fehmarnbelt tunnel railway access line (Phase 2) | Pre-identified projects on the Corridors of the Core Network | Banedanmark (Rail Net Denmark) | DK | €7,774,490 | 3,887,245 | €50.00 % | €7,774,490 | 3,887,245 | 50.00 % |
| 2019-DK-TM-0153-W | Establishment of the New Storstrøm Bridge - works | Pre-identified projects on the Corridors of the Core Network | Danish Road Directorate | DK | €142,338,100 | 42,701,430 | €30.00 % | €141,798,100 | 42,539,430 | 30.00 % |
| 2019-EL-TM-0227-S | ALFION - Alternative Fuel Implementation in IgDumenitsa Port | Pre-identified projects on the Corridors of the Core Network | Igoumenitsa Port Authority S.A. (OLIG) | EL | €1,080,000 | 540,000 | €50.00 % | €1,080,000 | 540,000 | 50.00 % |
| 2019-EL-TMC-0210-S | Studies for upgrading and duplicating the railway line from Alexandroupoli to Pithio | Pre-identified projects on the other sections of the Core Network | MINISTRY OF DEVELOPMENT AND INVESTMENTS | EL | €6,000,000 | 5,100,000 | €85.00 % | €6,000,000 | 5,100,000 | 85.00 % |
| 2019-EL-TMC-0221-S | New single railway line connecting Thessaloniki-Amphipolis-Nea Karvali - Final Phase (B) of studies | Pre-identified projects on the other sections of the Core Network | Ministry of Development and Investments | EL | €18,000,000 | 15,300,000 | €85.00 % | €18,000,000 | 15,300,000 | 85.00 % |
| 2019-EL-TMC-0264-W | Development of Safe and Secure Truck Parking Areas at the TEN-T Core Network in Greece (SSTPAs in Greece) | Safe and Secure infrastructure | MINISTRY OF INFRASTRUCTURE AND TRANSPORT | EL | €10,378,232 | 8,043,130 | €77.50 % | €10,353,232 | 8,023,755 | 77.50 % |
| 2019-ES-TM-0093-W | LNGHIVE2 POWER SUPPLY & LNG BUNKERING | Pre-identified projects on the other sections of the Core Network | Sociedad de Gestión de Bienes de Equipos Eléctricos, S.L. | ES | €31,900,000 | 6,380,000 | €20.00 % | €31,900,000 | 6,380,000 | 20.00 % |
| 2019-ES-TM-0121-W | Setting up two safe and secure parking areas in the Spanish-French border region | Safe and Secure infrastructure | BIDEGI Gipuzkoako Azpiegituren Agentzia / Agencia Guipuzcoana de Infraestructuras S.A. | ES | €15,164,368 | 2,759,915 | €18.20 % | €15,164,368 | 2,759,915 | 18.20 % |
| 2019-ES-TM-0182-W | EALINGWorks Valenciaport: Preparation of the electrical grid of the Port of Valencia for Onshore Power Supply | Pre-identified projects on the Corridors of the Core Network | FUNDACIÓN DE LA COMUNIDAD VALENCIANA PARA LA INVESTIGACIÓN, PROMOCIÓN Y ESTUDIOS COMERCIALES DE VALENCIAPORT | ES | €8,593,050 | 1,754,910 | €20.42 % | €8,593,050 | 1,754,910 | 20.42 % |
| 2019-ES-TM-0194-W | Upgrading infrastructure at Seville Port to improve interconnection between the waterway and rail and maritime transport | Pre-identified projects on the Corridors of the Core Network | AUTORIDAD PORTUARIA DE SEVILLA | ES | €9,423,106 | 1,884,621 | €20.00 % | €9,423,106 | 1,884,621 | 20.00 % |
| 2019-ES-TM-0235-W | Mediterranean Corridor. Section Valencia-Sagunto-Castellón. Implementation of UIC gauge. Phase 2. | Pre-identified projects on the Corridors of the Core Network | ADIF Alta Velocidad | ES | €103,760,000 | 41,504,000 | €40.00 % | €103,760,000 | 41,504,000 | 40.00 % |
| 2019-ES-TM-0252-S | Atlantic Corridor.HS line Sines/Lisboa-Madrid. Madrid urban node.Study of the Railway Complex of Atocha Station(Phase 3) | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS (ADIF) | ES | €12,000,000 | 6,000,000 | €50.00 % | €12,000,000 | 6,000,000 | 50.00 % |
| 2019-ES-TM-0283-W | LNGHIVE2 Barcelona- An efficient LNG bunker barge in the port of Barcelona | Pre-identified projects on the Corridors of the Core Network | ENAGAS, S.A. | ES | €45,788,500 | 9,157,700 | €20.00 % | €45,788,500 | 9,157,700 | 20.00 % |

| Proposal number | Title | Priority | (Coordinating) applicant | Location | Total eligible costs, € | Requested CEF funding, € | % CEF requested funding | Recommended total eligible costs, € | Recommended CEF funding, € | % CEF recommended funding |
|--------------------|---|---|--|--|-------------------------|--------------------------|-------------------------|-------------------------------------|----------------------------|---------------------------|
| 2019-ES-TM-0308-W | LNGHIVE2 Algeciras - A Flex LNG bunkering facility in the port of Algeciras Bay | Pre-identified projects on the Corridors of the Core Network | ENAGAS S.A. | ES | €56,464,000 | 11,292,800 | €20.00 % | €56,464,000 | 11,292,800 | 20.00 % |
| 2019-EU-TM-0097-S | Sea Li-ion | Motorways of the Sea | Stena Rederi AB | DE, SE | €3,010,000 | 1,505,000 | €50.00 % | €3,010,000 | 1,505,000 | 50.00 % |
| 2019-EU-TM-0098-S | Studies for the Northern Access Line to the Brenner Base Tunnel between Munich (Germany) and Radfeld (Austria) | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | AT, DE | €28,638,200 | 14,319,100 | €50.00 % | €28,638,200 | 14,319,100 | 50.00 % |
| 2019-EU-TM-0102-S | RHZINE Kick-start Study | Pre-identified projects on the Corridors of the Core Network | Provincie Zuid-Holland | DE, NL | €1,049,000 | 524,500 | €50.00 % | €1,049,000 | 524,500 | 50.00 % |
| 2019-EU-TM-0125-W | Coordinated supply of onshore power in Baltic seaports | Pre-identified projects on the Corridors of the Core Network | Copenhagen Malmö Port AB | DE, DK, FI, SE | €76,389,600 | 15,307,920 | €20.04 % | €76,389,600 | 15,307,920 | 20.04 % |
| 2019-EU-TM-0147-S | Brenner Base Tunnel - STUDIES | Pre-identified projects on the Corridors of the Core Network | Ministero delle Infrastrutture e dei Trasporti | AT, IT | €66,000,000 | 33,000,000 | €50.00 % | €66,000,000 | 33,000,000 | 50.00 % |
| 2019-EU-TM-0185-W | SESAR Deployment Programme implementation 2019 - IOP Foundation | SESAR | SESAR Deployment Alliance Association Internationale Sans But Lucratif | AT, BE, DE, DK, ES, FR, HR, HU, IE, IT, LT, NL, PL, PT, RO, SE, UK | €50,507,660 | 25,253,830 | €50.00 % | €40,000,000 | 20,000,000 | 50.00 % |
| 2019-EU-TM-0187-W | FAIRway works! in the Rhine-Danube Corridor | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | AT, RS | €42,576,144 | 17,030,458 | €40.00 % | €42,576,144 | 17,030,458 | 40.00 % |
| 2019-EU-TM-0192-W | TWIN-PORT 4 | Motorways of the Sea | Port of Tallinn | EE, FI | €36,860,000 | 11,058,000 | €30.00 % | €33,610,000 | 10,083,000 | 30.00 % |
| 2019-EU-TM-0193-S | INTERNATIONAL FAST AND SECURE TRADE LANE Improving the Dublin - Cherbourg MoS route | Motorways of the Sea | Marine Institute | FR, IE | €773,000 | 386,500 | €50.00 % | €773,000 | 386,500 | 50.00 % |
| 2019-EU-TM-0234-S | EALING - European flagship Action for cold ironING in ports | Motorways of the Sea | FUNDACIÓN DE LA COMUNIDAD VALENCIANA PARA LA INVESTIGACIÓN, PROMOCIÓN Y ESTUDIOS COMERCIALES DE VALENCIAPORT | BG, DE, EL, ES, IE, IT, PT, RO, SI | €7,290,800 | 3,645,400 | €50.00 % | €6,960,240 | 3,480,120 | 50.00 % |
| 2019-EU-TM-0245-W | Upgrade of the Baltic sea bridge Kapellskär-Naantali (MoS Finnlink) | Motorways of the Sea | Kapellskärs Hamn AB | FI, SE | €11,451,576 | 3,445,473 | €30.09 % | €11,451,576 | 3,445,473 | 30.09 % |
| 2019-EU-TM-0262-S | Preparing FAIRway 2 works in the Rhine-Danube Corridor | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | AT, RS | €2,086,000 | 1,043,000 | €50.00 % | €1,908,000 | 954,000 | 50.00 % |
| 2019-EU-TM-0270-W | Upgrade of the core Baltic maritime link Helsinki-Lübeck - phase 2 (MoS Hansalink 2) | Motorways of the Sea | Lübecker Hafen-Gesellschaft mbH | DE, FI | €11,503,920 | 3,461,176 | €30.09 % | €11,448,240 | 3,444,472 | 30.09 % |
| 2019-EU-TMC-0280-W | Rail Baltica - 1435 mm standard gauge railway line development in Estonia, Latvia and Lithuania (Part V) | Pre-identified projects on the Corridors of the Core Network | (RBR) RB Rail AS | EE, LT, LV | €663,445,605 | 563,928,764 | €85.00 % | €128,119,171 | 108,901,295 | 85.00 % |
| 2019-EU-TMC-0282-S | Rail Baltica - 1435 mm standard gauge railway line development in Estonia, Latvia and Lithuania (Part IV) | Pre-identified projects on the Corridors of the Core Network | (RBR) RB Rail AS | EE, LT, LV | €117,930,360 | 100,240,806 | €85.00 % | €88,099,177 | 74,884,300 | 85.00 % |
| 2019-EU-TMC-0323-W | Creating a network of connected safe and secure parking areas in Hungary and Romania (SecureNetwork) | Safe and Secure infrastructure | IDE Ingatlanhasznosító és Befektető Kft. | HU, RO | €17,817,522 | 15,073,624 | €84.60 % | €17,817,522 | 15,073,624 | 84.60 % |
| 2019-FI-TM-0151-S | The development of the main railway section Helsinki-Riihimäki (2nd phase) | Pre-identified projects on the other sections of the Core Network | Ministry of Transport and Communications | FI | €13,000,000 | 6,500,000 | €50.00 % | €13,000,000 | 6,500,000 | 50.00 % |
| 2019-FI-TM-0246-S | KOKOHA - Upgrade of Kouvola-Kotka-Hamina rail connection | Pre-identified projects on the Corridors of the Core Network | Ministry of Transport and Communications | FI | €3,360,000 | 1,680,000 | €50.00 % | €3,360,000 | 1,680,000 | 50.00 % |
| 2019-FI-TM-0256-S | The development of the Helsinki-Turku railway connection | Pre-identified projects on the Corridors of the Core Network | Ministry of Transport and Communications | FI | €75,000,000 | 37,500,000 | €50.00 % | €75,000,000 | 37,500,000 | 50.00 % |
| 2019-FI-TM-0257-S | Development of the Bothnian Rail Corridor | Pre-identified projects on the other sections of the Core Network | Ministry of Transport and Communications | FI | €3,200,000 | 1,600,000 | €50.00 % | €3,200,000 | 1,600,000 | 50.00 % |
| 2019-FI-TM-0267-S | Espoo Rail Line: Development of the Helsinki-Turku railway connection (1st phase) | Pre-identified projects on the Corridors of the Core Network | Ministry of Transport and Communications | FI | €22,000,000 | 11,000,000 | €50.00 % | €22,000,000 | 11,000,000 | 50.00 % |
| 2019-FR-TM-0110-S | DOCKSIDE PROJECT Canal Seine-Nord Europe inland ports studies | Pre-identified projects on the Corridors of the Core Network | Région Hauts-de-France | FR | €15,454,093 | 7,727,047 | €50.00 % | €15,454,093 | 7,727,047 | 50.00 % |
| 2019-FR-TM-0115-W | Development of 12 ERTMS Baseline 3 prototypes for the improvement of rail interoperability on 9 TEN-T Corridors | European Rail Traffic Management Systems (ERTMS) | AKIEM SAS | FR | €20,855,000 | 7,350,000 | €35.24 % | €20,855,000 | 7,350,000 | 35.24 % |

| Proposal number | Title | Priority | (Coordinating) applicant | Location | Total eligible costs, € | Requested CEF funding, € | % CEF requested funding | Recommended total eligible costs, € | Recommended CEF funding, € | % CEF recommended funding |
|--------------------|--|---|---|------------|-------------------------|--------------------------|-------------------------|-------------------------------------|----------------------------|---------------------------|
| 2019-FR-TM-0124-W | New RoRo ramp at Port of Dunkirk: securing & improving environmental performance of the traffic on the NS-Med corridor | Pre-identified projects on the Corridors of the Core Network | GRAND PORT MARITIME DE DUNKERQUE | FR | €36,500,000 | 7,300,000 | €20.00 % | €36,500,000 | 7,300,000 | 20.00 % |
| 2019-FR-TM-0148-W | Port development of the Ports of Mulhouse-Rhine | Pre-identified projects on the Corridors of the Core Network | Syndicat Mixte pour la gestion des Ports du Sud Alsace | FR | €12,200,000 | 2,440,000 | €20.00 % | €12,200,000 | 2,440,000 | 20.00 % |
| 2019-FR-TM-0159-W | Electrification of the Seine Axis: onshore power and water supply for fluvial units | Pre-identified projects on the other sections of the Core Network | HAROPA GIE | FR | €9,240,000 | 1,848,000 | €20.00 % | €9,240,000 | 1,848,000 | 20.00 % |
| 2019-FR-TM-0184-S | H2Bordeaux | Pre-identified projects on the Corridors of the Core Network | Storengy | FR | €750,000 | 375,000 | €50.00 % | €750,000 | 375,000 | 50.00 % |
| 2019-FR-TM-0212-S | Studies on the capacity improvement of the cross-border rail section Metz-Luxembourg | Pre-identified projects on the Corridors of the Core Network | Ministry for Ecological and Inclusive Transition – Transport Ministry | FR | €3,982,246 | 1,991,123 | €50.00 % | €3,982,246 | 1,991,123 | 50.00 % |
| 2019-FR-TM-0243-W | Works on the handling of the Mulhouse rail node to improve the North Sea - Mediterranean Corridor | Pre-identified projects on the Corridors of the Core Network | Ministry for Ecological and Inclusive Transition – Transport Ministry | FR | €43,960,984 | 13,188,295 | €30.00 % | €43,960,984 | 13,188,295 | 30.00 % |
| 2019-FR-TM-0253-W | Line for Airport And Research Area (LARA) | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | SOCIETE DU GRAND PARIS | FR | €319,485,277 | 63,897,055 | €20.00 % | €319,485,277 | 63,897,055 | 20.00 % |
| 2019-FR-TM-0254-S | Studies for the improvements required to desaturate and enhance capacity in the Lyon Railway Node | Pre-identified projects on the Corridors of the Core Network | Ministry of Ecological and Inclusive Transition - Ministry of Transport | FR | €8,400,000 | 4,200,000 | €50.00 % | €8,400,000 | 4,200,000 | 50.00 % |
| 2019-FR-TM-0255-S | Studies into phasing for the realisation of the French accesses to the Lyon-Torino tunnel | Pre-identified projects on the Corridors of the Core Network | Ministry for Ecological and Inclusive Transition – Transport Ministry | FR | €4,000,000 | 2,000,000 | €50.00 % | €4,000,000 | 2,000,000 | 50.00 % |
| 2019-FR-TM-0269-S | Upgrading and developing of the Paris Southern bypass | Pre-identified projects on the Corridors of the Core Network | Ministry for Ecological and Inclusive Transition – Transport Minister | FR | €6,053,035 | 3,026,518 | €50.00 % | €6,053,035 | 3,026,518 | 50.00 % |
| 2019-FR-TM-0317-W | Upgrade of Gamsbheim locksite : Provide an efficient and sustainable transport system on the Rhine | Pre-identified projects on the Corridors of the Core Network | Voies Navigables de France | CH, DE, FR | €21,872,500 | 8,749,000 | €40.00 % | €21,872,500 | 8,749,000 | 40.00 % |
| 2019-FR-TM-0327-W | Widening and modernisation of the northern underpass at Toulouse Matabiau railway station | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Ministry for Ecological and Inclusive Transition – Transport Ministry | FR | €17,722,956 | 5,316,887 | €30.00 % | €17,722,956 | 5,316,887 | 30.00 % |
| 2019-HR-TMC-0152-W | ZAGREB SAFE AND SECURE PARKING ŽITNJAK | Safe and Secure infrastructure | Zagrebacki holding d.o.o. | HR | €3,174,757 | 2,698,543 | €85.00 % | €3,174,757 | 2,698,543 | 85.00 % |
| 2019-HR-TMC-0233-S | Preparation of project documentation for the construction of the vertical quay in the Port of Vukovar | Pre-identified projects on the Corridors of the Core Network | Lucka uprava Vukovar | HR | €1,677,851 | 1,426,173 | €85.00 % | €1,677,851 | 1,426,173 | 85.00 % |
| 2019-HR-TMC-0263-S | Preparing FAIRway 2 works in the Rhine-Danube Corridor | Pre-identified projects on the Corridors of the Core Network | Ministry of the Sea, Transport and Infrastructure | HR | €1,817,000 | 1,544,450 | €85.00 % | €1,384,000 | 1,176,400 | 85.00 % |
| 2019-HR-TMC-0342-W | Improvement of railway infrastructure-establishment of monitoring systems for safety, security and technical controls | Pre-identified projects on the Corridors of the Core Network | HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.) | HR | €17,069,696 | 14,509,242 | €85.00 % | €17,069,696 | 14,509,242 | 85.00 % |
| 2019-HU-TMC-0134-W | Elimination of bottlenecks and improving cross-border interoperability between Budapest and Hegyeshalom (- Vienna) | Pre-identified projects on the Corridors of the Core Network | Ministry for Innovation and Technology | HU | €68,713,796 | 58,406,727 | €85.00 % | €55,413,796 | 47,101,727 | 85.00 % |
| 2019-HU-TMC-0191-W | Setting up the first safe and secure truck parking area in Southern Hungary | Safe and Secure infrastructure | Transz-Depar Kft. | HU | €6,964,330 | 5,808,251 | €83.40 % | €6,174,330 | 5,149,391 | 83.40 % |
| 2019-IE-TM-0127-S | TEN-T Upgrade DART Expansion, Kildare Line, Engineering Design | Pre-identified projects on the Corridors of the Core Network | Department of Transport, Tourism and Sport | IE | €17,783,245 | 8,891,623 | €50.00 % | €17,783,245 | 8,891,623 | 50.00 % |
| 2019-IT-TM-0096-S | Channeling the Green Deal for Venice | Pre-identified projects on the other sections of the Core Network | North Adriatic Sea Port Authority - ports of Venice and Chioggia | IT | €1,699,000 | 849,500 | €50.00 % | €1,699,000 | 849,500 | 50.00 % |
| 2019-IT-TM-0101-S | Port of Trieste: Railway Terminal And LNG Facility (studies) | Pre-identified projects on the Corridors of the Core Network | Piattaforma Logistica Trieste S.r.l. | IT | €9,015,000 | 4,507,500 | €50.00 % | €6,388,500 | 3,194,250 | 50.00 % |
| 2019-IT-TM-0112-S | Naples LNG Coastal Depot | Pre-identified projects on the Corridors of the Core Network | Kuwait Petroleum Italia S.p.A. | IT | €1,658,636 | 829,318 | €50.00 % | €1,339,065 | 669,533 | 50.00 % |
| 2019-IT-TM-0114-W | C-ROADS ITALY 3 | Intelligent Transport Services for road (ITS) | Ministero delle Infrastrutture e dei Trasporti - Direzione generale per lo sviluppo del territorio, la programmazione e i progetti internazionali | IT | €6,005,000 | 1,201,000 | €20.00 % | €6,005,000 | 1,201,000 | 20.00 % |
| 2019-IT-TM-0167-W | MXP-NLINE | Pre-identified projects on the Corridors of the Core Network | FERROVIENORD S.p.A. | IT | €211,340,000 | 63,402,000 | €30.00 % | €211,340,000 | 63,402,000 | 30.00 % |

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|--------------------|--|---|--|------------|-------------------------|--------------------------|-------------------------|-------------------------------------|----------------------------|---------------------------|
| 2019-IT-TM-0171-S | Milan East Gate Hub | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | COMUNE DI MILANO | IT | €2,501,000 | 1,250,500 | €50.00 % | €2,501,000 | 1,250,500 | 50.00 % |
| 2019-IT-TM-0337-W | PASS4CORE-ITA - Parking Areas implementing Safety and Security FOR (4) CORE network corridors in ITALY | Safe and Secure infrastructure | A4 Trading | IT | €27,529,220 | 5,505,844 | €20.00 % | €27,529,220 | 5,505,844 | 20.00 % |
| 2019-IT-TM-0338-W | RAIL-TO-AIR - Enhancing the RAIL interconnection between TORino urban node, AIRport and related hinterland | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Regione Piemonte | IT | €73,238,908 | 14,647,782 | €20.00 % | €73,238,908 | 14,647,782 | 20.00 % |
| 2019-LT-TMC-0197-W | Setup of a modern safe and secure parking area in Lithuania | Safe and Secure infrastructure | Elektriniai matavimai | LT | €1,272,652 | 1,060,119 | €83.30 % | €1,247,652 | 1,039,294 | 83.30 % |
| 2019-LU-TM-0219-W | EuroCap-Rail. Construction of a new section providing a direct link between Luxembourg Station and Bettembourg Station. | Pre-identified projects on the Corridors of the Core Network | Ministère de la Mobilité et des Travaux publics | LU | €56,500,000 | 16,950,000 | €30.00 % | €56,500,000 | 16,950,000 | 30.00 % |
| 2019-LV-TMC-0195-W | Deploying an SSTP in Latvia and upgrading an existing one along the North Sea-Baltic Corridor | Safe and Secure infrastructure | SIA VISSA | LV | €5,206,303 | 3,607,968 | €69.30 % | €5,206,303 | 3,607,968 | 69.30 % |
| 2019-MT-TMC-0089-W | The High Voltage Shore Connection (HVSC) for the TEN-T Core Grand Harbour Port, Malta - Action A | Pre-identified projects on the Corridors of the Core Network | Authority for Transport Malta (known as Transport Malta) | MT | €36,772,907 | 31,256,971 | €85.00 % | €25,771,035 | 21,905,380 | 85.00 % |
| 2019-NL-TM-0091-S | Connection of 3rd railway cross-border track Zevenaar - Emmerich / Oberhausen | Pre-identified projects on the Corridors of the Core Network | ProRail B.V. | DE, NL | €2,392,806 | 1,196,403 | €50.00 % | €2,392,806 | 1,196,403 | 50.00 % |
| 2019-NL-TM-0108-W | Prototype for retrofit Drielandentrein (through-train Liège-Maastricht-Aachen)with ERTMS (B3)on-board equipment | European Rail Traffic Management Systems (ERTMS) | Arriva Personenvervoer Nederland B.V. | NL | €2,509,000 | 900,000 | €35.87 % | €2,509,000 | 900,000 | 35.87 % |
| 2019-NL-TM-0113-W | SecureNL 2.0 | Safe and Secure infrastructure | Provincie Noord-Brabant | NL | €32,280,530 | 6,456,106 | €20.00 % | €32,280,530 | 6,456,106 | 20.00 % |
| 2019-NL-TM-0160-S | Study for the removal of the railway bottleneck to the Maasvlakte II railway terminals in the Port of Rotterdam | Pre-identified projects on the Corridors of the Core Network | Havenbedrijf Rotterdam N.V. | NL | €10,150,000 | 5,075,000 | €50.00 % | €7,107,000 | 3,553,500 | 50.00 % |
| 2019-NL-TM-0196-W | Bio2Bunker: BLNG as the solution for decarbonising the maritime industry. | Pre-identified projects on the Corridors of the Core Network | Titan LNG B.V. | BE, DE, NL | €55,000,000 | 11,000,000 | €20.00 % | €55,000,000 | 11,000,000 | 20.00 % |
| 2019-NL-TM-0284-W | Rotterdam and EU hinterland connection: Theemsweg railway section superstructure. | Pre-identified projects on the Corridors of the Core Network | Havenbedrijf Rotterdam N.V. | NL | €28,960,000 | 8,688,000 | €30.00 % | €28,960,000 | 8,688,000 | 30.00 % |
| 2019-NL-TM-0287-W | The Rhombus system: upgrading of waterborne operations infrastructure along the Meuse and Albert Canal | Pre-identified projects on the Corridors of the Core Network | Provincie Limburg | BE, NL | €52,006,274 | 10,401,255 | €20.00 % | €52,006,274 | 10,401,255 | 20.00 % |
| 2019-NL-TM-0295-W | Overnight mooring facility Spijk on the German - Dutch border - Rhein | Pre-identified projects on the Corridors of the Core Network | Ministerie van Infrastructuur en Waterstaat | NL | €56,765,929 | 11,353,186 | €20.00 % | €56,765,929 | 11,353,186 | 20.00 % |
| 2019-NL-TM-0321-W | Upgrading Amersfoort East side rail yard on the pre-identified core North Sea Baltic section | Pre-identified projects on the Corridors of the Core Network | ProRail B.V. | NL | €26,536,000 | 7,960,800 | €30.00 % | €26,536,000 | 7,960,800 | 30.00 % |
| 2019-PL-TM-0215-S | Analysis of the options for the development of an integrated transport system in Warsaw using the subway and multimodal interchanges | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Miasto Stołeczne Warszawa | PL | €4,171,897 | 2,085,949 | €50.00 % | €4,171,897 | 2,085,949 | 50.00 % |
| 2019-PL-TM-0244-W | Facilitating sustainability of the hinterland connection with core port in Szczecin: railway bridge over Regalica River | Pre-identified projects on the other sections of the Core Network | Panstwowe Gospodarstwo Wodne Wody Polskie | PL | €35,524,809 | 7,104,962 | €20.00 % | €35,524,809 | 7,104,962 | 20.00 % |
| 2019-PL-TMC-0302-S | Works on the E 75 railway line, Elk - Trakiszki (state border) section - design documentation | Pre-identified projects on the Corridors of the Core Network | PKP Polskie Linie Kolejowe S.A. | PL | €43,150,701 | 36,678,096 | €85.00 % | €43,150,701 | 36,678,096 | 85.00 % |
| 2019-PL-TMC-0322-W | Works on the E75 railway line, Czystew-Białystok section (phase II) | Pre-identified projects on the Corridors of the Core Network | PKP Polskie Linie Kolejowe S.A. | PL | €517,558,721 | 439,924,913 | €85.00 % | €453,786,841 | 385,718,815 | 85.00 % |
| 2019-PT-TM-0313-S | RESTART - Masterplan for Lisbon's Multimodal Mobility Hubs | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Câmara Municipal de Lisboa | PT | €864,533 | 432,267 | €50.00 % | €864,533 | 432,267 | 50.00 % |
| 2019-RO-TMC-0137-S | Feasibility study for development of the TEN-T Core port Drobeta Turnu Severin by constructing a trimodal terminal | Pre-identified projects on the Corridors of the Core Network | Compania Nationala Administratia Porturilor Dunarii Fluviale S.A. Giurgiu(National Company "Administration of Danube River Ports" J.S. Co., Giurgiu) | RO | €600,000 | 510,000 | €85.00 % | €600,000 | 510,000 | 85.00 % |
| 2019-RO-TMC-0162-S | Feasibility Study for the modernization of the Coslariu - Cluj-Napoca Railway Line | Pre-identified projects on the other sections of the Core Network | Romanian National Railways Company "CFR" S.A. | RO | €11,078,031 | 9,416,326 | €85.00 % | €11,078,031 | 9,416,326 | 85.00 % |
| 2019-RO-TMC-0163-S | Feasibility Study for the modernization of the Bucuresti - Craiova Railway Line | Pre-identified projects on the Corridors of the Core Network | Romanian National Railways Company "CFR" S.A. | RO | €20,425,573 | 17,361,737 | €85.00 % | €20,425,573 | 17,361,737 | 85.00 % |

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|--------------------|--|---|---|----------|-------------------------|--------------------------|-------------------------|-------------------------------------|----------------------------|---------------------------|
| 2019-RO-TMC-0223-W | Europarking Secure Parking | Safe and Secure infrastructure | CASPY EUROPARKING SRL | RO | €4,175,990 | 3,436,840 | €82.30 % | €4,175,990 | 3,436,840 | 82.30 % |
| 2019-RO-TMC-0228-S | Feasibility Study for the modernization of the Apahida - Suceava Railway | Pre-identified projects on the other sections of the Core Network | Romanian National Railways Company "CFR" S.A. | RO | €31,436,920 | 26,721,382 | €85.00 % | €31,436,920 | 26,721,382 | 85.00 % |
| 2019-RO-TMC-0232-S | Feasibility study for the modernization of the railway lines and installations from the Railway Complex Bucuresti Nord | Pre-identified projects on the Corridors of the Core Network | Romanian National Railways Company "CFR" S.A. | RO | €5,030,428 | 4,275,864 | €85.00 % | €5,030,428 | 4,275,864 | 85.00 % |
| 2019-RO-TMC-0300-W | Modernization of the railway line Bucuresti Nord - International Airport Henri Coanda Bucuresti | Pre-identified projects on the Corridors of the Core Network | Romanian National Railways Company "CFR" S.A. | RO | €133,733,711 | 113,673,654 | €85.00 % | €59,208,233 | 48,367,206 | 81.69 % |
| 2019-SE-TM-0103-S | New East-Cost Line ,a railway study for a 40 km long section of double track between Gävle-Kringlan | Pre-identified projects on the other sections of the Core Network | Trafikverket | SE | €7,100,000 | 3,550,000 | €50.00 % | €7,100,000 | 3,550,000 | 50.00 % |
| 2019-SE-TM-0106-W | Removal of a major bottleneck between Flackarp and Arlöv on the Swedish Southern Main Line. | Pre-identified projects on the Corridors of the Core Network | Trafikverket (Swedish Transport Administration) | SE | €78,800,000 | 23,640,000 | €30.00 % | €78,800,000 | 23,640,000 | 30.00 % |
| 2019-SE-TM-0111-W | ERTMS On-board prototyping in Sweden 2020-2023 | European Rail Traffic Management Systems (ERTMS) | Trafikverket | SE | €27,489,000 | 9,700,000 | €35.29 % | €27,489,000 | 9,700,000 | 35.29 % |
| 2019-SE-TM-0229-W | The West Link - Kvarnberget railway tunnel | Pre-identified projects on the Corridors of the Core Network | Trafikverket (Swedish Transport Administration) | SE | €73,693,680 | 22,108,104 | €30.00 % | €73,693,680 | 22,108,104 | 30.00 % |
| 2019-SI-TMC-0213-W | TIR TRUCK PARK SERMIN | Safe and Secure infrastructure | TRUCK TERMINAL d.o.o. | SI | €4,929,224 | 2,760,365 | €56.00 % | €4,929,224 | 2,513,904 | 51.00 % |
| 2019-SI-TMC-0311-S | Ljubljana junction: preparation of project documentation for the upgrade of railway sections and stations in Ljubljana | Pre-identified projects on the Corridors of the Core Network | Ministry of Infrastructure | SI | €9,957,000 | 8,463,450 | €85.00 % | €9,957,000 | 8,463,450 | 85.00 % |
| 2019-SK-TMC-0116-S | Feasibility study for the public port Bratislava | Pre-identified projects on the Corridors of the Core Network | Verejné prístavy, a.s. | SK | €2,647,270 | 2,250,180 | €85.00 % | €1,576,470 | 1,340,000 | 85.00 % |
| 2019-SK-TMC-0143-W | ŽSR, Modernisation of the corridor, state border CZ/SK - Cadca - Krásno nad Kysucou (outside), railway line, stage 3 | Pre-identified projects on the Corridors of the Core Network | Železnice Slovenskej republiky | SK | €71,613,945 | 60,871,853 | €85.00 % | €46,921,455 | 39,883,237 | 85.00 % |

2019 CEF Transport call

List of proposals
not recommended for funding

| Proposal number | Title | Priority | (Coordinating) applicant | Location | Total eligible costs, € | Requested CEF funding, € | % CEF requested funding |
|--------------------|--|---|---|----------|-------------------------|--------------------------|-------------------------|
| 2019-AT-TM-0094-S | Ennshafen towards sustainable & smart mobility | Pre-identified projects on the Corridors of the Core Network | Ennshafen OÖ GmbH | AT | 1,611,000 | 805,500 | 50.00 % |
| 2019-AT-TM-0099-S | Upgrade of the Northern Railway Line | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | AT | 13,555,800 | 6,777,900 | 50.00 % |
| 2019-AT-TM-0271-S | Planning of interconnection railway and underground U2 - urban node Vienna Matzleinsdorfer Platz | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | AT | 5,520,000 | 2,760,000 | 50.00 % |
| 2019-AT-TM-0272-W | Construction of interconnection railway and underground U2 - urban node Vienna Matzleinsdorfer Platz | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | AT | 86,570,000 | 17,314,000 | 20.00 % |
| 2019-BE-TM-0168-S | Study to implement an integrated multi-modal solution for the Kortrijk Station | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | NMBS/SNCB (NV van publiek recht / SA de droit public) | BE | 2,181,654 | 1,090,827 | 50.00 % |
| 2019-BE-TM-0186-S | Study to implement an integrated multi-modal solution for the Etterbeek Station | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | NMBS/SNCB (NV van publiek recht / SA de droit public) | BE | 1,377,123 | 688,562 | 50.00 % |
| 2019-BE-TM-0222-W | Optimizing highway parking areas according to a strategic network plan | Safe and Secure infrastructure | Agentschap Wegen en Verkeer | BE | 4,405,000 | 881,000 | 20.00 % |
| 2019-BE-TM-0304-W | Connecting Brussels Airport to Brussels Expo | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | De Werkvennootschap | BE | 25,662,000 | 5,132,400 | 20.00 % |
| 2019-BG-TM-0288-W | ERTMS Vectron Upgrade: Interoperable freight traffic across Bulgaria | European Rail Traffic Management Systems (ERTMS) | IP TRANS AD | BG | 907,000 | 350,000 | 38.59 % |
| 2019-BG-TMC-0157-S | Access from OEM Corridor to Plovdiv Airport. Studies for connection between railway infrastructure and Plovdiv Airport | Pre-identified projects on the Corridors of the Core Network | State Enterprise "National Railway Infrastructure Company" | BG | 1,676,000 | 1,424,600 | 85.00 % |
| 2019-BG-TMC-0169-W | From East2West 2. Access to the OEM Corridor through the core port of Burgas. | Pre-identified projects on the Corridors of the Core Network | BMF PORT BURGAS EAD | BG | 176,979,721 | 150,432,763 | 85.00 % |
| 2019-BG-TMC-0181-S | Studies for connection of Sofia-West Freight terminal to the Core TEN-T Network along OEM corridor | Pre-identified projects on the Corridors of the Core Network | Transexpress EOOD | BG | 645,000 | 548,250 | 85.00 % |
| 2019-BG-TMC-0285-W | Rehabilitation of the Breakwater of Port of Burgas | Pre-identified projects on the Corridors of the Core Network | Bulgarian Ports Infrastructure Company | BG | 8,188,961 | 6,960,617 | 85.00 % |
| 2019-CY-TMC-0296-W | Construction of the Lefkosia South Orbital Motorway - Phase C | Pre-identified projects on the Corridors of the Core Network | Public Works Department, Ministry of Transport, Communications and Works | CY | 73,393,204 | 62,384,223 | 85.00 % |
| 2019-CZ-TMC-0217-W | Upgrade of the Vsetín Railway Station | Pre-identified projects on the Corridors of the Core Network | Správa železnic, státní organizace / Railway Infrastructure Administration (RIA) | CZ | 82,526,008 | 69,569,425 | 84.30 % |
| 2019-CZ-TMC-0335-W | Extension of rest area Šlovice on Motorway D5 at km 83,2 right side and km 83,8 left side | Safe and Secure infrastructure | Road and Motorway Directorate of the Czech Republic | CZ | 8,553,480 | 7,270,458 | 85.00 % |
| 2019-DE-TM-0200-S | Planning of the railway infrastructure components for the new station Hamburg Altona | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Verkehr und digitale Infrastruktur | DE | 5,548,150 | 2,774,075 | 50.00 % |
| 2019-DE-TM-0218-W | Upgraded Line Oldenb. - Wilhelmshav. with electrif., track and subsurf. strengthening, and construct. of new subsections | Pre-identified projects on the Corridors of the Core Network | Bundesministerium für Verkehr und digitale Infrastruktur | DE | 273,033,000 | 81,909,900 | 30.00 % |
| 2019-DE-TM-0248-W | Erdinger Ringschluss Stage II | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Flughafen München GmbH | DE | 51,420,000 | 10,284,000 | 20.00 % |
| 2019-DK-TM-0136-W | Dredging at new containerterminal in Copenhagen | Pre-identified projects on the Corridors of the Core Network | Copenhagen Malmö Port filial af Copenhagen Malmö Port AB | DK | 5,725,733 | 1,145,147 | 20.00 % |
| 2019-DK-TM-0138-W | Expansion of Traction Power along the Scan-Med Corridor | Pre-identified projects on the Corridors of the Core Network | Banedanmark | DK | 94,293,799 | 28,288,140 | 30.00 % |
| 2019-DK-TM-0140-S | Sustainable Masterplan 2050 : expansion of the port and connecting infrastructure in the Core Port of Aarhus, Denmark | Pre-identified projects on the Corridors of the Core Network | Port of Aarhus | DK | 5,000,000 | 2,500,000 | 50.00 % |
| 2019-DK-TM-0141-W | Sustainable Masterplan 2050: new ferry ramps and new passenger gangway in the Core Port of Aarhus, Denmark | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Port of Aarhus | DK | 15,651,000 | 3,130,200 | 20.00 % |
| 2019-DK-TM-0261-W | Copenhagen-Ny Ellebjerg as an accessible node on the Scan-Med Corridor | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Metroselskabet I/S (The Copenhagen Metro) | DK | 48,998,000 | 10,202,400 | 20.82 % |
| 2019-EE-TMC-0092-W | E67-E263 Truck Park Estonia | Safe and Secure infrastructure | Estonian Road Administration | EE | 2,590,000 | 2,201,500 | 85.00 % |

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|--------------------|--|---|---|----------------|-------------------------|--------------------------|-------------------------|
| 2019-EL-TMC-0132-W | EXPANSION OF QUAY 26 OF PIER 6 IN THESSALONIKI PORT - BASIC PORT INFRASTRUCTURE | Pre-identified projects on the Corridors of the Core Network | Thessaloniki Port Authority S.A. | EL | 122,551,000 | 37,010,402 | 30.20 % |
| 2019-ES-TM-0128-W | LNGHIVE2 - BILBAO | Pre-identified projects on the Corridors of the Core Network | Repsol LNG Holding S.A. | ES | 16,159,690 | 3,231,938 | 20.00 % |
| 2019-ES-TM-0135-S | Improvement of the railway connection with the port facilities located in Algeciras Bay | Pre-identified projects on the Corridors of the Core Network | Autoridad Portuaria de la Bahía de Algeciras | ES | 1,750,295 | 875,148 | 50.00 % |
| 2019-ES-TM-0150-W | Huelva Integral Logistics Area (HALI) | Safe and Secure infrastructure | HUELVA ÁREA LOGÍSTICA INTEGRAL, S.L. | ES | 4,839,045 | 967,809 | 20.00 % |
| 2019-ES-TM-0164-W | Upgrading of Kukularra Junction to decongest the road access to other transport modes in Bilbao Urban Node | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Diputación Foral de Bizkaia | ES | 9,683,018 | 1,936,604 | 20.00 % |
| 2019-ES-TM-0165-S | Study of a multimodal underwater tunnel for the urban connection of the riverbanks of Bilbao | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Diputación Foral de Bizkaia | ES | 8,870,000 | 4,435,000 | 50.00 % |
| 2019-ES-TM-0172-W | Further Development Intermodal Platform of the Port of Huelva | Pre-identified projects on the other sections of the Core Network | Autoridad Portuaria de Huelva | ES | 11,799,455 | 2,359,891 | 20.00 % |
| 2019-ES-TM-0173-W | Development of Majarabique Railway Terminal and its connections Mediterranean and Atlantic Corridors and Port of Huelva | Pre-identified projects on the Corridors of the Core Network | Autoridad Portuaria de Huelva | ES | 1,959,383 | 587,815 | 30.00 % |
| 2019-ES-TM-0174-S | Advanced Studies for the Future Development and Modernisation of the Intermodal Platform of the Port of Huelva | Pre-identified projects on the other sections of the Core Network | Autoridad Portuaria de Huelva | ES | 852,688 | 426,344 | 50.00 % |
| 2019-ES-TM-0209-W | Bilbao's road link to the Atlantic Corridor to overcome traffic bottlenecks with the Port and Airport | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | DIPUTACIÓN FORAL DE BIZKAIA | ES | 146,735,000 | 29,347,000 | 20.00 % |
| 2019-ES-TM-0220-S | Mediterranean Corridor. Detailed design for the sidings extensions up to 750 m. Section Zaragoza-Barcelona | Pre-identified projects on the Corridors of the Core Network | Administrador de Infraestructuras Ferroviarias | ES | 1,078,000 | 539,000 | 50.00 % |
| 2019-ES-TM-0237-W | Atlantic & Mediterranean Corridors Acoustic Protections in Madrid and the Conexion Between North-East and East HSRL | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS ALTA VELOCIDAD | ES | 11,689,534 | 3,506,860 | 30.00 % |
| 2019-ES-TM-0259-W | Bilbao ICON - Improving Clean Operations in the core Network: Extension of Quay AZ1 in Port of Bilbao's Outer Abra Basin | Pre-identified projects on the Corridors of the Core Network | Port of Bilbao Authority / Autoridad Portuaria de Bilbao | ES | 34,000,000 | 6,815,000 | 20.04 % |
| 2019-ES-TM-0260-S | Atlantic Corridor. Projects. Section Vitoria-Bilbao-San Sebastián | Pre-identified projects on the Corridors of the Core Network | Administrador de Infraestructuras Ferroviarias Alta Velocidad | ES | 6,441,610 | 3,220,805 | 50.00 % |
| 2019-ES-TM-0276-W | Madrid-Galicia HSRL. Section Lubian-Taboadela. Track assembly, electrification and signalling works | Pre-identified projects on the Corridors of the Core Network | Administrador de Infraestructuras Ferroviarias Alta Velocidad | ES | 184,875,913 | 73,950,365 | 40.00 % |
| 2019-ES-TM-0277-W | Development and certification of a safe and secure parking network along Mediterranean Corridor in Spain | Safe and Secure infrastructure | G.P. LIMITE ANDAMUR S.L. | ES | 2,709,990 | 541,998 | 20.00 % |
| 2019-ES-TM-0279-W | Bilbao-Pamplona-Zaragoza-Sagunto Rail Line. Section Zaragoza-Teruel-Sagunto. Current railway upgrade actions. Phase I | Pre-identified projects on the other sections of the Core Network | Administrador de Infraestructuras Ferroviarias | ES | 70,280,554 | 28,112,222 | 40.00 % |
| 2019-ES-TM-0298-W | Connection to the Core Network of a new intermodal terminal at BASF ESPAÑOLA, S.L. in Tarragona, Spain for modal shift. | Pre-identified projects on the Corridors of the Core Network | COMBI TERMINAL CATALONIA, SL | ES | 9,800,000 | 1,960,000 | 20.00 % |
| 2019-ES-TM-0331-S | CONNECTION TO THE TEN-T RAIL CORE NETWORK OF THE INTERMODAL TERMINAL FOR ROLLING HIGHWAY AND COMBINED TRANSPORT OF PULPI | Pre-identified projects on the Corridors of the Core Network | PORT RAIL ALMANZORA LEVANTE, S.L. | ES | 1,637,000 | 818,500 | 50.00 % |
| 2019-ES-TM-0334-S | Infrastructure, tracks and facilities detailed design in the section A Coruña -Vigo - Orense Monforte de Lemos - León | Pre-identified projects on the other sections of the Core Network | Administrador de Infraestructuras Ferroviarias | ES | 3,562,072 | 1,781,036 | 50.00 % |
| 2019-EU-TM-0175-W | Capacity and quality upgrade of the North Sea MoS Rotterdam - Immingham | Motorways of the Sea | DFDS Seaways B.V. | NL, UK | 25,321,011 | 7,606,303 | 30.04 % |
| 2019-EU-TMC-0299-S | Intermodal integration of Rhine-Danube and Mediterranean corridors through Croatian maritime and inland ports connection | Pre-identified projects on the Corridors of the Core Network | University of Rijeka - Faculty of Engineering | CZ, HR, RS, SK | 1,575,200 | 1,338,920 | 85.00 % |
| 2019-FI-TM-0190-S | Vantaa Light Rail in the Urban Node of TEN-T Networks | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | City of Vantaa | FI | 20,300,000 | 10,150,000 | 50.00 % |
| 2019-FI-TM-0251-S | The development of the Helsinki-Tampere railway connection | Pre-identified projects on the other sections of the Core Network | Ministry of Transport and Communications | FI | 23,400,000 | 11,700,000 | 50.00 % |
| 2019-FR-TM-0130-W | Electrification of the Seine Axis : Shore Power supply for Port of Le Havre Cruise terminal | Pre-identified projects on the Corridors of the Core Network | GRAND PORT MARITIME DU HAVRE | FR | 20,000,000 | 3,950,000 | 19.75 % |

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| 2019-FR-TM-0131-W | Completion of Port 2000 terminal : extension of Port 2000 terminal (phase 3) | Pre-identified projects on the Corridors of the Core Network | GRAND PORT MARITIME DU HAVRE | FR | 154,500,000 | 29,793,140 | 19.28 % |
| 2019-FR-TM-0139-S | CAP2020: Studies regarding a new container platform in the port of Dunkirk and interconnections to the NS-Med corridor | Pre-identified projects on the Corridors of the Core Network | GRAND PORT MARITIME DE DUNKERQUE | FR | 11,200,000 | 5,600,000 | 50.00 % |
| 2019-FR-TM-0166-S | Île-de-France deals with Green Buses :studies of 4 bus depots' electric transformation in a European urban node | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Régie Autonome des transports Parisiens (RATP) | FR | 2,269,480 | 1,134,740 | 50.00 % |
| 2019-FR-TM-0170-S | Elimination of bottlenecks on Marseille-Vintimiglia axis - Design and detailed studies | Pre-identified projects on the other sections of the Core Network | Ministry for Ecological and Inclusive Transition - Transport Ministry | FR | 50,000,000 | 25,000,000 | 50.00 % |
| 2019-FR-TM-0177-W | Safe and Secure Parking Areas for trucks on Cofiroute network | Safe and Secure infrastructure | COFIROUTE | FR | 10,800,000 | 2,160,000 | 20.00 % |
| 2019-FR-TM-0178-W | Safe and Secure Parking Areas for trucks on ASF network | Safe and Secure infrastructure | AUTOROUTES DU SUD DE LA FRANCE (ASF) | FR | 7,760,000 | 1,552,000 | 20.00 % |
| 2019-FR-TM-0224-W | Works on the lengthening of the railway platforms of the cross-border rail section Metz-Luxembourg | Pre-identified projects on the Corridors of the Core Network | Ministry for Ecological and Inclusive Transition – Transport Ministry | FR | 9,081,973 | 3,632,789 | 40.00 % |
| 2019-FR-TM-0225-W | Multi-modal connection from city-centre to airport in the Bordeaux Urban Node | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Bordeaux Métropole | FR | 85,125,172 | 17,047,534 | 20.03 % |
| 2019-FR-TM-0230-S | Studies of Redevelopment of brownfields in Petit Couronne | Pre-identified projects on the Corridors of the Core Network | HAROPA Port of Rouen | FR | 4,700,000 | 2,350,000 | 50.00 % |
| 2019-FR-TM-0268-W | Creation of a new walkway and new access ways to the platforms at the Lyon-Part-Dieu station | Pre-identified projects on the Corridors of the Core Network | Ministry for Ecological and Inclusive Transition – Transport Ministry | FR | 30,150,000 | 9,045,000 | 30.00 % |
| 2019-FR-TM-0281-S | Studies on the Strasbourg metropolitan rail network | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Ministry for Ecological and Inclusive Transition – Transport Ministry | FR | 2,900,000 | 1,450,000 | 50.00 % |
| 2019-FR-TM-0306-W | OSS-Port of Calais / Optimised Safety & Security - Port of Calais | Pre-identified projects on the Corridors of the Core Network | Hauts-de-France Region | FR | 12,900,000 | 2,580,000 | 20.00 % |
| 2019-FR-TM-0332-W | BlueMEDfront (Works) | Pre-identified projects on the Corridors of the Core Network | ELENGY SA | FR | 8,600,000 | 1,720,000 | 20.00 % |
| 2019-FR-TM-0341-S | Final studies of railway developments to the north of Toulouse (AFNT) | Pre-identified projects on the other sections of the Core Network | Ministry for Ecological and Inclusive Transition – Transport Ministry | FR | 27,799,998 | 13,899,999 | 50.00 % |
| 2019-HR-TM-0324-S | TERRITORY | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Grad Zagreb (The City of Zagreb) | HR | 4,118,040 | 2,059,020 | 50.00 % |
| 2019-HR-TM-0328-S | CONCERN | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Grad Zagreb (The City of Zagreb) | HR | 2,976,460 | 1,488,230 | 50.00 % |
| 2019-HR-TMC-0156-W | Upgrade of the Rijeka Port infrastructure - AGCT dredging - Phase II (POR2CORE-AGCT dredging Ph2) | Pre-identified projects on the Corridors of the Core Network | Port of Rijeka Authority | HR | 15,585,777 | 13,247,910 | 85.00 % |
| 2019-HR-TMC-0226-S | PRORT OF RIJEKA Container Terminal Krk - Study Documentation with Conceptual Design | Pre-identified projects on the Corridors of the Core Network | Port of Rijeka Authority | HR | 9,300,000 | 7,905,000 | 85.00 % |
| 2019-HR-TMC-0273-S | Study and Project Documentation for the Dangerous Cargo Terminal in Port of Slavonski Brod | Pre-identified projects on the Corridors of the Core Network | Port Authority Slavonski Brod | HR | 1,272,425 | 1,081,561 | 85.00 % |
| 2019-HR-TMC-0290-W | Introduction of safe and secure parking facilities for trucks on A3 Motorway | Safe and Secure infrastructure | Hrvatske autoceste d.o.o. (Croatian Motorways Ltd) | HR | 6,616,000 | 3,123,414 | 47.21 % |
| 2019-HR-TMC-0301-S | Modernisation of railway line section Zagreb Main Station - Hrvatski Leskovac | Pre-identified projects on the Corridors of the Core Network | HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.) | HR | 3,300,000 | 2,805,000 | 85.00 % |
| 2019-HR-TMC-0329-W | Removal of the railway bottleneck through the construction of underpass in the City of Zagreb - Medpotoki street | Pre-identified projects on the Corridors of the Core Network | The City of Zagreb | HR | 27,820,625 | 23,647,531 | 85.00 % |
| 2019-HR-TMC-0333-W | Removal of the railway bottleneck through the construction of underpass in the City of Zagreb - Gospic street | Pre-identified projects on the Corridors of the Core Network | Grad Zagreb (The City of Zagreb) | HR | 24,519,025 | 20,841,171 | 85.00 % |
| 2019-HU-TMC-0123-W | Digitalisation of rail transportation with special focus on single-wagon load traffic | Pre-identified projects on the Corridors of the Core Network | Rail Cargo Hungaria Zrt. | HU | 2,116,888 | 1,799,355 | 85.00 % |
| 2019-HU-TMC-0176-W | Developing the parking reservation and information systems on Hungarian motorways | Safe and Secure infrastructure | Ministry for Innovation and Technology | HU | 1,631,398 | 1,386,688 | 85.00 % |

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| 2019-HU-TMC-0286-S | Preparation of the Upgrade of Particular Railway Line Sections between Budapest and UA State Border | Pre-identified projects on the Corridors of the Core Network | Ministry for Innovation and Technology | HU | 80,722,040 | 68,613,734 | 85.00 % |
| 2019-HU-TMC-0289-S | Complex inland port and logistic chain development project | Pre-identified projects on the Corridors of the Core Network | Ministry for Innovation and Technology | HU | 3,723,845 | 3,165,268 | 85.00 % |
| 2019-HU-TMC-0297-W | Complex fairway and inland port development implementation project | Pre-identified projects on the Corridors of the Core Network | Ministry for Innovation and Technology | HU | 56,500,740 | 48,025,629 | 85.00 % |
| 2019-HU-TMC-0307-W | Complex development of intermodal transshipment in TEN-T core network port Budapest-Csepel | Pre-identified projects on the Corridors of the Core Network | MAHART Container Center Szolgáltató Korlátolt Felelősségű Társaság | HU | 29,059,062 | 23,886,549 | 82.20 % |
| 2019-IE-TM-0129-S | Feasibility of the development of a new deep-water berth at Foynes Island | Pre-identified projects on the Corridors of the Core Network | Shannon Foynes Port Company | IE | 3,000,000 | 1,500,000 | 50.00 % |
| 2019-IE-TM-0133-W | 8500 Series EMU Passenger Information System Upgrade | Pre-identified projects on the Corridors of the Core Network | Department of Transport, Tourism and Sport | IE | 3,500,000 | 1,050,000 | 30.00 % |
| 2019-IE-TM-0149-W | Enhancing Capacity at Dublin Port to reduce Bottlenecks and bridge Missing Links to Mainland Europe | Pre-identified projects on the Corridors of the Core Network | Dublin Port Company | IE | 131,338,393 | 26,267,679 | 20.00 % |
| 2019-IE-TM-0179-S | Enhancement of National Rail (TEN-T) Network - Feasibility Study of High/Higher Speed Rail | Pre-identified projects on the Corridors of the Core Network | Department of Transport, Tourism and Sport | IE | 1,000,000 | 500,000 | 50.00 % |
| 2019-IE-TM-0236-W | Investment in Capacity and Mobility Efficiently Measures for Future Sustainability of Port Operations | Pre-identified projects on the Corridors of the Core Network | Port of Cork Company | IE | 54,286,464 | 10,857,293 | 20.00 % |
| 2019-IT-TM-0126-S | IRL - Improvement of the Rail connection the port of Livorno to the TEN-T Core Network | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | FERROVIE TOSCANE società d'ingegneria srl | IT | 9,325,000 | 4,662,500 | 50.00 % |
| 2019-IT-TM-0189-W | Ravenna Small Scale LNG | Pre-identified projects on the Corridors of the Core Network | DEPOSITI ITALIANI GNL S.P.A. | IT | 70,149,383 | 14,029,877 | 20.00 % |
| 2019-IT-TM-0203-W | INFLuuntPO - Interventions on Po river flow unlocking navigability in northern Italy inland waterway system | Pre-identified projects on the Corridors of the Core Network | AIPO Agenzia Interregionale per il fiume Po | IT | 12,734,277 | 5,093,711 | 40.00 % |
| 2019-IT-TM-0239-S | Studi e progettazioni per riqualificazione e potenziamento in ottica intermodale delle stazioni presenti nei nodi core | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Rete Ferroviaria Italiana | IT | 4,060,000 | 2,030,000 | 50.00 % |
| 2019-IT-TM-0240-W | Riqualificazione aree esterne stazione di Mantova | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Rete Ferroviaria Italiana S.p.A. | IT | 2,200,000 | 440,000 | 20.00 % |
| 2019-IT-TM-0241-W | Riqualificazione aree esterne della stazione di Novara e potenziamento dei sistemi di connessione intermodale | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Rete Ferroviaria Italiana | IT | 3,820,000 | 764,000 | 20.00 % |
| 2019-IT-TM-0339-S | Mantova Cross corridor trimodal node | Pre-identified projects on the Corridors of the Core Network | Provincia di Mantova | IT | 1,018,000 | 509,000 | 50.00 % |
| 2019-LV-TMC-0154-W | Reconstruction of the breakwaters and the access channel for ships entrance into the Freeport of Riga | Pre-identified projects on the other sections of the Core Network | Freeport of Riga Authority | LV | 91,000,000 | 77,350,000 | 85.00 % |
| 2019-MT-TMC-0090-W | Enhancement of the TEN-T Core Network in Malta at Dinitrol Junction at WA23 and MIA Junction at WA24 - Action A | Pre-identified projects on the Corridors of the Core Network | Agency of Infrastructure Malta | MT | 24,729,846 | 21,020,369 | 85.00 % |
| 2019-NL-TM-0180-W | Basic maritime infrastructure upgrade and optimisation of hinterland connection for RoRo operations in Rotterdam | Pre-identified projects on the Corridors of the Core Network | DFDS Seaways B.V. | NL | 7,970,000 | 1,609,000 | 20.19 % |
| 2019-NL-TM-0340-W | Improvement and expansion of the Amsterdam Harbour Area | Pre-identified projects on the Corridors of the Core Network | Zaanstad | NL | 114,715,676 | 22,943,135 | 20.00 % |
| 2019-PL-TM-0291-S | Feasibility study with technical documentation of the project: Reconstruction of Quay areas in Gdynia Port, phase IV | Pre-identified projects on the Corridors of the Core Network | Zarząd Morskiego Portu Gdynia SA (Port of Gdynia Authority SA) | PL | 1,076,937 | 538,469 | 50.00 % |
| 2019-PL-TM-0293-W | Rozbudowa ul. Kartuskiej na odcinku od ul. Otominskiej do granicy miasta Gdanska w ciągu DK nr 7-Etap IA i IB | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Gmina Miasta Gdanska | PL | 9,898,266 | 1,979,653 | 20.00 % |
| 2019-PL-TM-0294-W | Rozbudowa Intermodalnego Terminalu Kontenerowego w Kacach Wrocławskich - ETAP II - modernizacja infrastruktury kolejowej | Pre-identified projects on the Corridors of the Core Network | Schavemaker Invest Sp. z o.o. | PL | 3,980,594 | 1,194,178 | 30.00 % |
| 2019-PL-TM-0303-S | Budowa infrastruktury towarzyszącej skomunikowaniu transportu publicznego z infrastruktura kolejowa | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Miasto Poznan | PL | 1,708,814 | 854,407 | 50.00 % |

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| 2019-PL-TM-0309-S | Projekt studyjny dla trasy tramwajowej na Naramowice - etap III wraz z komplementarnym układem drogowym | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Miasto Poznan | PL | 1,166,235 | 583,118 | 50.00 % |
| 2019-PL-TM-0318-W | Przebudowa Nabrzeża Bytomskiego w Porcie Gdansk | Pre-identified projects on the Corridors of the Core Network | Zarząd Morskiego Portu Gdansk S.A. | PL | 11,521,360 | 2,304,272 | 20.00 % |
| 2019-PL-TM-0319-W | Designing, installation and homologation of the prototype on-board ETCS system for the locomotive type 207E | European Rail Traffic Management Systems (ERTMS) | Rail Polska private limited company | PL | 1,352,000 | 450,000 | 33.28 % |
| 2019-PL-TM-0325-W | Floating LNG Storage Unit in Port of Gdynia | Pre-identified projects on the Corridors of the Core Network | ENERIS eMAG Sp. z o.o. | PL | 31,049,222 | 6,209,844 | 20.00 % |
| 2019-PL-TM-0326-W | Floating LNG fueled OPS in the Port of Gdynia | Pre-identified projects on the Corridors of the Core Network | ENERIS eMAG sp. z o. o. | PL | 14,021,333 | 2,804,267 | 20.00 % |
| 2019-PL-TM-0330-W | Enhancing rail intermodality by modernization rail connection of Euroterminal Sławków to the Baltic-Adriatic CNC | Pre-identified projects on the Corridors of the Core Network | 'Euroterminal Sławków' Spółka z ograniczona odpowiedzialnoscia | PL | 9,656,000 | 2,896,800 | 30.00 % |
| 2019-PL-TM-0336-W | Projekt RailRMG - 2 Etap rozbudowy bocznicy kolejowej DCT | Pre-identified projects on the Corridors of the Core Network | DCT Gdansk SA | PL | 47,808,241 | 9,561,648 | 20.00 % |
| 2019-PL-TMC-0310-W | Prace na obwodnicy towarowej Poznania | Pre-identified projects on the Corridors of the Core Network | PKP Polskie Linie Kolejowe S.A. | PL | 280,771,687 | 238,655,934 | 85.00 % |
| 2019-PL-TMC-0312-W | Works on the E20 railway line, Siedlce - Terespol section, stage III - LCS Terespol - remaining works | Pre-identified projects on the Corridors of the Core Network | PKP Polskie Linie Kolejowe S.A. | PL | 44,783,429 | 38,065,915 | 85.00 % |
| 2019-PT-TMC-0266-W | Douro's Inland Waterway 2020 - Phase III | Pre-identified projects on the other sections of the Core Network | APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, S.A. | PT | 12,428,000 | 10,563,800 | 85.00 % |
| 2019-RO-TMC-0204-S | PREPARATORY STUDY FOR 'IMPLEMENTATION OF INTEGRATED PORT COMMUNITY SYSTEM FOR ROMANIAN INLAND PORTS' | Pre-identified projects on the Corridors of the Core Network | ADMINISTRATIA PORTURILOR DUNARII MARITIME | RO | 592,623 | 503,730 | 85.00 % |
| 2019-RO-TMC-0205-W | Improvement of year-round NAVigation conditions in the maritime-river Port of Constanta (INAV) | Pre-identified projects on the Corridors of the Core Network | National Company Maritime Ports Administration SA Constanta | RO | 9,220,975 | 7,837,829 | 85.00 % |
| 2019-RO-TMC-0206-W | INLAND PORT - SAFETY INTEGRATED MONITORING SYSTEM (SIMS) | Safe and Secure infrastructure | National Company Maritime Ports Administration SA Constanta | RO | 1,344,167 | 1,142,542 | 85.00 % |
| 2019-RO-TMC-0208-W | Improving navigability on Danube- intelligent signalling in most critical points on Calarasi-Braila sector - DANUBE AtoN | Pre-identified projects on the Corridors of the Core Network | AFDJ -River Administration of the Lower Danube | RO | 5,557,500 | 4,723,875 | 85.00 % |
| 2019-SE-TM-0104-W | New Slussen- increased accessibility in the new transport hub | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Exploateringskontoret Stockholms Stad | SE | 227,260,000 | 45,452,000 | 20.00 % |
| 2019-SE-TM-0105-S | New Main railway lines in Sweden - study of two sections, Hässleholm-Lund and Gothenburg-Borås | Pre-identified projects on the Corridors of the Core Network | Trafikverket (Swedish Transport Administration) | SE | 24,630,000 | 12,315,000 | 50.00 % |
| 2019-SE-TM-0117-S | SAIM CONNEXT - Stockholm Arlanda Intermodal Connection Station | Actions implementing transport infrastructure in nodes of the core network, including urban nodes | Swedavia AB | SE | 1,507,000 | 753,500 | 50.00 % |
| 2019-SE-TM-0118-S | Skandia gateway - study | Pre-identified projects on the Corridors of the Core Network | Port of Göteborg | SE | 5,024,000 | 2,512,000 | 50.00 % |
| 2019-SE-TM-0122-S | NORRBOTNIABANAN, Detailed technical studies to rationalize upcoming railway plans, Phase 2: Skellefteå-Luleå | Pre-identified projects on the other sections of the Core Network | Trafikverket (Swedish Transport Administration) | SE | 7,400,000 | 3,700,000 | 50.00 % |
| 2019-SE-TM-0144-W | LARS II: Long-term Achievements - Ready for a Sustainable Core Port in Trelleborg | Pre-identified projects on the Corridors of the Core Network | Trelleborgs Hamn AB | SE | 60,550,000 | 12,110,000 | 20.00 % |
| 2019-SE-TM-0145-W | Development of new SSTPA next to the port of Trelleborg and the core road network in the Scan-Med corridor (E6/E22) | Safe and Secure infrastructure | Trelleborgs Hamn AB | SE | 15,507,143 | 3,101,429 | 20.00 % |
| 2019-SI-TMC-0214-W | LKPIER | Pre-identified projects on the Corridors of the Core Network | Luka Koper, pristaniški in logistični sistem, delniška družba | SI | 21,413,000 | 18,201,050 | 85.00 % |
| 2019-SI-TMC-0292-S | Improving TEN-T Core Network at the Port of Koper by extending Piers I and II (ICON LK-STUDIES) | Pre-identified projects on the Corridors of the Core Network | Luka Koper, port and logistic system, public limited company | SI | 4,000,000 | 3,400,000 | 85.00 % |
| 2019-UK-TM-0071-W | The Belfast Multimodal Transport Hub on the NS-Med Core Corridor - Enabling Works | Pre-identified projects on the Corridors of the Core Network | Department for Infrastructure (Northern Ireland) | UK | 18,182,562 | 7,273,025 | 40.00 % |

2019 CEF Transport call

Proposals recommended
for funding

Studies for a new double-track railway line between Salzburg and Neumarkt-Köstendorf

2019-AT-TM-0074-S

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|---------------------------|--------------|---|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Austria | | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €28,223,322 | Recommended total eligible costs: | €28,223,322 | |
| Requested funding: | €14,111,661 | Recommended funding: | €14,111,661 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The Global Project can be defined as the establishment of a new double-track railway line between Salzburg and Neumarkt-Köstendorf and the upgrade of the junction Steindorf/Straßwalchen, to remove a significant bottleneck to medium and long-distance train operations on the Rhine – Danube Corridor. The upgrade of the junction Steindorf/Straßwalchen is under construction and the line routing regarding the additional double track between Salzburg and Neumarkt-Köstendorf have been completed. The preparation and planning for the national approval process for the new double-track line are the main objective of this proposal. The “gap-closure Salzburg – Neumarkt-Köstendorf” represents the design stage for the national approval process leading to the subsequent implementation of a new double-track railway line between Salzburg and Neumarkt-Köstendorf, to complement the existing line in the future. Further, the action comprises the detailed design for the technical approval and approval under national law, as well as the update to the environmental impact assessment (EIA).

The first activity necessary for the continuation of the planning is an alternative material disposition for the tunnel excavation material. The second activity regards the necessary project management process and all public relations work. In activity 3 extensive site investigations are conducted as the new track will be mainly built in tunnel section. The fourth activity comprises the actual approval design. The project is detailed, so that it corresponds to national law and can be approved.

The objectives with direct impact on the Rhine – Danube Corridor and the region are:

- Establishment of transport capacities and conditions necessary to manage future and present traffic
- Reduction of travel time by 5 minutes
- Separating long-distance and local domestic traffic
- Mitigation of the local environmental impact regarding noise of passenger and freight trains by processing the traffic in tunnel section

Evaluation remarks:

The Action is of excellent relevance, as it concerns studies for the construction of a new double-track line between Salzburg and Neumarkt-Köstendorf on the TEN-T Rhine – Danube Corridor. Its maturity and impact are very good. The Action has received approvals and political support and, from the technical point of view, is ready to start. The studies will be used as a decision-making tool for future works. The quality is good, the activities are coherent and appropriate to achieve the Action’s objectives. An earlier phase of the Global Project was supported with the TEN-T co-funded Action 2013-AT-17012-S.

Planning of a new four-track railway line between Linz and Wels

2019-AT-TM-0100-S

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|---------------------------|--------------|---|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Austria | | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €21,696,438 | Recommended total eligible costs: | €21,696,438 | |
| Requested funding: | €10,848,219 | Recommended funding: | €10,848,219 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The Global Project can be defined as the establishment of a new four-track railway line between Linz and Wels, to remove a significant bottleneck to medium and long-distance train operations on the Rhine – Danube Corridor. The planned new line enables a maximum speed of 230 km/h. The two sub-sections “four-track expansion Linz – Wels” and the “four-track interconnection of Linz/Kleinmünchen to Linz Main Station” are part of the proposed Action. The tender and detailed planning for construction preparation for the new four-track line are the main objective of this proposal. Further, the action comprises the detailed design for the approval under railway law, as well as the update to the environmental impact assessment (EIA). The gap-closure between Linz and Wels makes sense in a wider context, viz. the completion of the Rhine – Danube Core Network Corridor on Austrian territory. To be more precise, the project enables the four-track operation of trains in the pre-identified section Wels – Linz and further to Vienna, as identified bottleneck to trans-European mobility, which must be redressed until 2030. Additional capacity between Linz and Wels is urgently required to meet the capacity needs of today. The proposed studies for “a new four-track railway line between Linz and Wels” are leading to the subsequent implementation, to complement the four-track railway operation on the pre-identified section Wels – Vienna in the future. The line will be fitted with the highest safety standards, including computer-controlled safety and signalling systems (ETCS Level 2). The objectives of the proposed Action with direct impact on the Rhine – Danube Corridor and the region are:

- Removal of a bottleneck between Linz and Wels by the implementation of new transport capacities necessary to manage future and present traffic for freight and passengers
- Completion of key elements of the transport system in the heart of Europe, which is more efficient and more sustainable

Evaluation remarks:

The Action is of very good relevance, as it concerns studies for the construction of a four-track railway line between Linz and Wels on the Rhine – Danube Corridor. Its maturity, impact and quality are good. The Action has received approvals and political support and, from the technical point of view, is ready to start. The studies will be used as a decision-making tool for future works. The activities are coherent and appropriate to achieve the Action’s objectives. An earlier phase of the Global Project received funding from the TEN-T programme (Action 2013-AT-17011-S).

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| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Austria | | Hafen Wien GmbH | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: October 2023 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €18,848,944 | Recommended total eligible costs: | €18,848,944 | |
| Requested funding: | €3,769,789 | Recommended funding: | €3,769,789 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |



The Hafen Wien GmbH is the operator of the three Vienna Danube ports Freudenau, Albern and Lobau. Around 1,200 cargo ships are handled in all three freight ports every year. Mineral oil products, as well as road de-icing salt, building materials such as cement, sand or steel products, and agricultural products such as grain and artificial fertilizers, come primarily via waterway. The port of Vienna-Albern has no comparable flood protection facilities and therefore had to be taken out of service during the last two flood events in August 2002 and in June 2013 because the port site was under water by 1.20 m. The damage to the infrastructure and through the closure of the port over several days was considerable. After the last flood event in June 2013, the Hafen Wien GmbH, the region of Vienna and the responsible national Ministry for Transport decided to implement an effective flood protection due to the flood damage and the shutdown that had occurred at the port of Albern. In the event of non-implementation, the logistics companies at port of Albern had indicated long-term emigration from the insufficiently protected port of Albern. Due to this considerable damage in June 2013, the planning for a flood protection gate for the port of Albern was carried out by the Vienna port and completed in 2019. The structural implementation is part of this funding application and thus the logical continuation of the completed planning and a self-contained project (proposed measure). The project activities consist of • project management • local construction supervision • the construction of the flood protection port gate • a pumping station • and the connection to the existing flood protection systems. The construction measures for the flood protection port gate are based on the results of a planning process that had already been completed. The previous phases of the feasibility study, basic determination, preliminary planning up to preliminary design planning were completed. The technical designs for the individual structures are available. The design, submission, approval and tender planning for the construction was completed in 2018. All major contracts for the proposed action were already awarded in 2019. Furthermore, the preparation works started at beginning of 2020.

Evaluation remarks:

The Action's relevance is good. It aims to improve the access to the existing port infrastructure of the port of Vienna-Albern on the located on a Core Network Corridor. The maturity is excellent. The Action is ongoing since March 2020 with necessary permits already available. Impact is very good, as the Action will influence positively on the sustainability of waterborne freight transport and will improve modal shift. The EU support will ensure the continuity of the financial commitments of local and central governments. The quality of the proposal is good, as the activities are well described and coherent with the Action's objectives.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Austria | Danubia Speicherei GmbH | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €5,250,000 | Recommended total eligible costs: | €5,250,000 |
| Requested funding: | €1,050,000 | Recommended funding: | €1,050,000 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



Our company and its owners strongly believe in the necessity of an existing and well working inland waterway system along the river Danube in extension of the Rhine-Main-Danube canal. To make inland waterways a working system, inland ports are needed. Within those inland ports we strongly need independent handling and transshipment facilities. Since 1995 we are absolutely believing in this idea and have so far created a spot along the river Danube where anybody can load/unload their goods on vessels, trucks and/or train waggons, absolutely independent and neutral. On average we do handle about 850.000 tons a year between the three main ways of transport with a main focus on Danube vessels. To extend our range and to become an even more flexible and faster handling spot along the river Danube we need to take further investments, mainly in the areas of a faster, more efficient crane and two new transshipment facilities. All of those investments will make it easier for existing and future clients to use different ways of transport in a mix, suitable for their goods and products. We strongly believe that this is what it takes for a cleaner and environmentally more friendly future. Handling centers in inland ports will have a big eligibility in future logistics and can be part of a solution to relievie traffic on roads through Europe. Transport on river Danube has been fighting and still fights with the bottleneck in Straubing/Vielshofen. As a consequence, the port of Enns and especially our company can and will be a major player when it comes to lighterage of vessels. Therefore investments into the infrastructure are needed.

Evaluation remarks:

The relevance and maturity of the Action are very good. It aims to improve a bottleneck on the Danube-Rhine CNC through the modernisation of the port of Enns. The Action is ongoing. The building permit for the transshipment facility for bulk material under activity 3 on "New transshipment facility for bulk material" is foreseen in May 2021. The quality of the proposal is good. The activities are well described and consistent from a technical point of view. The costs of all activities are reasonable. A good positive impact on the efficiency and costs of the transshipment operations, modal shift and reduction of pollutant emissions is expected. The EU grant will increase the financial viability of the Action.

BARGE-AG: Increasing inland waterway transportation by modernising Antwerp Gateway's infrastructure capacity

2019-BE-TM-0086-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Belgium | Antwerp Gateway NV | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €48,366,798 | Recommended total eligible costs: | €48,366,798 |
| Requested funding: | €9,673,360 | Recommended funding: | €9,673,360 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



Antwerp is one of Europe's largest ports for inland waterway transport operations. Located in the Scheldt-Maas-Rhine delta, it is directly connected to 90 European destinations in seven countries and is a vital element in the TEN-T core network. Inland shipping is a cost-efficient and sustainable transport alternative to road transportation. The port of Antwerp aims to become Europe's most sustainable port and therefore aims to increase container barge transport from 36% to 42% by 2030. This can only be achieved with infrastructure that allows for reliable barge transportation and can offer cost-efficient cargo transfer and short waiting periods at terminals. With this proposal, Antwerp Gateway (AG), which is located in the 'Deurganckdok', is addressing these physical and functional barriers. The Barge-AG project has put a dedicated barge quay in place and aims to increase AG's infrastructure capacity for barge shipments. Works will include modernising the basic infrastructure, terminal foundations, utilities' installations and ICT infrastructure. The terminal will be equipped with additional quay cranes and a fully automated electrical and digital stacking area. Overall, the works will lead to a 30% increase in the use of terminal space, a reduction in CO2 emissions and reliable performance that complies with the highest standards of safety. As a result, AG will be able to double its inland waterway shipments to 910,000 TEU in the long term. An increase of 455,000 TEU per year is the equivalent of around 300,000 annual truck movements, which can be shifted from being transported by road to being transported by barge. The Action can therefore deliver significant economic and social benefits. The Barge-AG project has secured stakeholder commitments, board decisions and the required sources of financing. CEF funding will provide leverage, helping the project raise private sector capital and supporting the positive impact of the Action.

Evaluation remarks:

The relevance of the Action, located in the 'Deurganckdok' of the Port of Antwerp, is excellent as it addresses the call's objectives and priorities. The project, which aims to increase the Port's infrastructure capacity for barge shipments, has a very high European added-value, as it focuses on the removal of a bottleneck. The Action's maturity is very good. It is technically very mature and there is general political support. The impact of the Action is good. The quality is very good, as the proposal is sound, with demonstrated coherence between objectives, planned activities and resources. A dedicated project team has been established and an organisational structure has been defined.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Belgium | De Vlaamse Waterweg nv | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|---------------|
| Start: | January 2020 | End: | February 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €22,697,000 | Recommended total eligible costs: | €22,697,000 |
| Requested funding: | €9,078,800 | Recommended funding: | €9,078,800 |
| Requested EU support: | 40.00% | Recommended EU support: | 40.00% |



The proposed action concerns the building of a new waiting dock for Inland Navigation (IN) on the Scheldt-Rhine connection (east bank) in the neighbourhood of Noordlandbridge. This dock specifically addresses waiting space for vessels carrying dangerous goods (“kegelschepen”) towards the Port of Antwerp, where there is a shortage for waiting space for IN. The dock will be equipped with the necessary connections for service accommodations for the skippers (drinking water, shore power and towing path). Next to the waiting dock, on the other side of the service road, a spawning area for fish will be built. This spawning area will be connected to the Scheldt-Rhine connection and creates a stronger biodiversity within the area. Between the spawning area and the waiting dock on the one hand and the A12 highway, a sound retaining wall will be constructed. This sound retaining wall will be constructed with the soil that is excavated with the construction of the spawning area and the waiting dock itself. A new service road to the highway A12 will be constructed. The share of Inland Waterway Transport (IWT) in the Flemish Region is growing and further growth is expected. Due to the already existing and growing traffic within the Port of Antwerp (IWT has a share of 38%), where there is a need for waiting space for IN, a new waiting dock needs to be created. However, this dock cannot be foreseen within the port area, but there is a possibility to foresee the necessary infrastructure on the nearby Scheldt-Rhine connection, which is a main access channel for IWT to the port. The objectives are to make it possible to organise IWT within the Port more efficiently; to increase and safeguard the competitiveness of the IWT in the EU; to increase safety within the port; to increase the comfort of the skipper through safe resting space and services (water and energy supply); and to improve biodiversity in the area.

Evaluation remarks:

The Action's relevance is very good, fully complying with the call priority “Creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway”. Its maturity is very good (start on 01/04/2020). The impact of the Action is excellent. It is expected to improve the safety and efficiency of inland waterway transport in the port of Antwerp by freeing space and operational capacity for more IWT in the port area. The CBA is well prepared. The quality of the Action is excellent. It demonstrates a solid coherence between the objectives and activities, and the list of milestones allows for a close monitoring of the Action.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Belgium | De Vlaamse Waterweg nv | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €11,573,000 | Recommended total eligible costs: | €11,573,000 |
| Requested funding: | €4,629,200 | Recommended funding: | €4,629,200 |
| Requested EU support: | 40.00% | Recommended EU support: | 40.00% |



The proposed action concerns the implementation of systems through technical interventions in the lock complexes to make remote operation of the locks on the Albert Canal possible and to build a new remote control centre from where the centralized lock operations will take place. Inland Waterway Transport (IWT) is a growing sector within the Flemish Region. The Albert Canal, where the action is implemented, is the most important waterway within the Flemish region, not only in size, but also in transport numbers. The Albert Canal is an important hinterland connection from the Port of Antwerp to the Port of Liège. Transport numbers, in general, are increasing in the Port of Antwerp, which leads to an increase of transport on the hinterland connections of the Port of Antwerp. The policy of the Port of Antwerp is to use IWT as a hinterland connection and to promote the use of IWT even more in the upcoming years. Since the Albert Canal is the direct hinterland connection, this means that an increase of transported goods in the port also means an increase of IWT on the Albert Canal. These growing transport numbers, also mean that there are more lock operations needed on the six lock complexes of the Albert Canal and there is a need for an increased service level of the locks. This has repercussions on the internal organisation and calls for a centralised view on lock operations on the Albert Canal. Operation of the locks also has a impact on the use of water of the Albert Canal. The Albert Canal is fed by the water from the river Meuse and a Treaty between the Netherlands, the Walloon Region and the Flemish region restricts the use of water from the river Meuse in dry season. This means that water management is needed. In addition to the water power stations that are built on all the lock complexes along the Albert Canal, the implementation of remote control of lock operations, also makes it possible to have a more efficient water management.

Evaluation remarks:

The relevance of the Action is very good. The Action addresses the call priority "modernisation of locks (including the deployment of remote control systems)". The Action will contribute to optimising the inland waterway network and the full use of capacity. The maturity of the Action is very good. The project benefits from the necessary political and financial commitments and it is ready to start. The impact of the Action is also very good, bringing increased reliability, performance and quality of the lock service as well as increased efficiency of both traffic control and planning of water management. The quality of the Action is excellent. It is consistent, complete and clear.

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| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Belgium | | Public service of Wallonia - Mobility and infrastructures / SPW-MI Mobilité et Infrastructures | | |
| Implementation Schedule | | | | |
| Start: | April 2022 | End: | April 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €4,665,444 | Recommended total eligible costs: | €4,665,444 | |
| Requested funding: | €2,332,722 | Recommended funding: | €2,332,722 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The Walloon inland waterway network is located in the heart of Europe and connects the French, Flemish and Dutch networks, and beyond to the Rhine and Danube basins. It covers 451 kilometres, and 54% of the network is class Va or higher. The traffic on the Walloon inland waterway network represents around 40 million tonnes of goods transported every year. In 2017, the Walloon region adopted an ambitious vision for Mobility. One of its goals is to double the modal share for IWW transport between 2015 and 2030. To reach this goal, a global reflexion was launched by the Directorate General Mobility and Infrastructures, to define a coordinated “master plan” called the IWW 2050 strategy on operational objectives, and establish actions to be implemented by 2050 to deal with the upcoming challenges. Three projects of highly mature studies, considered as a priority of the IWW 2050 strategy and matching the priorities of the 2019 reflow call, were selected and submitted as an integrated action. The first studies concern the lifting of the bridges on the Albert Canal and increasing navigation safety in the Meuse basin. The project will allow the elimination of a bottleneck on the Albert Canal by allowing ships carrying four layers of containers to navigate on the Walloon part of the canal. It supplements an action already underway with CEF support to lift bridges on the Flemish part of the Albert Canal. The objective of the study is to prepare for the work related to the lifting of the bridges hampering the navigation of four-layer container ships on the Albert Canal and increase navigation safety on the Meuse River by replacing the Saucy footbridge. The second study involves “Climate change adaptation plan for Walloon waterways”. The combined effects of low flow rates due to climate change and a potential increase in needs could result in water shortages and the impossibility of maintaining an appropriate water level on the Walloon IWW network. If this happens, it will reduce or even wipe out the positive effects of the substantial work carried out by the Walloon region to upgrade its IWW Network with the support of the CEF. The objective of this study is to provide precise recommendations on the adaptation measures (including structural measures) needed to guarantee year-round navigation on the core IWW network in Wallonia. The third study concerns alternative fuel availability in the core ports of Wallonia. The Port of Namur and the Port of Liège are core network ports and must be able to provide alternative fuels for ships by 2030 to comply with the requirement of the TEN-T regulation. But there are currently no precise data or studies on the needs of ships using the Walloon IWW network in terms of alternative fuels, nor on the cost of constructing such infrastructures. The objective of the action is to further specify which alternative fuel solutions are most relevant for the Walloon IWW network, especially for the ports of the Core Network, and which infrastructures need to be built to make alternative fuel available in these ports.

Evaluation remarks:

The Action has excellent relevance. It is located on three Core Network Corridors and focuses on removing a bottleneck on the Albert Canal. The Action addresses very well the call’s objectives and priorities, hence it has high European added value. The maturity of the Action is very good with a robust political commitment and ensured financial commitment. The impact of the Action is excellent, with a very strong stimulating effect from the CEF funding and with expected positive socio-economic and environmental effects. The outcome of the ‘climate change and alternative fuel availability’ studies will be used as a decision-making tool. The Action is of excellent quality, with a clear implementation plan and high coherence between the objectives, planned activities and planned resources.

Development of prototypes for the upgrade of vehicles with ETCS SRS2.3.0d on-board equipment to ETCS SRS 3.6.0 - Level 2

2019-BE-TM-0142-W

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| Location(s) of the action | | (Coordinating) applicant | | European Rail Traffic Management Systems (ERTMS) CEF-T-2019-MAP-General-2 (ERTMS) |
| Belgium | | NMBS/SNCB (NV van publiek recht / SA de droit public) | | |
| Implementation Schedule | | | | |
| Start: December 2021 | | End: February 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €6,732,000 | Recommended total eligible costs: | €6,732,000 | |
| Requested funding: | €2,400,000 | Recommended funding: | €2,400,000 | |
| Requested EU support: | 35.65% | Recommended EU support: | 35.65% | |



The proposed Action, which is part of the SNCB/NMBS strategy for ETCS deployment, concerns the development of prototypes for the upgrade of vehicles with ETCS SRS2.3.0d on-board equipment to ETCS SRS 3.6.0 – Level 2. These existing vehicles are already in operation on the EU railway network. The proposed Action consists of the activity On-board Upgrade Prototype International. At the end of the proposed Action, ETCS equipment will be fully activated on the AM08, I11, M6, T18-19 rolling stock which will be used for passenger rail services on the Comprehensive/Core Network in Belgium and for cross-border rail services to Luxemburg, Netherlands, Germany and France. The goals of this proposed Action – within the Global Project ETCS – are: - to sign the contracts (development, study, production, supply, authorisation and extended warranty during a period of 10 years) with providers before 25/08/2020 and - to have the authorization from NSA before 31/12/2023. It will be fully activated, depending on the ETCS deployment of track-side components by the Belgian railway infrastructure manager (INFRABEL). The goal of SNCB's strategy is the on-board deployment of ETCS Baseline 3 – Level 2 on the entire SNCB/NMBS train fleet by the end of 2025, provided this migration is judged technically and economically viable.

Evaluation remarks:

The Action, which aims to develop prototypes for the upgrade of vehicles with ETCS SRS2.3.0d on-board equipment to ETCS SRS 3.6.0 – Level 2 on rolling stock in Belgium for both domestic and cross-border rail services, has an excellent relevance. It is fully in line with the call's priorities and objectives. Its EU added value is high as it addresses cross-border services on three Core Network Corridors. The maturity, impact and quality are very good. The Action is ready to start, political and financial support is in place, the preparation of public procurement is advanced. The EU funding will have a positive effect in terms of accelerating implementation, thus contributing to an increased interoperability, safety and efficiency of the rail passenger services on the TEN-T network. The planned activity is well described and coherent with the Action's objectives.

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| Location(s) of the action | (Coordinating) applicant | Intelligent Transport Services for road (ITS) CEF-T-2019-MAP-General-1 |
| Belgium | Agentschap Wegen en Verkeer (Flemish Government) | |

| Implementation Schedule | | | |
|-------------------------|--------------|------|-----------|
| Start: | January 2020 | End: | July 2025 |

| Requested Funding | | Recommended Funding | |
|-----------------------|------------|-----------------------------------|------------|
| Total eligible costs: | €5,190,429 | Recommended total eligible costs: | €5,190,429 |
| Requested funding: | €1,038,086 | Recommended funding: | €1,038,086 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



Mobility is one of the cornerstones of Flanders' policy, to ensure economic stability and growth, sustainable wellbeing and society in the Flanders region, that like so many regions and European Member States, recognizes the importance of safe, energy-efficient and sustainable transport. These goals are achieved through a balanced combination of public policy and private initiatives, where the core activities focus on a combination of policy and regulation (law and enforcement), technological advances (vehicle technology and transport infrastructure) and educational measures. When looking at evolutions made in the past decade for increased transport safety and sustainability, there is a significant impact and the need has arisen to define stronger targets at different levels, as external factors are increasingly burdening the mobility network and more than initially foreseen. Public and private parties also recognize new opportunities to allow the targets to be reached more effectively. A very strong contender in this is the development of C-ITS, both in terms of direct impact (as presented by the ITS round table) as well as in preparation of, for example, Cooperative Connected and Automated Mobility (CCAM). MobiliData is situated in this domain and addresses three closely intertwined objectives: 1. To develop a sustainable digital data-infrastructure; which enables 2. The roll-out of Day 1 and Day 1.5 C-ITS applications, as well as other applications which thrive on the availability of high-quality data; which in terms requires 3. A close cooperation between the public authorities and private parties. MobiliData realises a sustainable digital data-infrastructure which is of utmost importance to support the development and outroll of C-ITS applications, policy support applications and dedicated hardware such as intelligent traffic light controllers (iVRI). This infrastructure also paves the way for the introduction of autonomous vehicles in Flanders.

Evaluation remarks:

The relevance of the Action, located in Belgium's Flanders region, is very good as it is in line with the call's priorities and objectives. It implements EU standards and C-Roads platform recommendations and the deployment of Day 1 and Day 1.5 services. The maturity is very good. Political commitment has been demonstrated. The technology is mature and the financing is secured. The impact is good. It addresses three major social challenges. EU funding will allow to scale up the project and ensure its interoperability. The quality is very good. The Activities are well interconnected and the workflow appears very consistent. The objectives are clearly identified even though the number of milestones is fairly limited.

Increasing performance on 4 freight sections on all Core network Corridors in Belgium

2019-BE-TM-0316-W

| | | |
|---------------------------|-----------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Belgium | Infrabel sa de droit public | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €64,300,000 | Recommended total eligible costs: | €64,300,000 |
| Requested funding: | €19,290,000 | Recommended funding: | €19,290,000 |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% |



Belgium is crossed by 3 Core Network Corridors and their 3 corresponding rail freight corridors: North Sea Mediterranean, North Sea Baltic and Rhine Alpine. Belgium has also 3 major ports (Zeebrugge, Antwerpen and Gent). A large part of the freight between these ports and the rest of Europe is transported by rail. The freight transport forecasts for the period up to 2030 predict a further 30% increase for freight transport. In order to deal with this change, the Belgian rail infrastructure manager Infrabel has planned several rail infrastructure projects over the next few years: new extension projects on the freight network and the optimization of the performance of existing freight lines. Indeed, in addition to its expansion projects, Infrabel has meanwhile focused on the optimization of the performance of its existing freight sections in order to increase their baseline speed. On some sections of the CNC, the current structure is not in line with the TEN-T requirements for the baseline speed (≥ 100 km/h) and is therefore considered as a technical bottleneck. The scope of the proposed Action covers the first phase of the optimization of the performance of the existing freight lines (second phase ETCS reworks or implementation being excluded) for the 4 pre-identified sections on the Core Network Corridors in the Walloon region in order to increase the baseline speed and to remove its bottlenecks: - Activity 1: Line 130: Section Moustier - Flawinne (CNC North Sea Mediterranean - pre-identified section Antwerpen - Namur - LUX border / FR border) - Activity 2: Line 24: Section Glons - Border BE/DE (CNC North Sea Baltic, CNC Rhine Alpine - pre-identified section Zeebrugge - Gent - Antwerpen - DE border) - Activity 3: Line 154: Section Jambes - Neffe (CNC North Sea Mediterranean- pre-identified section Antwerpen - Namur - LUX border / FR border) - Activity 4: Line 166: Section Y Neffe - Anseremme - Bertrix (CNC North Sea Mediterranean - pre-identified section Antwerpen - Namur - LUX border / FR border) The proposed Action will be implemented between 03/2020 and 12/2023 and is estimated at € 64,3 million. The works included in the scope concern track works, civil engineering works and catenary works. The second phase of the optimization, ETCS reworks or implementation, is excluded from this proposed Action The objective of the proposed Action is to improve the performance of these 4 pre-identified sections and to contribute to raise the capacity of these existing Rail freight sections by increasing the baseline speed. After the completion of the two phases, these pre-identified sections (85 km) on the Core Network Corridors will be in compliance with the speed limit of the TEN-T requirements (min 100 km/h): - Line 130 Section Flawinne - Moustier between km 65,9 to km 74,4: Actual baseline speed 100 km/h - Future baseline speed 120 km/h - Line 24 Section Glons - Border BE/DE between km 14,1 to km 44,4: Actual baseline speed 90 km/h - Future baseline speed 100 km/h - Line 154 Section Jambes - Neffe between km 64,0 to km 90,4: Actual baseline speed 90 km/h - Future baseline speed 100 km/h - Line 166 Section Y Neffe - Anseremme - Bertrix => between km 1,64 and km 19,32 (enhanced line infrastructure): Actual baseline speed 90 km/h - Future baseline speed 100 km/h => between km 1,64 and km 19,32 (reinforced bridges): Actual baseline speed 60 km/h - Future baseline speed 100 km/h => between km 67 and km 69 (removal of level crossings): Actual baseline speed 90 km/h - Future baseline speed 120 km/h

Evaluation remarks:

The relevance of the Action, which is located on pre-identified sections of the 3 Core Network Corridors and their corresponding rail freight corridors (North Sea Mediterranean, North Sea Baltic and Rhine Alpine) in the Walloon region of Belgium, is excellent as it addresses very well the call's objectives and priorities. The EU added value has been demonstrated. The Action's maturity is very good with both political and financial commitment confirmed. The Action is ready to start with only a few administrative steps pending. The impact of the Action is good, with CEF funding deemed as necessary. Several socio-economic benefits are expected. The quality of the Action is very good. The proposal is clear and complete. Project management is well structured and overall costs are realistic.

Increasing the capacity on CNC Rhine-Alpine and North Sea Med by adding a 3rd and 4th track between Bruges and Ghent

2019-BE-TM-0320-W

| | | |
|---------------------------|-----------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Belgium | Infrabel sa de droit public | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|--------------|
| Start: | January 2020 | End: | May 2023 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €105,490,000 | Recommended total eligible costs: | €105,490,000 |
| Requested funding: | €31,647,000 | Recommended funding: | €31,647,000 |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% |




Currently between the stations of Bruges and Ghent railway line 50A consists successively of a 4-track section between Bruges and Oostkamp, a double track section between Oostkamp and Landegem and 4-track line section between Landegem and Ghent. Rail traffic (mixed passengers and freight) passes currently on 2 tracks between Oostkamp and Landegem, making this section a 2-track bottleneck on the European Core Network Corridors. At the western end in Bruges multiple double-track main lines converge from/to Ostend, Blankenberge, Port of Zeebrugge and Knokke. At the eastern end in Ghent, train traffic again splits over several railway lines, leading most passenger traffic on L50A to Brussels, whereas freight traffic uses a different route either via L50 and L53 towards Mechelen (RFC over Comprehensive Network), and further towards Germany or Luxembourg, or along L59 in the direction of the Port of Antwerp (RFC over Core Network Corridor), where it passes in the marshalling yards of Antwerp-North in order to continue on to the various destinations in Europe. The proposed action aims at increasing capacity by implementing a split between slow convoys (freight trains and local passenger trains) and fast passenger trains, reducing the number of registered minutes lost for rail traffic and reducing the costs of maintenance and modernisation of the track by increasing the maintainability of the railway infrastructure. The construction of a third and fourth track on L50A between Bruges and Ghent (more specific between Oostkamp and Aalter) has to be considered as the elimination of a missing link and is therefore a consistent and essential continuation to complete a separate end-to-end freight corridor. The action will be implemented by Belgian railway infrastructure manager Infrabel and is estimated to cost € 105,5 million. The Action is technically mature and already disposes not only all building permits but also almost all the necessary contracts to execute the works following a strict schedule. By the end of 2023 the Action will result in : - the commissioning of all civil engineering works on the section Oostkamp - Landegem (ca 19km trackbed to be realised) (05.2022), - the commissioning of a double electrified track of 15 kilometer (2x15 kilometer single outer tracks) on the section Oostkamp - Aalter (12.2023) and the instalment and use of a new switch complex in Stuivenberg (nearby Oostkamp). The proposed Action will increase the multimodality of the Port of Zeebrugge and will contribute to increased efficiency for freight trains and upgraded passenger services on the line. Political support and financial commitments have been granted for this Action by the Belgian government. The construction of a third and fourth track on railway line 50A is also supported by the local communities along the line.

Evaluation remarks:

The Action's relevance is very good as it complies with the call's objectives and priorities and contributes to eliminating a bottleneck located on a section of railway between the Belgian cities of Bruges and Ghent (specifically Oostkamp and Alter). Its maturity is very good as political and financial commitments are granted, a number of preparatory steps/procedures in terms of obtained building permits and awarded contracts have been completed, and some activities have already started. The Action's impact is good as it will provide positive socio-economic and environmental effects, and EU support will increase its priority on the national government's agenda. Its quality is good as in general the Action is sound, logical and well developed, the activities are coherent with its objectives and the implementation plans are realistic and consistent.

Access from OEM Corridor to Burgas Airport. Studies for connection between railway infrastructure and Burgas Airport

2019-BG-TMC-0158-S

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|---------------------------|------------|--|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Bulgaria | | State Enterprise "National Railway Infrastructure Company" | | |
| Implementation Schedule | | | |  |
| Start: | March 2022 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €2,050,000 | Recommended total eligible costs: | €2,050,000 | |
| Requested funding: | €1,742,500 | Recommended funding: | €1,742,500 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |

The proposed Action consists of design activities for the implementation of construction of a railway connection between Burgas Station and Burgas Airport, including preparation of: completed technical design, in accordance with the requirements of the European and national regulations, necessary for building permit, technical specifications for awarding of construction works, Detailed Development Plan, documentation for land acquisition procedures necessary for the construction works in the next phase of project implementation, conformity assessment report according SDA and Interoperability assessment report, report for EIA and all necessary supporting documents for the purpose of application for financing by CEF-2 of the subsequent construction activities.

Evaluation remarks:

The relevance of the Action is very good since it aims at the integration of the rail and air network in Burgas which is located on the Orient/East Med Core Network Corridor. The Action is very mature since it is ready to start and there is strong political commitment for its implementation. However, there is a risk that administrative and coordination activities might be lengthier than foreseen and the Action or parts of it might not be completed on time. The impact of the Action is very good since the study will prepare all necessary documentation to boost the maturity of the investment phase. The quality of the proposal is very good, the activities are well-described, coherent and adequate with the Action's objectives.

"Modernization of Traction Substations Vratsa and Pernik located on the Orient/East-Med Core Network Corridor"

2019-BG-TMC-0199-W

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|---------------------------|---------------|---|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Bulgaria | | National Railway Infrastructure Company | | |
| Implementation Schedule | | | | |
| Start: | February 2022 | End: | April 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €14,341,139 | Recommended total eligible costs: | €14,341,139 | |
| Requested funding: | €12,189,968 | Recommended funding: | €12,189,968 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |

The current action "Modernization of Traction Substations Vratsa and Pernik located on the Orient/East-Med Core Network Corridor" envisages renovation of the technical equipment and related buildings of the two traction substations, replacement of their old equipment and facilities with new high-efficient ones, modernization of the adjacent sectioning locations for the both traction substations, substitute of stationary disconnect switches in the area of Vratsa TSS and providing opportunities for tele-control and functioning without on-call personnel by introduction of SCADA for the both traction substations, the adjacent sectioning locations and stationary disconnect switches. The overall objective/aim of the current project proposal is to contribute to the achievement of the essential and specific interoperability requirements of subsystem "Energy" (TSI Energy) – traction substations and adjacent energy railway infrastructure components along the Vidin-Sofia-Kulata railway axis part of the Orient/East-Med Core Network Corridor. The current project specific objectives include: 1.Increasing reliability and quality of power supply voltage (voltage for the electrical traction supplied to catenary, respectively to electric rolling stock) from traction power substations Vratsa and Pernik in accordance with the requirements of EN 50163:2004/AC:2013. 2.Increasing capacity of the relevant railway sections and creating prerequisites for better implementation of the train movement schedule. 3.Increasing capacity, as well as efficiency in exploitation of the infrastructure by improving operational parameters and introducing of state-of-the art methods for management of the two Traction Substations and adjacent railway infrastructure (sectioning locations and stationary disconnect switches). 4.Reducing the number of damages caused by the functioning of the two Traction Substations and the adjacent sectioning locations and stationary disconnect switches, as well as the time necessary for repair of these damages. 5.Reducing the environmental impact from operation of the two TSSs and the adjacent railway infrastructure (sectioning locations and stationary disconnect switches), by replacement of the equipment emitting harmful gases and containing harmful, poisonous and carcinogenic substances (transformers' oil, liquid electrolyte in batteries, capacitor batteries, etc.). 6.Improving security in operation of the two TSSs and the adjacent railway infrastructure (sectioning locations and stationary disconnect switches) – for personnel/staff performing emergency and scheduled maintenance, for people residing near the two TSSs, etc.). 7.Provision of support for the development of the Planning regions lagging behind, mainly the Northwestern region of Bulgaria, which falls within the scope of the two TSSs, which will eliminate the socio-economic disparities of the region with other Planning Regions and will support the implementation of plans to achieve economic and social cohesion in the regional development of the country. 8.Improving the quality of railway infrastructure, serviced by the two TSSs in terms of safety of the movement of persons and of the transportation of goods.


Evaluation remarks:

The relevance of the Action is very good since it aims at modernizing the outdated railway traction substations Vratsa and Pernik in Bulgaria, which does not meet any more the technical and safety requirements. Both substations are located on the Orient/East Med Core Network Corridor. The Action is very mature since it is ready to start from technical and administrative points of view and there is strong political commitment. The impact of the Action is very good as it has positive socio-economic impact, including environment benefits. The quality of the proposal is very good. The activities are generally well-described, coherent and adequate with the Action's objectives.

TA for preparation of project "Modernization of Dragoman - Border with the Republic of Serbia railway section"

2019-BG-TMC-0201-S

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|---------------------------|------------|--|------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-Cohesion |
| Bulgaria | | State Enterprise "National Railway Infrastructure Company" | | |
| Implementation Schedule | | | | |
| Start: February 2022 | | End: September 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €2,833,774 | Recommended total eligible costs: | €2,833,774 | |
| Requested funding: | €2,408,708 | Recommended funding: | €2,408,708 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |



Rail transport is a key element of the national transport system and its development in line with the European transport policy, and is vital for Bulgaria's overall economic growth. The major identified problems and needs relating to the rail transport development include the unsatisfactory condition of rail infrastructure, which explains the relatively low speed and level of service and the lack of integration of the national railway network in the European. The objective of the Action is to realize the final design for the modernization of the railway infrastructure along Dragoman - border with the Republic of Serbia railway section, which is part of the core network. The achievement of a state-of-the-art railway infrastructure will create better accessibility to the eastern European markets and improve the interconnections between Western and Eastern regions. The missing links between the EU Eastern borderline and other Member States and Candidate countries as well as with the rest of the world will be bridged and existing bottlenecks will be removed.

The detailed scope of the Action is:

- a) Technical Design and Detailed Site Development Plans; b) Environmental assessment of the project; c) Preliminary archaeological studies; d) Conformity assessments; e) Cost Benefit Analysis and Application Form; f) Project Management and Communication

Outputs of the action

The Action will prepare the final design to eliminate the bottlenecks in the rail infrastructure of the section. The Action is a necessary step for the implementation of the construction works expected to start in 2024. While the Global Project has its focus on the elimination of bottlenecks and completion of the missing link in the cross-border section of the TEN-T, the Action focuses on the final design for the modernization of the railway section. Such Actions are a necessary step for the railway infrastructure development with the purpose of improving technical parameters and increasing train speed in the region of the railway section.

Evaluation remarks:

The relevance of the Action is very good as it will contribute to the removal of a bottleneck and the bridging of a missing link in the cross-border section of Dragoman - Border with the Republic of Serbia (Global project). Facilitating international traffic flows towards other Member States brings high EU added value. The Action has political support at national level in Bulgaria and Serbia and its implementation has already started. The impact of the Action is very good. It will serve as a decision-making tool and, as part of the Global project, has positive socio-economic and environmental impacts. The quality of the Action is very good as the implementation plan is well-described and sound, leading to the expected results.

TA for the project "Doubling of sections along the railway line Plovdiv-Svilengrad-border with the Republic of Turkey"

2019-BG-TMC-0207-S

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|---------------------------|-------------|---|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Bulgaria | | State Enterprise "National Railway Infrastructure Company" (NRIC) | | |
| Implementation Schedule | | | | |
| Start: | March 2022 | End: | June 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €10,496,663 | Recommended total eligible costs: | €10,496,663 | |
| Requested funding: | €8,922,164 | Recommended funding: | €8,922,164 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |



The General Objective of the Action (GOA) is to reach the project maturity for the construction of the doubling of the railway line required to begin the implementation of Stage 4 and the overall completion of the Global Project. The Specific Objectives of the Action (SOA) are: 1)SOA 1: ensuring technical readiness for construction of the new double railway line, fulfilled in accordance with the EU Regulation 1299/2014, the interoperability EU Directive 2008/57/EC, technical parameters set out in Art.39(a) of the TEN-T Regulation, Bulgarian legislation and the requirements for safety, protecting the health of the population and workers during construction and operation, environmental protection, technical compatibility, accessibility of people with disabilities, etc. 2)SOA 2: identifying measures for environmental protection 3)SOA 3: determining measures for the preservation of archaeological heritage 4)SOA 4: providing public support 5)SOA 5: changing the purpose of the use of terrains, allocated to the detailed development plans and to ensure the readiness to obtain a building permit in accordance with the Stage IV and Construction Strategy 6)SOA 6: determining the financial sustainability of the project and providing readiness to apply for funding in accordance with the regulations and directives for the 2021-2027 programming period 7)SOA 7: ensuring the successful implementation of the action within schedule and budget, and in accordance with the Grant Agreement The detailed scope of the Proposed Action includes the implementation of the following Activities: 1)Activity 1: Technical design&DDP The Activity scope includes: - Sub-activity 1.1: Preparation of plans for the implementation of the Activity 1 - Sub-activity 1.2: Preparation of a TD for the elements of the railway infrastructure - Sub-activity 1.3: Preparation of Terms of Reference&Annexes (incl. Project file) for Stage 4 (construction). - Sub-activity 1.4: Elaboration of DDP - Sub-activity 1.5: Amendment of cadastral maps and registers - Sub-activity 1.6: Preparation of complete documentation for conducting Land acquisition procedures and changing the status of the land. 2)Activity 2: EIA The Activity scope includes: - Sub-activity 2.1: Notification of the Bulgarian Ministry of the Environment and the Waters (MoEW) and the affected population - Sub-activity 2.2: Definition of the scope and elaboration of EIA report 3)Activity 3: Preliminary archeological studies Preliminary archeological studies will be performed to determine whether these archaeological sites will be affected and to provide measures for heritage protection. 4)Activity 4: Information and publicity The scope of the Activity includes Information and publicity measures - events, information materials, video, information banner. 5)Activity 5: Conformity assessment The scope of the Activity includes the Assessment of TD for compliance with the construction requirements of the Spatial Development Act (SDA). 6)Activity 6: Interoperability compliance assessment The scope of the Activity includes the Assessment of TD for compliance with Interoperability requirements. 7)Activity 7: CBA&AF The scope of the Activity includes: -Subactivity 7.1: Elaboration of CBA -Subactivity 7.2: Elaboration of AF 8)Activity 8: Project management The scope of the Activity includes: -Subactivity 8.1: Project Preparation Management -Subactivity 8.2: Audit.

Evaluation remarks:

The relevance of the Action is very good since it aims at accelerating the removal of a bottleneck that hinders traffic flows on the Orient/East Med Corridor on the Plovdiv-Svilengrad-border connecting with the of Turkish railway section. The Action would optimise the impact of investments already made in the global project by other EU funded projects. It is very mature since it is ready to start from a technical point of view and there is strong political commitment for its implementation. The impact of the Action is good since the study will prepare all necessary documentation for the investment phase. The quality of the proposal is very good. The activities are well-described, coherent and adequate with the Action's objectives.

Technical assistance for preparation of project "Modernization Mezdra-Medkovets railway section"

2019-BG-TMC-0211-S

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|---------------------------|--|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Bulgaria | State Enterprise "National Railway Infrastructure Company" | |

| Implementation Schedule | | | |
|-------------------------|---------------|------|---------------|
| Start: | February 2022 | End: | February 2025 |

| Requested Funding | | Recommended Funding | |
|-----------------------|------------|-----------------------------------|------------|
| Total eligible costs: | €5,773,110 | Recommended total eligible costs: | €5,773,110 |
| Requested funding: | €4,907,144 | Recommended funding: | €4,907,144 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The Global project concerns "Modernization of the railway line Vidin-Sofia". It belongs to the Orient/East-Med core network corridor, alignment Vidin – Sofia – Burgas/TR border; Sofia – Thessaloniki – Athens/Piraeus, according to Part 1.2 of Annex I to Regulation (EU) No 1316/2013 (CEF Regulation). This project forms a considerable part of Orient/East-Med corridor falling within the territory of Bulgaria. Its objective is by improving technical parameters of the rail track and deployment of new signaling and communication technologies to improve the performance of the rail transport along OEM corridor. The overall objective of the proposed Action is to support economic growth in Bulgaria by facilitating the improvement and development of the main railway infrastructure. The project will help Bulgaria meet its commitments to develop its railway infrastructure in line with the EU standards and transport policy. The specific objective of the proposed Action is preparation of the necessary studies, designs and documents for the implementation of project "Modernization of the railway section Mezdra-Medkovets" as a part of Global project realization. In particular its objectives are as follows: To undertake analysis to help determine investment priorities and ensure that the proposals are technically, and economically viable; If necessary, to revise existing feasibility studies and preliminary design in whole or part to meet international quality standards; To provide assistance to the National Railway Infrastructure Company to prepare technical designs for the modernization; To provide assistance to the National Railway Infrastructure Company to prepare technical specifications for works, services and supplies contracts that are required to implement the future projects. In order to achieve these objectives, the Action main scope comprise preparation of the following deliverables: Review and analysis of the preliminary design on the basis of the results from the project "Technical assistance for „Design of the construction works for the railway line Vidin-Sofia: project update and preparation of Vidin-Medkovets railway section“(2013–2015, financed under Operational Programme "Transport"); Technical design for of the modernization of the railway section Mezdra-Medkovets; Technical specifications for awarding of construction works; Detailed Development Plans (DDP) for the modernization of the railway section Mezdra-Medkovets; EIA Decision; Complex assessment report for the compliance of the technical design with essential requirements for construction according SDA; Interoperability assessment report. The proposed Action aims to provide all studies and documents for optimization of existing infrastructure for better safety of the railway network and improvement of rail operations in the region North Western region in Bulgaria.

Evaluation remarks:

The relevance and impact of the Action are very good since it aims at the preparation of technical and administrative documentation that is needed for the modernisation works of Mezdra-Medkovets railway section on the Orient/East Med Corridor. The Action would optimise the impact of investments already made in the global project by other EU funded projects. The proposal is very mature since it is ready to start from a technical point of view and there is strong political commitment for its implementation. The quality of the proposal is very good. The activities are well-described, coherent and adequate with the Action's objectives.

Construction of the Lefkosia South Orbital Motorway - Phase B3

2019-CY-TMC-0314-W

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|---------------------------|--|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Cyprus | Public Works Department. Ministry of Transport, Communications and Works | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2019 | End: | May 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €23,636,862 | Recommended total eligible costs: | €23,636,862 |
| Requested funding: | €20,091,333 | Recommended funding: | €20,091,333 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



At present, access from the ports and airports of Cyprus to the industrial areas in the suburbs of Lefkosia along the TEN-T network suffers from delays, bottlenecks and safety problems, as vehicles (mainly HGVs) need to enter the city of Lefkosia to access the industrial areas located to the south and the south-west suburban regions of Lefkosia. The Lefkosia South Orbital Motorway, being the last missing link of the Core TEN-T road network in Cyprus along the Orient/East-Med Corridor will eliminate the need for these vehicles to enter the city, providing quicker, safer, environmentally friendlier, cheaper and enhanced intermodal access to these areas. Phase B3 is the western section of Phase B and its construction will significantly enhance the operation of the Lefkosia – Palaichori road until the Anagia region, in terms of road safety and its further development as a local collector road, as traffic entering and exiting Lefkosia would not need to use the secondary road network for through movements in the Lakatameia municipality / Anthoupolis region. At present, traffic to and from the surrounding urban areas of the Lakatameia Municipality passes through the local road network, which has inadequate geometric characteristics, that runs through built-up areas and allows for high traffic speeds and multiple access points that result to road accidents. Phase B3, once completed, would also act as a distributor road for the areas of Lakatameia and Deftera, at the same time offering these regions an improved access towards Lefkosia.

Evaluation remarks:

The relevance of the proposed Action is very good. It is part of a global project, addressing bottlenecks in the suburbs of Lefkosia and road safety and is in line with the TEN-T Guidelines, the CEF Regulation and call objective 1.

The maturity of the proposed Action is good. It received political commitment and is ready to start from a technical point of view. However, the land acquisition is not completed yet, which can delay the start of the works and consequently their end.

The impact of the proposed Action is very good. Socio-economic benefits will be produced in terms of travel time, road safety, environment and reduction in congestion.

The quality of the proposed Action is good. The proposal is overall clear and coherent. However, it focuses on the global project and lacks detailed technical data.

The relevance of the proposed Action is very good. It is part of a global project, addressing bottlenecks in the suburbs of Lefkosia and road safety and is in line with the TEN-T Guidelines, the CEF Regulation and call objective 1.

The maturity of the proposed Action is good. It received political commitment and is ready to start from a technical point of view. However, the land acquisition is not completed yet, which can delay the start of the works and consequently their end.

The impact of the proposed Action is very good. Socio-economic benefits will be produced in terms of travel time, road safety, environment and reduction in congestion.

The quality of the proposed Action is good. The proposal is overall clear and coherent. However, it focuses on the global project and lacks detailed technical data.

The relevance of the proposed Action is very good. It is part of a global project, addressing bottlenecks in the suburbs of Lefkosia and road safety and is in line with the TEN-T Guidelines, the CEF Regulation and call objective 1.

The maturity of the proposed Action is good. It received political commitment and is ready to start from a technical point of view. However, the land acquisition is not completed yet, which can delay the start of the works and consequently their end.

The impact of the proposed Action is very good. Socio-economic benefits will be produced in terms of travel time, road safety, environment and reduction in congestion.

The quality of the proposed Action is good. The proposal is overall clear and coherent. However, it focuses on the global project and lacks detailed technical data.

Deployment of on-board ETCS in selected prototypes

2019-CZ-TM-0238-W

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|---------------------------|--------------------------|--|
| Location(s) of the action | (Coordinating) applicant | European Rail Traffic Management Systems (ERTMS) CEF-T-2019-MAP-General-2 (ERTMS) |
| Czechia | Ceské dráhy, a.s. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2022 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €18,733,000 | Recommended total eligible costs: | €18,733,000 |
| Requested funding: | €6,300,000 | Recommended funding: | €6,300,000 |
| Requested EU support: | 33.63% | Recommended EU support: | 33.63% |



The Action Deployment of on-board ETCS in selected prototypes is part of the global project focused on modernizing railway transport in the Czech Republic within the framework of Core Network Corridors (CNC) of the trans-European transport network (TEN-T). The Action is focused on, but not only, CNC. The territory of the Czech Republic is intersected by three corridors as defined in Annex I to Regulation No. 1316/2013 – Baltic-Adriatic, Rhine-Danube and Orient/East-Med, making it one of the most important railway transit countries and transport hubs in the European Union. From the point of view of needs, the lines of the trans-European railway network shall meet the interoperability objectives, which include safety, reliability, health protection, environmental protection and technical compatibility. One of the prerequisites for achieving these objectives is the deployment of ERTMS in accordance with the Technical Specifications for Interoperability (TSI) pursuant to Directive 2008/57/EC. TEN-T lines constitute approximately 26% of the entire railway network in the Czech Republic and provide for over 80% of all the transport performance of the Czech railways. The objectives of the project are set in conformity to the CEF Transport Programme: a) Development and implementation of innovative safety technology, b) increased interoperability. The action also conforms to the aim of improving the efficiency of rail transport relative to other modes of transport as defined in the Regulation No. 913/2010. Within the framework of project implementation, the ERTMS/ETCS on-board components will be fitted on a total of 13 vehicles (prototypes) operating on TEN-T corridors and other railways in the Czech Republic, which will therefore become fully interoperable and suitable for smooth national and international (1 prototype) operation.

Evaluation remarks:

The Action of very good relevance, covering the equipment of 13 prototype vehicles with ERTMS on-board components in line with the ongoing ERTMS trackside deployment. The vehicles operate on the Baltic-Adriatic, Orient/East-Med and Rhine-Danube Corridors. Impact is excellent in terms of interoperability, higher traffic capacity and shorter running times, improved safety and reliability as well as higher efficiency.

Maturity and quality are good. The Action received political consent, tenders will be launched in August 2020 and contracts signed by the end of 2020. The proposal is complete and logic, with coherence between the objectives, resources, activities and management.

Junction Prerov, 2nd construction - Technologies and selected infrastructure

2019-CZ-TMC-0070-W

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|---------------------------|--------------|--|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Czechia | | Správa železniční dopravní cesty, státní organizace (SŽDC, s.o.) / Railway Infrastructure Administration (RIA) | | |
| Implementation Schedule | | | | |
| Start: | January 2019 | End: | July 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €68,675,891 | Recommended total eligible costs: | €68,675,891 | |
| Requested funding: | €57,323,766 | Recommended funding: | €57,323,766 | |
| Requested EU support: | 83.47% | Recommended EU support: | 83.47% | |



The proposed Action is the second part of the Global project "Junction Prerov". The first part was focused on the reconstruction of the railway station Prerov and the planned third part assumes the transposition of the railway line between Brodek u Prerov and Dluhonice. The Action is part of pre-defined projects on the Rhine-Danube and Baltic-Adriatic Corridors and its implementation will contribute to improving the parameters of selected sections on these important railway routes. The proposed action is part of the "Junction Prerov, 2nd construction", whose ultimate goal is to reconstruct three existing double-track railway lines in the triangle formed by Prerov – Dluhonice – Prosenice. In total, over 13 km of TEN-T railway lines will be reconstructed. Speeds up to 160 km/h will be increased in the sections concerned, allowing passengers to reduce their transit times. The construction also includes cable and technological overlaps to the railway station Brodek u Prerova, railway station Prosenice and the Prerov Control-Command Centre. Part of the construction was approved under the 2016 CEF Transport MAP Cohesion Call (2016-CZ-TMC-0033-W) and includes mainly the reconstruction of the substructure and superstructure, selected railway bridges and culverts. The second part of the construction which is presented here is devoted to equipment with necessary technologies and construction of overpasses, footbridges and service roads caused by the modernization of railway infrastructure. Technological works include mainly modernization of interlocking and signalling equipment and reconstruction of catenary so that higher line speeds can be achieved. The subject of construction works will be the removal of the existing road bridge structure at km 186.692 and its replacement by a new road overpass at km 186.634. The existing crossings at km 185.610 and km 186.124 will be canceled and replaced by grade-separated crossing for pedestrians and cyclists (footbridges). Road traffic from canceled crossings will be transferred to a new road overpass at km 185.338. All indicators and objectives will be achieved by the simultaneous implementation of the approved Action No. 2016-CZ-TMC-0033-W (rail adjustments) and this proposed Action (technological equipment, road overpasses, footbridges, service roads).

Evaluation remarks:

The relevance of the Action, whose ultimate goal is to reconstruct three existing double-track railway lines between Prerov – Dluhonice – Prosenice, is very good. It fully meets the call's objectives and priorities, as it addresses the removal of a bottleneck located on two pre-identified rail sections of the Rhine-Danube and Orient/East-Med Core Networks. The maturity of the Action is excellent, as all the preparatory steps were fully completed and its implementation has already started. The impact of the Action is good and supported by the positive results of the cost-benefit analysis. The proposal is of a very good quality, as it is technically sound and consistent.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Czechia | Správa železnic, státní organizace / Railway Infrastructure Administration (RIA) | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|--------------|
| Start: | April 2022 | End: | August 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €169,237,664 | Recommended total eligible costs: | €148,153,290 |
| Requested funding: | €143,852,014 | Recommended funding: | €125,930,297 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The Action proposed is construction “Modernization of the Pardubice Railway Junction”. The Pardubice Railway Junction is located on the 5th (Orient/East-Med) and 8th (Rhine-Danube) TEN-T corridors, or on Rail Transit Corridors I and III (national level), with the joint section of Prague – Česká Třebová. At the same time, it is part of the TEN-T core network for both passenger and freight traffic. The central point of modernization is the Pardubice Main Station, situated at km 305.690 of Railway Transit Corridor I. The proposed Action focuses on completion of modernization of the railway corridor Praha – Brno, which has been defined as the global project for this Action. The regional city of Pardubice is a major source and destination for passengers and goods and constitutes an important railway station. Railway transport is important for Pardubice from European, national and regional points of view. Some parts of the railway infrastructure are, however, beyond their technical lifetime or do not meet the current technical standards. This undermines the necessary scope and reliability of railway transport, which has a harder time competing against road transport. The modernization will remove all major deficiencies of the junction Pardubice (unsatisfactory state and obsolescence of the infrastructure, non-conformity with valid technical standards and norms, speed and capacity limitations). The Action purpose is to improve the technical condition and parameters of the line to ensure required interoperability, achieve higher track speed and reduce travel times, achieve conformity of the line capacity with the prospective scope of passenger and freight traffic, to ensure accessibility of railway transport for persons with reduced mobility, to enhance safety of passengers and railway personnel.

Evaluation remarks:

The relevance of the Action is very good as it meets the provisions of the call (Railways sub-priority). It concerns works aimed at modernising the Pardubice Railway Junction located on a pre-identified section (Praha-Brno-Breclav) of the Orient/East-Med Corridor. The maturity of the Action is good. A number of administrative procedures were completed. However, the building permit remains to be obtained and land acquisition is ongoing. The impact of the Action is also good. It will have positive socio-economic impacts by reducing travel times and decreasing air pollution. The quality of the Action is very good. However, it does not provide for contingency measures to deal with potential delays.

Investing in the ETCS on-board deployment for interoperable freight traffic along the Scan-Med Corridor

2019-DE-TM-0084-W

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|---------------------------|--------------------------|--|
| Location(s) of the action | (Coordinating) applicant | European Rail Traffic Management Systems (ERTMS) CEF-T-2019-MAP-General-2 (ERTMS) |
| Germany | DB Cargo AG | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €5,018,000 | Recommended total eligible costs: | €5,018,000 |
| Requested funding: | €1,800,000 | Recommended funding: | €1,800,000 |
| Requested EU support: | 35.87% | Recommended EU support: | 35.87% |



The European railway undertaking DB Cargo currently uses two locomotive types of EG3100 and BR185.2 in its freight transport operations along the Scandinavian-Mediterranean (Scan-Med) Corridor crossing Sweden, Denmark and Germany. Both locomotive types comply with national rail traffic systems and operate without European Train Control System (ETCS) on this stretch of corridor. However, the Scan-Med Corridor will be equipped to the latest ETCS track level and will require that locomotives operate with ETCS On Board Units (OBU). As of 2023, the current timetable set by the infrastructure managers, envisages the deployment and roll-out plan of the ERTMS by 2030 and sets out the obligation for the railway undertakings to operate with the latest established baseline versions of the OBUs. In order to meet the first deadline of 2023, DB Cargo has taken the decision to retrofit the locomotives and to deploy the latest ETCS baseline version B.3.6 as set out in the technical specifications #2 or #3 in table A2.2 or A2.3 of the Annex of the Commission Regulation (EU) No 2016/919. The supplier contracts are in the process of being awarded and are due to be signed at the start of the second quarter of 2020. The requirement and plan is to develop, for each locomotive type, one prototype for international freight operations along the Scan-Med Corridor. The prototyping process is due to be concluded by September 2023. The on-board deployment of the prototyping process is part of the here presented CEF Action and is including the authorisation of the two prototypes for operation on the Scan-Med Corridor. After that, the serial retrofitting of the other 32 locomotives of the two types will be carried out by the end of 2023. The proposed Action will therefore address a missing link on the TEN-T core network corridor and is vital for the implementation of cross-border interoperable freight transportation.

Evaluation remarks:

The proposal is highly relevant as it addresses the development of onboard ERTMS prototypes for 2 freight locomotive classes used on cross-border connections between DE and DK, and DK and SE. The prototype development will be immediately followed by serial retrofit of 32 vehicles. Maturity is very good, with negotiations ongoing for one contract to be awarded in May 2020, while the second contract's signature is foreseen in the second half of 2020. Impact is very good, since the CEF funding has an important leverage effect for the applicant to go ahead with the development and it stimulates private investments. The quality is very good. The implementation plan is realistic with sufficient time planned for each task.

Logport VI: Investing in the expansion of inland waterway infrastructure at the inland port Duisburg on the river Rhine

2019-DE-TM-0085-W

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|---------------------------|-------------|-----------------------------------|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Germany | | Hafen Duisburg Rheinhausen GmbH | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: June 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €13,730,275 | Recommended total eligible costs: | €13,730,275 | |
| Requested funding: | €2,746,055 | Recommended funding: | €2,746,055 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |



Under the proposed Action, the Duisport group will expand the inland waterway infrastructure at the TEN-T corridors, Rhine-Alpine and North Sea Baltic. The inland port terminal 'Logport VI' will convert a former paper mill into a dedicated barge terminal in Duisburg-Walsum, right next to the river Rhine in Germany. The political decision was taken in 2016/2017 and the process of dismantling the plant and preparing the area for construction was completed in 2019. As an inland port, Duisburg is a key player in the European river and canal system located along the Rhine-Alpine and North Sea core network corridors. Today, the lack of adequate physical and functional infrastructure is creating bottlenecks on the inland waterway. In the last ten years, volumes of freight transported by barge have not changed and the volume of bulky goods being shipped by water has fallen. Waterside terminals with adequate infrastructure are therefore needed to meet potential future growth in container barge shipment. Having a dedicated barge terminal thanks to the investment in Logport VI will expand the inland waterway capacity of the port of Duisburg and overcome these bottlenecks. Logport VI will be a tri-modal waterside container terminal, connecting the barge container shipments on the river Rhine with railways and roads. The terminal has a surface area of 55,200 m² and the works comprise basic infrastructure, road and rail access infrastructure and quay crane facilities. The Action will help to shift 50,000 container units (TEU) per year to barges and is vital for the future development of barge freight traffic on the core European network. The Duisport group is currently in the process of concluding an EIB loan for its infrastructure plan. The CEF support would have a stimulating leverage effect so that the actual construction of the inland port can be launched still in 2020 and completed by the end of 2021.

Evaluation remarks:

The maturity of the Action is considered as excellent. The preparation phase is completed and activities are ready to start. The relevance, the impact and the quality of this Action are very good. It contributes very well to the TEN-T network and has high European added value. It covers the construction of a multimodal waterside container terminal on the river Rhine connected with railways and roads. The investment is judged economical viable and brings positive environmental benefits. The activities are coherent and in line with the planned resources. The implementation plans are realistic and consistent.

ERTMS prototyping for TRAXX MS2 and TRAXX AC3 locomotives

2019-DE-TM-0107-W

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| Location(s) of the action | (Coordinating) applicant | European Rail Traffic Management Systems (ERTMS) CEF-T-2019-MAP-General-2 (ERTMS) |
| Germany | Bombardier Transportation GmbH | |

| Implementation Schedule | | | |
|-------------------------|------------|-----------------------------------|------------|
| Start: | June 2022 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €7,558,000 | Recommended total eligible costs: | €7,558,000 |
| Requested funding: | €2,700,000 | Recommended funding: | €2,700,000 |
| Requested EU support: | 35.72% | Recommended EU support: | 35.72% |




This project is designed to develop, approve and equip 4 interoperable locomotives as prototypes (2 TRAXX MS2 and 2 TRAXX AC3) with a generic ERTMS Baseline 3 equipment. The locos are primarily operated on the European TEN-T corridor network. The objective is engineering, prototyping & testing, authorization, preparation for serial deployment of TRAXX MS2 and TRAXX AC3 fleets and project management of a generic ETCS BL3 architecture. After completion of the project, an ERTMS Baseline 3.6 application is available, which can be installed on each loco of TRAXX MS2 and TRAXX AC3 without extensive approval requirements. Interoperable freight locos are equipped with national ATP class B systems, which have, similar to integrated ERTMS onboard systems, a significant impact on the design of the vehicle SW. Therefore modifications on an ATP system require in general modifications on the vehicle SW, which is costly and time consuming. The unique benefit of the herein presented action is a functional separation of ATP systems and vehicle SW (TCMS). After an initial modification, changes on the ATP equipment don't require anymore an upgrade of the vehicle TCMS. Thus any modifications on ATP equipment can be realized quickly and at reasonable costs. The action forms an embedded part of the ERTMS implementation plan for the European TEN-T corridor network. Full deployment of ERTMS is a horizontal priority for interoperability of the EU railway system, it contributes on capacity, performance and safety and will provide economic environmental and social benefits.

Evaluation remarks:

The proposal is of good relevance as it addresses the priority of the call by developing one ERTMS Baseline 3 on-board prototype for retrofit and 3 for upgrade. No immediate serial retrofit/upgrade is planned after the prototyping, but potentially there are up to 650 locomotives to be retrofitted/upgraded. The Action's maturity is good in terms of secured financial resources and technical preparedness. No contracts were awarded yet, but most of the development will be done internally. The CEF funding will have a positive impact on reducing the cost for serial deployment and it will stimulate the deployment of ERTMS in general. The quality of the Action is very good, with appropriate implementation plans and a coherent project structure.

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| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Germany | | Bundesministerium für Verkehr und digitale Infrastruktur | | |
| Implementation Schedule | | | | |
| Start: | January 2022 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €55,926,000 | Recommended total eligible costs: | €55,926,000 | |
| Requested funding: | €22,370,400 | Recommended funding: | €22,370,400 | |
| Requested EU support: | 40.00% | Recommended EU support: | 40.00% | |



The upgraded line (ABS) (Amsterdam) D/NL border – Emmerich – Oberhausen is part of the Trans-European Transport Network, as defined in accordance with Annex I of Regulation (EU) 1315/2013 TEN – Guidelines for the Development of the Trans-European Transport Network. It is a component of the Rhine – Alpine Core Network Corridor pursuant to Annex I, Part 1 – List of pre-identified projects and sections including the Project – Basel – Karlsruhe – Mannheim – Mainz – Koblenz – Cologne – Düsseldorf – Duisburg – Nijmegen/Arnhem.

The double-track, 73 kilometre route to be upgraded 'German/Dutch border – Emmerich – Oberhausen (in short: 'ABS 46/2 D/NL border – Emmerich – Oberhausen' or 'ABS 46/2') provides the direct rail link from the German-Dutch border to the western Ruhr region. It is primarily used for freight transport, but also constitutes a section of the international high-speed network. For local public transport purposes, it connects the Lower Rhine region with cities along the Rhine and in the Ruhr area.

The route has a prominent function within Deutsche Bahn AG's network with respect to international passenger traffic and freight transport. Northwards, it connects the Rhine/Ruhr conurbation with the Netherlands and the North Sea ports and forms a connector with the Dutch Betuwe line, which is among the most modern freight transport routes in the world. The Betuwe line runs from the Europoort area of the Port of Rotterdam to the German-Dutch border. As part of the Rotterdam – Genoa European freight corridor, the Emmerich – Oberhausen route continues southwards to Northern Italy via Cologne and Basel.

The Rotterdam – Genoa corridor is Europe's most important rail freight transport axis: the 1,300 kilometre route runs from the major North Sea ports of Antwerp, Rotterdam and Amsterdam down to Northern Italy's Mediterranean ports. The corridor also connects a series of key industrial locations in the Netherlands, Germany, Switzerland and Italy en route.

A phased plan is being implemented to increase the efficiency of the D/NL border Oberhausen – Emmerich route, in order to secure the capacitive conditions for the additional cross-border traffic that is forecast.

This application is for Stage 4 'Construction of a triple-track line between Oberhausen central station and Emmerich (D/NL border); level crossing removal and adaptation of infrastructure components of platform areas.

The project involves upgrading around 73 kilometres of the existing double track 2270 Oberhausen - Emmerich route to a triple track route, and laying a fourth track in some sections (around 3 km in length).

Overtaking tracks on the side corresponding to the direction of travel will be constructed in the stations.

In this context, the infrastructure components of stations, stopping points and engineering structures along the route will be adapted to triple-track routing and/or renovated and the existing level crossings removed.

As part of the triple-track upgrade, the track which was previously part of the existing 2270 route and is now in the middle (depending on which side the new third track is laid) will be used in future as a middle track and referred to in this function as the 2279 route.

Evaluation remarks:

The Action, located between the cities of Emmerich and Oberhausen on the direct rail link from the German-Dutch border to the western Ruhr region of Germany, aims at upgrading an existing double track, level crossing removal and adaptation of infrastructure components of

platform areas, contributes to secure the capacitive conditions for the additional cross-border traffic forecast for this region.

It demonstrates that the global project's relevance is excellent. After completion, it will increase capacity and level of service while facilitating cross-border traffic.

The Action's maturity is very good, since all commitments at political and administrative level have been given and procurement was finalized.

Its impact is good, as it will contribute to removing a bottleneck at the cross border section (Emmerich – Oberhausen), improving modal shift and implementing noise and vibration protection measures. However, it lacks a robust financial evaluation.

The quality of the proposal is good, despite some shortcomings concerning the risk assessment. The management and budgeted costs are appropriate and the activities are coherent.

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|---------------------------|-------------|---|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| Germany | | Freie und Hansestadt Hamburg Behörde für Wirtschaft, Verkehr und Innovation | | |
| Implementation Schedule | | | | |
| Start: February 2020 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €16,908,000 | Recommended total eligible costs: | €16,908,000 | |
| Requested funding: | €8,454,000 | Recommended funding: | €8,454,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The S4 in the urban node Hamburg consists of three planning sections (PFA). The proposed action focuses on the planning measures for the track planning sections 1 (PFA 1), 2 (PFA 2), three railway stations, a train yard and an electronic signal box and includes the final planning phases for the subsequently following constructional realisation of a new double track between Hamburg and Ahrensburg parallel to the old conventional railway track. The proposed action includes the implementation planning and tender planning for the subsequent construction. The proposed action as basis for sustainable urban mobility in Hamburg relates to the Urban Development Programme Hamburg 2019 (see annex 10). The basis of the proposed action is a completed feasibility study, the preliminary design and the approval planning (service phases 1 to 4 according to HOAI) for PFA 1 and PFA 2. The submitted measure focuses particularly on the planning (service phases 5 to 7 according to HOAI). The action includes all other planning services required for the contracting of construction works as well as the activities of project management, project control and planning related services as for example expert reports and consulting services. The action finishes with the execution of the final design and awarding services for the construction works PFA 1 and PFA 2. The planning activities for PFA 3 will be not part of the proposed action. The concerned planning actions were initiated by both the states of Hamburg and Schleswig-Holstein, in which Hamburg masterminds the action. In addition all planning actions are executed in close cooperation and alignment with the DB Netz AG (German Railway Net PLC) and DB Engineering & Consulting GmbH. The objectives of the proposed action are: - Eliminating the bottleneck on the railway line Luebeck - Hamburg - Capacity release of Hamburg Main Station - Seamless connection to the Main Station and Hamburg Airport (TEN-T Core Airport) by creating a new double track (and single track between Hasselbrook and Ahrensburg-Gartenholz) On November 5th, 2019, the traffic committee of the Hamburg Parliament voted unanimously for the construction of the S4 from Hamburg to Bad Oldesloe and decided to apply for funding for the construction from national funds. The federal states of Schleswig-Holstein and Hamburg signed the general financing agreement for the construction of the new S-Bahn line 4 to Bad Oldesloe with the federal government and the DB AG in Berlin on November 29th, 2019 (related to the Global Project). The requirement for the financing of the construction by the federal government is the finalising of the planning activities which have to be financed by the federal states of Schleswig-Holstein and Hamburg. Therefore, a further CEF financing of the final planning activities for the S4 will secure a seamless financing of the construction by the federal government. The S4 fulfills the requirements and goals as described in the TEN-T Guidelines (1315/2013) in Articles 4 and 5 (1). With funding from the EU, another clear public-political signal is set for the structural implementation of the S4, thus further advancing the project for realisation.

Evaluation remarks:

The relevance of the Action, located on the S4 urban rail line in Hamburg is excellent, as it will contribute to eliminating a bottleneck on the railway line Luebeck - Hamburg. It has clear European added value. Its maturity is very good. It is ready to start and previous studies have been completed. Several activities are planned to end in 12/2023, which could present a risk for the timely completion of the Action. The impact of the Action is good. It will deliver the documents required to tender the subsequent construction works and to obtain federal funding for these. The quality of the proposal is good. The objectives of the Action are clear and the activities are consistent with them. However, the distribution of responsibilities for implementing the Action between key project promoters remains unclear.

On-board deployment of ETCS Baseline 3 for Siemens locomotives operating on the TEN-T

2019-DE-TM-0161-W

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| Location(s) of the action | | (Coordinating) applicant | | European Rail Traffic Management Systems (ERTMS) CEF-T-2019-MAP-General-2 (ERTMS) |
| Austria, Belgium, Bulgaria, Croatia, Czechia, Germany, Hungary, Italy, Netherlands, Norway, Poland, Romania, Serbia, Slovakia, Slovenia, Sweden, Switzerland | | Siemens Mobility GmbH | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €32,636,000 | Recommended total eligible costs: | €32,636,000 | |
| Requested funding: | €11,550,000 | Recommended funding: | €11,550,000 | |
| Requested EU support: | 35.39% | Recommended EU support: | 35.39% | |



As one of the leading manufacturers of the European railway industry, Siemens Mobility is committed to accelerate the deployment of ERTMS on the TEN-T. ETCS enables the standardisation of train control systems in place of many different national systems. The European strategies for the deployment of ERTMS pave the way for the coordinated vehicle-infrastructure roll-out of ETCS Baseline 3, which will improve the interoperability of the railway systems and increase their sustainability, safety and security. Compared to ETCS Baseline 2, which is currently used in most countries, ETCS Baseline 3 has many new features and will become the global future standard in the industry. Due to the problem of the missing upwards compatibility of ETCS Baseline 2 vehicles with Baseline 3 infrastructure, it is important to equip the vehicles prior to the infrastructure. The Siemens Vectron and Smartron series are the most popular and environmentally friendly electrical locomotives for freight and passenger transport in Europe. Around 1.000 units have already been ordered, of which more than 800 are currently in use on the TEN-T and operated by more than 100 railway undertakings. In 2019, the Vectron and Smartron series accounted for over 40% of the electrical locomotive orders in the EU. Considering the importance of this locomotive fleets, a renewal of the type authorisations to perform ETCS Baseline 3 upgrades and retrofittings would accelerate the roll-out of this technology and mark a major cornerstone for the success of ERTMS in Europe. Therefore, the proposed Action consists of developing 19 prototypes to be equipped with ETCS Baseline 3 in order to obtain the new type authorisations necessary for the roll-out on the existing Vectron and Smartron fleet. The prototypes will allow upgrading 14 locomotive types currently equipped with ETCS Baseline 2, as well as retrofitting 5 locomotive types without any ETCS equipment. The new type authorisations will enable retrofitting or upgrading around 90% of the existing fleets for operations in 14 EU Member States (AT, BE, BG, CZ, DE, HR, HU, IT, NL, PL, RO, SE, SI, SK) and 3 neighbouring countries (CH, NO, RS).

Evaluation remarks:

The relevance of the Action is very good. The proposal addresses the development of 14 international ERTMS Baseline 3 on-board upgrade prototypes, 2 international ERTMS Baseline 3 on-board retrofit prototypes and 3 national ERTMS Baseline 3 on-board retrofit prototypes. No immediate serial retrofit/upgrade is planned, but there is a potential market of 1000 Vectron/Smartron locomotives. The maturity is good. The main contract was foreseen to be signed on 01/04/2020. The applicant however, still needs to secure the prototype vehicles. The impact of the Action is considered as very good. The CEF funding will have a positive impact on the applicant's pricing of the serial deployment that may stimulate the deployment of ERTMS in general. The quality of the Action is very good, with appropriate implementation plans and a coherent project structure.

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|---------------------------|-------------|---|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| Germany | | Senatsverwaltung für Umwelt, Verkehr und Klimaschutz Berlin | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €15,000,000 | Recommended total eligible costs: | €14,600,000 | |
| Requested funding: | €7,500,000 | Recommended funding: | €7,300,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The project is part of Berlin-Brandenburg’s i2030 Urban Node Rail Development. It focusses on the alleviation of existing bottlenecks in the TEN core rail network between Berlin, Hamburg and Hanover (Orient/East-Med and North Sea-Baltic corridors). In particular, ‘Berlin-Spandau’ station with two platforms is a critically overloaded rail node. All routes from the Netherlands, Belgium, the Rhine-Ruhr region as well as Scandinavia and Hamburg to Poland and the Baltic States meet here and must pass this bottleneck. To meet traffic demand, capacity at the important interchange station ‘Berlin-Spandau’ must be expanded. Furthermore, two additional tracks in the segment Berlin-Spandau-Nauen are necessary to reduce operational interdependencies between long-distance, regional and local passenger and cargo rail services. Suburban railway (S-Bahn) system currently terminating at ‘Berlin-Spandau’ will be extended to provide sustainable public transport commuter options and thus improve accessibility for the growing population to the urban node Berlin. This project is a study to define the requirements and features of necessary interface and rail infrastructure expansion in the segment Berlin-Spandau-Nauen, with preliminary design and cost estimations as basis for planning, contracting and execution of construction works. The project investigates different solution measures. This includes the feasibility of an underground S-Bahn option, which would gain further capacity at ‘Berlin-Spandau’ station by converting tracks currently used by S-Bahn services to long distance and regional train services in the future. The German federal states of Berlin and Brandenburg are the applicants. Further stakeholders are: • The German rail (Deutsche Bahn) infrastructure companies as owners, operators and developers of the concerned rail infrastructure and • VBB Verkehrsverbund Berlin-Brandenburg GmbH as coordinator of public transport services on behalf of the states of Berlin and Brandenburg.

Evaluation remarks:

The main strength of the Action, which aims to expand the capacity of the Berlin-Spandau rail station, comes from its excellent relevance and maturity. It has a very strong EU added value and delivers a clear contribution to the TEN-T network. The Action is highly relevant to the call’s objectives and priorities.

The impact of the Action is very good, as demonstrated by detailed presentation of its socio-economic benefits. The study can result in a good-practice and will be used as a decision-making tool with high impact for policy-making. The overall proposal is of good quality with a credible and sound description.

Preliminary Design "Heidenau-D/CR national border", new-build line Dresden-Prague

2019-DE-TM-0198-S

| | | |
|---------------------------|--|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Germany | Bundesministerium für Verkehr und digitale Infrastruktur | |

| Implementation Schedule | | | |
|-------------------------|--------------|------|-----------|
| Start: | January 2020 | End: | July 2025 |

| Requested Funding | | Recommended Funding | |
|-----------------------|------------|-----------------------------------|------------|
| Total eligible costs: | €7,500,000 | Recommended total eligible costs: | €6,750,000 |
| Requested funding: | €3,750,000 | Recommended funding: | €3,375,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The proposed Action relates solely to the German sections of the Dresden – Prague new construction line project. The content of this Action consists of design work involved in the basic evaluation and supplementary services for the preliminary design. These are steps preceding the actual design phase which help to clarify the project requirements and determine the entire study and performance requirements, and functionally initiate the start of the preliminary design and coordinate its implementation.

Evaluation remarks:

The relevance and impact of the Action, located on the German sections of the new Dresden-Prague rail line, are very good. It aims at removing an existing bottleneck on an important cross-border section between Germany and the Czech Republic. It will be used as an important decision-making tool for the Global Project's next stages.

Its maturity is very good. It has received political support and public consultations will continue during implementation. However, the consent for drilling activities is expected only in May 2020 and some tendering procedures are yet to start.

The quality of the proposal is good in terms of its logic and completeness. However, the costs of activity 6 are high.

Upgrade and new build of Stuttgart-Wendlingen line, including Stuttgart 21 - Action PFA 1.3a und PFA 1.4

2019-DE-TM-0202-W

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|---------------------------|--------------|--|--------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Germany | | Bundesministerium für Verkehr und digitale Infrastruktur | | |
| Implementation Schedule | | | | |
| Start: February 2022 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €214,846,294 | Recommended total eligible costs: | €214,846,294 | |
| Requested funding: | €64,453,888 | Recommended funding: | €64,453,888 | |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% | |



This application relates to sections of the "Upgrade and new build of Stuttgart – Wendlingen line, including Stuttgart 21" action, part of a global project. The sections are PFA 1.3a: Airport link and PFA 1.4: Filder section as far as Wendlingen. Both sections lie on the Paris-Strasbourg-Stuttgart-Vienna-Bratislava Main Line for Europe, play an important role in eliminating bottlenecks on the Main Line, and are an important component in achieving an interoperable rail network. Providing a rail link between Stuttgart Airport (PFA 1.3a) and the Stuttgart – Ulm new-build line will lead to optimum integration of air and rail transport in Southwest Germany. The objectives of the upgrade and new-build line in sections PFA 1.3a and PFA 1.4 will be implemented to a large extent during the 2020-2023 funding period. The structural work on PFA 1.4 will be completed as early as 2022 and then handed over for rail technology and permanent way work. Structural work for PFA 1.3a can also be largely completed by the end of the funding period and will, in fact, need to be completed by then to ensure that the Stuttgart – Wendlingen section can go into service in December 2025. This application is strictly for funding for structural work on these two sections.

Structural work for PFA 1.3a includes the twin-track new-build line (NBL) through the Filder region, which runs parallel to the motorway and is primarily above ground, and construction and connection of the new NBL station to the new-build line through the airport tunnel. The aim is to connect Stuttgart Airport and trade fair centre to Deutsche Bahn's long distance network and expand regional service. A number of follow-up actions will be needed, in particular conversion of the Plieningen junction point with federal motorway (BAB) A8. The section includes bored tunnels, cut-and-cover tunnels, open track, roads, bridges and constructional work. This application is specifically for earthworks on the new-build line, completion of the airport tunnel (eastern and western feeder lines to the tunnel) and construction of the tunnel tubes and access to the NBL station. The remaining work needed to complete PFA 1.3a is the subject of another funding application. PFA 1.4 connects to PFA 1.3 in the West. With the exception of the BAB A8 crossing, the section runs above-ground, closely following the route taken by BAB A8. The objective is to build a new line between the airport and the Wendlingen – Ulm new-build line. PFA 1.4 is a 10 km section on the Stuttgart – Wendlingen high-speed line, which accommodates trains travelling at 250 km/h. There will be several short rail and road overpasses in addition to longer bridges at Denkendorf (175 m) and over the river Sulzbach (386 m). In addition to the open track, the project scope also includes the 768 m Denkendorf tunnel and the complex conversion of two motorway junction points (at Esslingen and Wendlingen). Construction began in early 2014. The Denkendorf tunnel, Denkendorf rail-way overpass, Sulzbach railway overpass, and all of the smaller railway and road overpasses have already been built, and earthworks for the open track are under way. The 2014-DE-TM-0163-W grant agreement covers large areas of construction for PFA 1.4. This application is solely for work to convert the Wendlingen junction point, and these actions are currently in the contract award procedure stage or preparations for contract award procedures are under way. The actions are divided into contract award units to clearly separate them from actions already receiving funding. These rules out the possibility of multiple funding sources for the same work.

Evaluation remarks:

The Action is of very good relevance and impact, as it concerns works for the upgrade and construction of the new railway line Stuttgart – Wendlingen on the Rhine-Danube Corridor. It will lead to a capacity increase on the line and contribute to the removal of a bottleneck. Its maturity and quality are good. It has received political support at all levels. The financing for the Action has been secured. The activities are coherent and appropriate to achieve the Action's objectives. Different sections of the Global Project have been co-funded by EF Actions 2014-DE-TM-0163-W and 2014-DE-TM-0166-W.

Final planning of the Regionaltangente West (RTW) in Frankfurt am Main

2019-DE-TM-0242-S

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|---------------------------|-------------|-----------------------------------|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| Germany | | RTW Planungsgesellschaft mbH | | |
| Implementation Schedule | | | | |
| Start: February 2020 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €55,555,000 | Recommended total eligible costs: | €40,000,000 | |
| Requested funding: | €27,777,500 | Recommended funding: | €20,000,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The "Frankfurt RheinMain" metropolitan region is a dynamic "urban node" at the crossing points of the Rhine-Danube corridor and the Rhine-Alpine corridor in the TEN-T core network. The concentration of all rail traffic (S-Bahn, regional and long-distance traffic) via the main station leads to a critical bottleneck in the German rail network. In particular, there is no direct connection between the districts and municipalities located northwest of Frankfurt and the airport. Accordingly, the global project "Strengthening the seamless and intermodal feeder functions to the two TEN-T core network corridors Rhine-Danube and Rhine-Alpine" and the Frankfurt urban node is a project of common interest with a clear European added value. The proposed action "Final planning of the Regionaltangente West (RTW) in Frankfurt am Main", proposed for CEF funding, is a central component of success for the global project. The Regionaltangente West (RTW) is a new tangential rail connection to the west of Frankfurt to improve local public transport. The RTW complements the historically grown connection via the "Frankfurt Hauptbahnhof" main train station, which indirectly relieves the strain on the main train station and thus the S-Bahn tunnel. The RTW is of great importance for public transport, as, among other things, numerous public authorities support the RTW in a broad public-political consensus. At the end of 2019, RTW GmbH's municipal shareholders decided to implement RTW and secured funding from national, state and shareholder funds. The State of Hesse describes RTW as one of the most important rail transport projects in the state. The RTW fulfills the requirements and goals as described in the TEN-T Guidelines (1315/2013) in Articles 4 and 5 (1). With funding from the EU, another clear public-political signal is set for the structural implementation of the RTW, thus further advancing the project.


Evaluation remarks:

The Action is excellent in terms of its relevance, maturity and impact. It is a project of common interest with very high European added value and very strong relevance for the TEN-T and the CEF priorities. The Action has received strong political and financial commitments. It contributes to improving accessibility of public transport and in the Frankfurt metropolitan area. The study will facilitate implementing a global project and will be a strong decision-making tool. The quality of the proposal is very good, with coherent activities and implementation plans. However, the risk assessment grid lacks detail and some costs are considered as high.

Construction and operation of a medium-scale multimodal LNG terminal in the seaport of Rostock

2019-DE-TM-0247-W

| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
|---------------------------|-------------|-----------------------------------|-------------|--|
| Germany | | Rostock LNG GmbH | | |
| Implementation Schedule | | | | |
| Start: February 2022 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €96,754,218 | Recommended total eligible costs: | €96,754,218 | |
| Requested funding: | €19,393,115 | Recommended funding: | €19,393,115 | |
| Requested EU support: | 20.04% | Recommended EU support: | 20.04% | |



The applicant Rostock LNG GmbH is going to construct and operate a medium-scale multimodal LNG terminal in the seaport of Rostock. The LNG import and multimodal supply concept is unique in Europe and very well located in the Southern Baltic Sea region, yet a peer region for LNG ship operation. By functionality, the LNG terminal focusses on LNG supply of the transport industry, on customers of the innovative environmental sound tanker fleets, ferry lines and LNG cruise operation. In size, the Rostock terminal project tops existent bunker stations by far, which facilitates reliable and long-term viable operation as well as LNG supply of the German hinterland. The TEN-T core seaport Rostock is a strategic location in the Southwestern Baltic Sea. LNG supply will not only serve transport users along the Orient-East MED, but also the Scandinavian-MED and the North Sea-Baltic TEN-T core network corridors. Thereby, the proposed Action will strongly promote LNG shipping and the current market roll-out for LNG truck operation in Germany and central Europe. Over the long run, RLNG expects to supply about 379.000 tons of LNG p.a. to the transport market replacing the equivalent amount of traditional oil-based fuel products. Approx. 51% of the annual LNG amount will be provided to the road sector, and 49% to the shipping sector over the long run (20 year period); however, these modal supply split might develop differently according to the transport market demand trends. The initial investment of the total LNG terminal project is about EUR 181.8 million, of which EUR 93.94 million are eligible works cost items, namely LNG terminal infrastructure works, boil off gas re-liquefaction facility and the central LNG tank in the seaport of Rostock, for CEF funding. Further, 2.8 million will be added for the preparation of LNG terminal operations, action management and a climate change assessment (on request of INEA). Considering a CEF grant co-financing of 20% for works under the maritime ports priority, and 50% for the optional ex-post environmental study, the EU contribution will be € 19,39 million. Rail access for accelerated LNG transport and the operability for Bio-LNG are future options to increase the operational focus in a sustainable way, striving for further less environmental impact in general and lower CO₂ emission in particular. However, the proposed Action/ LNG terminal project (global project) is expected to contribute substantially to the decarbonisation (approx. 3,4 million tons of CO₂) and the reduction of air pollutions (509.000 tons of NO_x, 12.670 tons of SO_x and 2.760 tons of PM_{2,5}) of the transport sector over a 20-years period of 2023-2042. Over the full project implementation period of 2020-2042 and applying a social discount factor of 3,0%, the total net economic benefit of the complete LNG terminal project is EUR 6.74 billion (ENPV) with an ERR of 80.51% and a B/C ratio of 18.43.

Evaluation remarks:

The relevance of the Action, located in the German seaport of Rostock, is very good. It establishes new alternative fuel infrastructure to support the introduction and use of LNG for transport. The maturity of the Action is good. It is ready to start once the building permit is granted and the final investment decision is taken. The impact of the Action is good. The expected socio-economic impact of the Action is high and the grant will stimulate the investment. The overall quality of the Action is good but it is lacking detail regarding the Action's management. Certain costs are insufficiently justified.

Improvement of the cross-border railway line between Czech Republic and Germany

2019-DE-TM-0275-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Germany | Bundesministerium für Verkehr und digitale Infrastruktur | |

| Implementation Schedule | | | |
|-------------------------|-------------|-----------------------------------|-------------|
| Start: | March 2021 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €40,770,300 | Recommended total eligible costs: | €40,770,300 |
| Requested funding: | €8,154,060 | Recommended funding: | €8,154,060 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



Freight traffic has been steadily increasing on the double track 6240 (Dresden to the German / Czech state border). Significant growth rates have been recorded, especially in cross-border freight traffic. In order to be able to meet the increasing need for the change of locomotive and for wagon-technical safety investigations in the rail freight traffic of the international traffic, the existing infrastructure in the train station Bad Schandau East has to be upgraded and expanded. The current rail freight station Bad Schandau East is a dedicated station for the changes of locomotives and for wagon-technical safety investigations before the border. The station is not used for rail passengers or load and unloading of freight. The existing tracks at Bad Schandau have a length of 640 m. The necessary extensions of the tracks cannot be produced in the neighboring train stations in the border area between Germany and the Czech Republic because of missing free areas. In addition, due to the planned improvement of the seaport - hinterland - connections on the Orient-East-Med corridor, a possibility to overhaul 740 m long trains (for example block trains with 740 m from Port of Hamburg to Prague) is necessary. Therefore, as part of the proposed action, the useful length of the new tracks 203 and 204 in Bad Schandau will be extended accordingly to 740 m in order to create overtaking opportunities and to avoid a backlog in the border area. For this it is necessary that the existing infrastructure at Bad Schandau East station are completely adapted and expanded. The increased volume of freight traffic has led to greater noise pollution for residents in recent years. Noise protection measures are therefore implemented as part of the proposed action in order to reduce noise emissions. According to the sound-technical investigations, a soundproofing wall with highly absorbing aluminum elements at a distance of 4.40 m from the track axis will be erected from railway kilometers 18.930 to km 20.410. The total length of the soundproof walls in this section is approximately 1,480 m. The proposed action consists of the following activities: Activity 1: Reconstruction of infrastructure components at Bad Schandau Ost station • adaptation of tracks 203 and 204 to 740 m • including civil engineering and underground distribution cables • Partial renewal / widening of the railway overpass km 19,258 • Partial renewal / widening of the railway overpass km 20,145 • New supporting walls • New electronic signal box - Building • Renewal of the overhead line system between Bf Schöna – Bf Bad Schandau Activity 2: New construction of noise barriers Activity 3: Project management and construction supervision during the funding period Objectives of the proposed action are: The proposed measure helps to ensure the long-term availability of the railway infrastructure in the planning section and creates the opportunity to overhaul trains that are 740 m long. This eliminates a bottleneck in cross-border rail traffic between Germany / the Czech Republic and increases the efficiency of the entire Dresden - Prague route. In addition, noise barriers will be erected to reduce the noise pollution of the residents due to the increasing volume of traffic, in particular freight rail traffic. This is intended to increase the acceptance of cross-border rail freight traffic among the residents concerned.

Evaluation remarks:

The relevance of the Action is good, as it contributes to the priorities of the Call for proposals and aims at removing a bottleneck at the cross-border between Germany and the Czech Republic.

The Action's maturity is very good. The planning approval was issued and procurement procedures can start.


Its impact is good. Implementation will lead to increased capacity and safety. However, the results of the economic analysis are very sensitive to the traffic demand variation and an option analysis is missing.

The quality of the proposal is good in terms of its logic and completeness. The activities are coherent with the Action's objectives and are appropriate to achieve them. The time plan is rather optimistic.

Supplementary and updated studies for upgrading the Danish Fehmarnbelt tunnel railway access line (Phase 2)

2019-DK-TM-0146-S

| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
|---------------------------|------------|-----------------------------------|------------|--|
| Denmark | | Banedanmark (Rail Net Denmark) | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €7,774,490 | Recommended total eligible costs: | €7,774,490 | |
| Requested funding: | €3,887,245 | Recommended funding: | €3,887,245 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The application and Action concerns supplementary and updated studies for the second and final phase of the upgrade of the Danish railway access line to the cross-border Fehmarnbelt tunnel between Denmark and Germany, more specifically the Nykøbing Falster to Holeby railway section. The Action contributes to implementing the vision of a fixed, close, and direct connection between Scandinavia and continental Europe. The Action is closely linked to the establishment of the actual Fehmarnbelt tunnel. The Global Project is therefore defined as both the upgrade of the Danish railway access line to the Fehmarnbelt tunnel in two phases, and the establishment of an 18 km immersed tunnel. The Action is part of the pre-identified projects on the Scan-Med core network corridor, namely the pre-identified section "Copenhagen-Hamburg via Fehmarn: access routes", as defined in Annex 1 of the CEF Regulation. The Action is more specifically defined as the railway line between Nykøbing Falster and the interface to the Fehmarnbelt tunnel, located just south of Holeby close to Rødby. The objectives of the Action are the following: - To eliminate a bottleneck on the Danish access line to the Fehmarnbelt tunnel by upgrading from single-track line to double-track line - Preparatory works for the electrification of the line - Introduction of line speed of 200 km / h which will lead to a reduction in future travel times for passenger and freight trains on the section Copenhagen-Hamburg. The application concerns supplementary and updated tender materials and detailed design material concerning track works, earthworks and drainage, station works, preparatory works and bridge works. The Action is financed by A/S Femern Landanlæg. The implementation of the Action is the responsibility of Rail Net Denmark.

Evaluation remarks:

The Action's relevance is excellent as it aims at contributing to removing a bottleneck on the pre-identified section København-Hamburg via Fehmarn (access routes belonging to the ScanMed corridor). Its strong EU added value is demonstrated as it contributes to bridging a missing link on a Danish railway section. It is mature, as two contracts have already been awarded. Its impact is very good. The Action will lead to a decision-making tool for the immediate start of the construction works. The proposal's quality is good in terms of its logic, completeness and clarity. The overall duration appears realistic for implementing this Action under the assumption that major changes will not be required.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Denmark | Danish Road Directorate | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|--------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €142,338,100 | Recommended total eligible costs: | €141,798,100 |
| Requested funding: | €42,701,430 | Recommended funding: | €42,539,430 |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% |



The proposed Action, “Establishment of the New Storstrøm Bridge (works)”, concerns the construction of a new bridge, bringing the New Storstrøm Bridge up to today’s standard with high-speed rail capacity, electrification, and ERMTS. While the bridge will accommodate rail and road traffic, and will include a cycling and walking path, the Action includes only activities and costs related to the railway traffic. The Action is located on the Scandinavian-Mediterranean Core Corridor, more specifically on the pre-identified section “Copenhagen-Hamburg via Fehmarn: access routes”, as defined in Annex I of the CEF Regulation. The Action is defined as the New Storstrøm Bridge connecting Zealand and Falster on the railway line between Ringsted and the interface to the Fehmarnbelt tunnel, located just south of Holeby close to Rødby. Regarding the railway connection across the New Storstrøm Bridge, the Action will be electrified. Electrification is a major priority in the TEN-T Regulation, and the New Storstrøm Bridge will be electrified subsequently following the updated roll-out of ERTMS on the Danish railway net including the Fehmarnbelt fixed link access lines contributing to the fulfilment of Article 39 of the TEN-T Regulation, which sets a requirement for electrification of the entire TEN-T core network by 2030. The objectives of the Action are the following:

- Removing a missing link for rail freight transport on the Danish access lines to the Fehmarnbelt fixed link by constructing a new Storstrøm Bridge
- Rail passenger and freight increase on the Global Project (Copenhagen-Hamburg via Fehmarnbelt)
- Introduction of a speed of 200 km/h on the New Storstrøm Bridge
- Preparation for electrification (not part of the Action – timed with the finalisation of the Fehmarnbelt fixed link: access lines)
- Harmonisation of Signalling with the rest of Europe by 2028 the latest (not part of the Action – timed with the finalisation of the Fehmarnbelt fixed link: access lines)

The Action is financed by the Danish State budget. The implementation of the Actions is the responsibility of the Danish Road Directorate. Rail Net Denmark has the responsibility for construction of railways in Denmark, but in this case where the construction is in the context of a large bridge the Danish Road Directorate has been notified. To manage the interfaces to Rail Net Denmark, the project organisation also includes an employee from Rail Net Denmark to manage the railway design and coordination to Rail Net Denmark and secure the interfaces to the project, by upgrading the railway between Ringsted and the Fehmarnbelt tunnel. The Action is focused on the construction of the railway bridge, equivalent to 60 pct. of the total cost in the relevant construction period (see Annex 6: Cost split, documentation of cost related til railway). The new road connection is not part of the Action.

Evaluation remarks:

The relevance of the Action is very good. It is located on the ScanMed corridor, specifically on the pre-identified section København-Hamburg via Fehmarn (access routes). Its clear EU added value is demonstrated as it contributes to bridging a missing link in the TEN-T network. Its maturity is excellent as the implementation has already started, the funding is secured and the procurement procedure is completed. Its impact is good due to its socio-economic and environmental benefits, but CEF funding would not have a stimulating effect on private investment. The proposal's quality is good in terms of its logic and clarity with the activities well described.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Greece | Igoumenitsa Port Authority S.A. (OLIG) | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | June 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €1,080,000 | Recommended total eligible costs: | €1,080,000 |
| Requested funding: | €540,000 | Recommended funding: | €540,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The proposed Action aims to provide the necessary FINAL studies and engineering designs for the development of on-shore power supply technology to the port of Igoumenitsa, the introduction of renewable energy sources to the power system of the port, and the necessary creation of a central power management system that will regulate the energy network of the port, maximising the environmental and financial profits for the port and the entire area. The scope of the Action is to transform Igoumenitsa port into an energy hub of the Adriatic-Ionian Sea, providing sustainable solutions based on the requirements of the port's marine and vehicle traffic and serving three main needs: 1) The need for a significant upgrade of the port infrastructure that will increase the port's power management efficiency and materialise the port's plan to offer on-shore power supply to vessels and construct charging stations for vehicles. 2) Deploying Renewable Energy Sources inside and in the broader area of the port so that significant portions of energy required by the port is provided by its own resources and will allow the port to efficiently manage and offer electric power to the grid. 3) Providing green electric energy to ships at berth via ship-to-shore power interconnections and the ability to allow charging also of road vehicles, reducing ship emissions and noise of their auxiliary engines (electric generators) and the overall environmental footprint of transport activities in the port area. The Action is a critical step for the implementation of the Igoumenitsa Port Authority goals and direction towards a maritime emissions-free future, while the location of the port on the Orient-East Med TEN-T corridor makes it a project of common interest, contributing to the objectives of the transEuropean transport network.

Evaluation remarks:

The Action is very relevant as it is fully in line with the objectives of the Green Deal, targeting emission reduction for maritime transport, and it meets the objectives of the Call. The Action is very mature on technical, administrative and financial level and has received all necessary approvals. The impact is very good. It will result in significant financial, environmental and social benefits. The quality is excellent. There is a clear consistency between the objectives and the planned activities, and the overall implementation schedule is realistic.

Studies for upgrading and duplicating the railway line from Alexandroupoli to Pithio

2019-EL-TMC-0210-S

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|---------------------------|------------|---|------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-Cohesion |
| Greece | | MINISTRY OF DEVELOPMENT AND INVESTMENTS | | |
| Implementation Schedule | | | | |
| Start: | March 2021 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €6,000,000 | Recommended total eligible costs: | €6,000,000 | |
| Requested funding: | €5,100,000 | Recommended funding: | €5,100,000 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |

The proposed action involves the elaboration of preliminary studies for the section Alexandroupoli - Pythio, which is part of the TEN-T Core network, for the maturity of the global project. Specifically, the proposed action includes the initial studies for improving the infrastructure of the existing single railway line in the segment "Alexandroupoli-Pythio", in order to upgrade and double the segment's line. At the same time, a CBA study will be carried out in railway axis "Alexandroupoli-Ormenio" (global project) with distinct costs for the southern "Alexandroupoli - Pythio" (proposed action) and northern "Pythio - Ormenio" section. The proposed action refers to the upgrading and doubling of the existing railway line Alexandroupoli-Pythio- (until the Greek-Turkish borders), approx. 117 km long, as part of the much greater railway axis, known as the "Sea2Sea" project, between Thessaloniki - Kavala - Alexandroupolis - Bourgas- Varna - Ruse. The segment "Alexandroupoli-Pythio" is also part of the Greek axis "Alexandroupoli-Ormenio" that connects the port of Alexandroupoli with Turkey (with a branch at Pythio station) and Bulgaria (just a few kilometers after Ormenio station). The upgrading and doubling of the railway line will increase the freight transportation capacity towards Eastern Europe and it will enhance cross-border transportation, with Turkey and Bulgaria.

Evaluation remarks:

The relevance of the Action is very good. It meets the requirements of the Call for Proposals by contributing to the removal of a cross-border bottleneck in the section Alexandroupoli-Pithio.

The maturity of the Action is very good. It has political support and is ready to be implemented from administrative and technical perspectives.

The impact of the Action is good. The outcomes of the studies will be used as an important decision-making tool for the global project.

The quality of the proposal is very good. The work plan and related implementation schedule is well described and sound.

New single railway line connecting Thessaloniki-Amphipolis-Nea Karvali - Final Phase (B) of studies

2019-EL-TMC-0221-S

| | | | | |
|---------------------------|-------------|---|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-Cohesion |
| Greece | | Ministry of Development and Investments | | |
| Implementation Schedule | | | | |
| Start: | August 2021 | End: | June 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €18,000,000 | Recommended total eligible costs: | €18,000,000 | |
| Requested funding: | €15,300,000 | Recommended funding: | €15,300,000 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |



The new single railway line will connect the port of Kavala with Thessaloniki and further on (via the railway sections N. Karvali – Toxotes et al.) with the port of Alexandroupoli. The new high speed line (V=200 km/h) with two-way signalling, electrification and signalling is part of the southern section of “Rail Egnatia” of the TEN-T core network. This new line will facilitate multimodal transfer of goods and people, reduce travel times, increase road safety (grade-separated crossings with roads are foreseen) and reduce CO2 emissions. Specifically, this new railway line belongs to the central high-speed network and is a continuation of the East / East Mediterranean (Thessaloniki - Athens - Piraeus / Athens -Patras / Palaiofarsalos-Igoumenitsa / PA) corridor towards the Greek-Turkish border (Pythia) and the Greek-Bulgarian border (Svilengrad), as this East / East Mediterranean corridor is defined in REGULATION (EU) No 1316/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013 “establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010”. Also the proposed action is part of the “Sea2Sea” multimodal freight corridor which connects the Aegean Sea (ports of Thessaloniki, Kavala and Alexandroupolis) to the Black Sea (ports of Bourgas and Varna) and Danube (Ruse), with strategic importance and for this reason, Greece and Bulgaria have signed a Memorandum of Understanding for the development of that corridor (named as “Rail T-K-A-B-V-R project”). For this line Phase A studies have already been prepared, including: • Topographical study • Prestudy for the railway and road network (side and intersecting) • Hydraulic prestudy • Final geological study • Environmental Impact Assessment • Preliminary structures study. Phase B studies will include: • Field and laboratory geotechnical surveys • Additional topographical studies to meet the needs of the final designs and cadastral studies • Definitive alignment study of railway and road network (side and intersecting) • Definitive drainage study • Master study and definitive studies of structures • Geotechnical studies • Tender Documents and HSP-HSD.

Evaluation remarks:

The relevance of the Action is very good. It meets the requirements of the Call for Proposals by contributing to removing a cross-border bottleneck.

The maturity of the proposed Action is very good. It has political support and is mature from both a technical and an administrative point of view.

The impact of the Action is good. The outcomes of the studies will be used as an important decision-making tool for the global project.

The quality of the proposal is good. However, it has some shortcomings notably the fact that the information provided in the proposal is relatively brief in some sections.

Development of Safe and Secure Truck Parking Areas at the TEN-T Core Network in Greece (SSTPAs in Greece)

2019-EL-TMC-0264-W

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|---------------------------|--------------|--|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-Cohesion |
| Greece | | MINISTRY OF INFRASTRUCTURE AND TRANSPORT | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | June 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €10,378,232 | Recommended total eligible costs: | €10,353,232 | |
| Requested funding: | €8,043,130 | Recommended funding: | €8,023,755 | |
| Requested EU support: | 77.50% | Recommended EU support: | 77.50% | |



The Action is an initiative of the Ministry of Infrastructure and Transport in collaboration with the road administrators in Greece to develop Safe and Secure Truck Parking Areas (SSTPAs) along the Trans-European Core Network (TEN-T) in Greece. This Action is going to be a decisive step forward in improving the safety of the national road network. In Greece there is no certified SSTPAs along the road network. However, in the country the 98% of the freight transport is made by road. As the logistics sector grows in Greece with major development of 3PLs and ports exploitation by international ocean carriers the road freight transport sector will remain dominant in the forthcoming years despite the efforts for increasing maritime & rail intermodality. The proposed Action will address the lack of SSTPAs by developing seven SSTPAs in areas in existing Motorist Service Stations or at locations that have been initially foreseen for developing Motorist Service Stations, transforming and expanding two parking areas in existing Rest Areas to SSTPAs and developing the e-service for optimizing the use of the developed SSTPAs. These SSTPAs will be fully harmonized with EU standards and offer services at a “Silver” standard level, with a potential for further improvements in the future, according to the 4 identified levels of security. The total capacity of these 9 SSTPAs will be 182 truck parking places and their locations are in Akrata, Atalanti, Aerino, Analipsi and Episkopiko. Also, an e-Service is going to be developed so as to offer all necessary information to truck drivers regarding the location of SSTPAs, their certification level and services and the opportunity to pre-book and pre-pay for a parking place so that they can organize their trip more accurately and in advance. The main expected results of the Action are the development of 9 SSTPAs, certified by external auditors at “Silver” standard level in accordance to the EU standards and the development of the e-Service for the provision of relevant to SSTPAs information services to truck drivers according to the needs identified in the Commission Delegated Regulation (EU) No 885/2013.

Evaluation remarks:

The relevance of the Action is very good. It addresses the Call’s objectives and priorities by building nine new ‘Silver’ level safe and secure parking areas along the TEN-T Core Network.

The maturity of the proposed Action is good. Its administrative maturity is not fully demonstrated since building designs and environmental consents’ updates are pending and expected to be approved by October 2020. However, considering its foreseen end date, there is low risk that it cannot be completed by December 2023.

The impact of the proposed Action is very good. It is expected to have positive socio-economic and environmental impacts.

The quality of the proposal is good. The proposed activities are adequate to achieve the objectives.

| | | | | |
|---------------------------|-------------|---|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-General-1 |
| Spain | | Sociedad de Gestión de Bienes de Equipos Eléctricos, S.L. | | |
| Implementation Schedule | | | | |
| Start: July 2022 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €31,900,000 | Recommended total eligible costs: | €31,900,000 | |
| Requested funding: | €6,380,000 | Recommended funding: | €6,380,000 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |



This Action includes the construction for its subsequent operation in the Port of Palma (Mallorca) of a specialized multi-purpose floating solution assisted by an integrated tug capable of supplying electricity (medium and high voltage) by Cold Ironing to big cruise ships and other merchant and passenger ships (while also considering potentially the activity of bunkering of liquified natural gas (“LNG”) to all types of ships that use LNG as fuel and bunkering (of LNG for the ro-ro transportation fleet) of the Port of Palma (hereinafter named as the “Power Supply and LNG Bunkering Barge”). Palma is the second most polluted city in Europe due to the cruise ship stops it receives, when cruise ships arriving in Palma emit almost ten times more SOx than all the cars in the city itself. In this sense, as it is already known, the emissions of sulfur and nitrogen oxides are harmful to the environment. Generally while the ships remain in the ports in their berths, they do so with the auxiliary engines in operation, which generates the electricity necessary to feed their consumption of ventilation, air conditioning, lighting etc. producing emissions to the atmosphere that have a very negative impact on the environment of the Port. That is why one of the most effective measures to reduce these emissions is to supply the ship with electric power, so that it can stop its diesel generator sets in port during its stay and thus avoiding emissions of polluting gases into the atmosphere. Cold Ironing allows the supply of electrical energy to ships significantly reduces the air pollution generated by ships in Port, the increasingly strict regulation of emissions in ports is achieved and the consequent improvement for the Environment in the Port. So, the purpose of our Power Supply and LNG Bunkering Barge planned and presented in this proposal is that she allows said Port to face the environmental impacts that port activity implies, and turn the Port of Palma into a reference model of Blue Growth at European level for its competitiveness, efficiency and sustainability in all its activities, facilities and services in the 2020 horizon.

Evaluation remarks:

The relevance of the proposal is very good. The Action addresses well the call’s objectives and priorities as well as the overall objectives of the Green Deal Communication by promoting the use of alternative and low carbon energy sources for propulsion systems. It addresses both CEF call and TEN-T priorities. Its maturity is good. It is part of the HIVE2 Spanish strategy for LNG solutions in the maritime sector, and is financially secured and technically ready. The impact of the proposal is good as regards environmental and social benefits, supporting the transition toward sustainable maritime transport. The EU grant will help unlocking bank financing. The quality of the proposal is good. The overall budget is realistic and activities are consistent with the Action’s objective.

Setting up two safe and secure parking areas in the Spanish-French border region

2019-ES-TM-0121-W

| | | |
|---------------------------|---|---|
| Location(s) of the action | (Coordinating) applicant | Safe and Secure infrastructure CEF-T-2019-MAP-General-1 |
| Spain | BIDEGI Gipuzkoako Azpiegituren Agentzia / Agencia Guipuzcoana de Infraestructuras S.A. | |

Implementation Schedule

| | | | |
|---------------|---------------|-------------|-----------|
| Start: | February 2022 | End: | July 2024 |
|---------------|---------------|-------------|-----------|

| | |
|--------------------------|----------------------------|
| Requested Funding | Recommended Funding |
|--------------------------|----------------------------|

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|------------------------------|-------------|--|-------------|
| Total eligible costs: | €15,164,368 | Recommended total eligible costs: | €15,164,368 |
|------------------------------|-------------|--|-------------|

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|---------------------------|------------|-----------------------------|------------|
| Requested funding: | €2,759,915 | Recommended funding: | €2,759,915 |
|---------------------------|------------|-----------------------------|------------|

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|------------------------------|--------|--------------------------------|--------|
| Requested EU support: | 18.20% | Recommended EU support: | 18.20% |
|------------------------------|--------|--------------------------------|--------|



This project aims at developing two safe and secure parking areas in the region of Gipuzkoa in the North of Spain in immediate vicinity to the French border available to Heavy Goods Vehicles (HGVs) that are operating with digital real-time information systems, feeding into the Atlantic TEN-T Core Network Corridor. The deployment of the parking areas will be pursuant to the requirements of the European Commission and the highest technological and quality standards in terms of security and connectivity. The company Bidegi is the applicant and coordinator of this project. Bidegi will be supported by advisors specialised in CEF and infrastructure deployment to ensure efficiency and efficacy. The European Secure Parking Organisation (ESPOG) will be consulted to ensure the project realisation and certification according to the gold level conforming to the EU-Parking Standard. The locations at the Basque municipalities of Astigarraga and Oiartzun are respectively situated 20km and 10km away from the border to France. These locations are pivotal for the trans-European road freight transport between Spain and France as according to the ex-ante analysis, there is a decisive lack of safe and secure parking areas for HGVs in the region of Gipuzkoand especially in the area around San Sebastian. The locations are situated in close proximity of TEN-T Rail-Road Terminals, ports and airports and respective logistics centres in order to enable multimodal transport solutions. This project aims at contributing to the improvement and safeguarding of the Spanish and French transport infrastructure by developing Intelligent Transport Systems (ITS) connected safe and secure parking areas, in which HGVs obtain adequate secure parking areas combined with modern services and resting facilities. The project will implement the following elements at both locations: - The development and construction of two safe and secure parking areas available to 505 HGVs on the Atlantic TEN-T Core Network Corridor. - The gold security level for safe and secure truck parking areas at both locations according to the common industry standard suggested by the study MOVE/C1/2017-500 (EU-Parking Standard). - Intelligent Transport Systems (including the creation of a parking management system) in accordance with the requirements of the European ITS Directive and the latest technical developments in the sector. The parking areas will be equipped with ITS elements that will facilitate multimodal interconnectivity amongst road, rail and inland waterway transport in the region. - High service levels according to the EU-Parking Standard. - The application contains a detailed social cost benefit analysis detailing efficiency and monetary gains of deploying safe and secure parking areas along the corridors.

Evaluation remarks:

The relevance of the Action is excellent. It is in full coherence with the objectives of the Call. The EU added value is well justified. The maturity is excellent. Building permits have been granted and the land is already secured. There are neither legal nor administrative issues pending. The impact is excellent. The main socio-economic impacts are: enhanced safety and security, travel time and vehicle operating savings and environmental savings. The quality is very good. The objectives are clearly described. However, the description of the proposed quality control and the monitoring system is not sufficiently detailed.

EALINGWorks Valenciaport: Preparation of the electrical grid of the Port of Valencia for Onshore Power Supply

2019-ES-TM-0182-W

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|---------------------------|------------|--|------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Spain | | FUNDACIÓN DE LA COMUNIDAD VALENCIANA PARA LA INVESTIGACIÓN, PROMOCIÓN Y ESTUDIOS COMERCIALES DE VALENCIAPORT | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: June 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €8,593,050 | Recommended total eligible costs: | €8,593,050 | |
| Requested funding: | €1,754,910 | Recommended funding: | €1,754,910 | |
| Requested EU support: | 20.42% | Recommended EU support: | 20.42% | |

The main objective of the EALINGWorks Valenciaport Action is to prepare the electricity grid of the port for Onshore Power Supply (OPS) for containerhips, ferries and cruise ships at the new terminals of the port of Valencia (new container terminal and new passenger terminal). As vessels at berth present a quite high electricity demand, the installation of OPS in a port requires the upgrade of the whole electricity grid. Currently, the port of Valencia receives electricity at medium voltage (20kV) from three different electrical high to medium voltage substations: ST LA PUNTA, ST GRAO and ST ALAMEDA. The use of 20kV combined with the requirements of security of supply at the ports makes that the maximum amount of power to be demanded from the general grid for non instantaneous uses should not exceed 13 MW. The average total power demand at the port falls at the surrounding of 7 MW, being very frequent demands at the surroundings of 10 MW. Considering the current characteristics of the port electrical grid, it is not realistic to consider OPS at the berths of the port of Valencia, unless the electrical grid is upgraded. A conservative estimate of power demand for a containerhip is approximately 2 MW, 1 MW for a ferry and more than 10 MW for cruise ships. So the total power demand from simultaneous consumers at the port of Valencia would exceed 20 MW very frequently (e.g. 4 containerhips, 2 ferries and 1 cruiseship), far above the current maximum reachable power. The installation of a new electrical substation will change the picture completely as the port will receive electricity at 132 kV, allowing higher power demands. The initial capacity of the substation will initially be 60 MW, expandable to 90 MW. As a result, the works included in the EALINGWoks Valenciaport Action will allow the adoption of OPS and, consequently, significant reductions on emissions and operational costs from the vessels calling at the port of Valencia. This Action is part of the EALING Global Project, which aims to facilitate the widespread adoption of OPS at EU ports.

Evaluation remarks:

The relevance of the Action is very good. It contributes to the call's objectives by implementing low-emission solutions for maritime transport. It is fully in line with the objectives of the Green Deal, targeting the deployment of sustainable alternative fuels, and has a European added value. The maturity is very good. It builds on available detailed engineering studies and is supported at governmental and local level. The traffic growth presented in the demand analysis is not sufficiently demonstrated. The CBA includes an overestimation of costs and economic benefits but the financial and economic results remain appropriate. The quality is very good. Activities are well described, coherent with the objectives and supported by a realistic budget.

Upgrading infrastructure at Seville Port to improve interconnection between the waterway and rail and maritime transport

2019-ES-TM-0194-W

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|---------------------------|--------------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Spain | AUTORIDAD PORTUARIA DE SEVILLA | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|------------|
| Start: | February 2022 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €9,423,106 | Recommended total eligible costs: | €9,423,106 |
| Requested funding: | €1,884,621 | Recommended funding: | €1,884,621 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



The Port of Seville, the sole inland port of the Southern Europe, is a TEN-T Core Inland and Maritime Port and part of the Mediterranean Corridor. Seville is also a core urban node and the port part of the waterway E.60.02, which will be incorporated to the Atlantic Corridor in the proposal of Corridor extension approved by the European Parliament. The main goal of the global project and also of the proposed action is to promote a more sustainable transport system. Both the global project and the proposed action pursue a Modal Shift from road to train and maritime modes. This objective will be achieved by upgrading Port infrastructure removing connectivity and operational bottlenecks to enhance multimodality, synchronomodality and interoperability between maritime and rail transport. The global project is in line with the Port Strategic Plan 2025 reflected in its Strategic Map. These improvements will lead to consolidate the Port of Seville as the main logistic node in southern Europe. The proposed Action consists on the one hand, in the upgrading of Armamento quay adapting it to new requirements (increase of project cargo demand and bigger vessels), and, on the other hand, in the execution of rail yard with capacity for 750 m trains in Palmas Altas area, within the port service area. This infrastructure will meet Technical Specifications for Interoperability (TSI) drafted by European Railway Agency (4th package) Armamento upgrading works included in the proposed action are divided in two different phases (a previous phase already finished in 2017 is also included in the global project). Phase 2 of Armamento (Activity 2) includes covering the refurbishment of 250 m of the quay and the structural reinforcement of the port annexed esplanade to allow movement and greater storage of project cargo (offshore towers, wind turbine blades, precast elements for infrastructures, ...) absolutely necessary for operations forecasts of this type of cargo, and demolition of old port infrastructure. Phase 3 of Armamento upgrading (Activity 4), consists on the structural reinforcement of 200 m of the quay for the same purpose as the previous phase, and the dredge of the basin up to -7,50 that allow operating bigger ships in the quay. The improvement of rail infrastructure (Activity 3) comprises the execution of a rail yard with 3 tracks with capacity for 750 m trains. This action would complement the CEF granted number 2015-ES-TM-0251-W which is going to finish in march 2020, and the new rail access to the port granted with ERDF funds. The proposed Action would bring the following specific benefits: - Rail yard in Palmas Altas adapted to the European TSI will avoid delays caused by train crossings and will make possible the complete operability of the other rail actions commented. - Works in Armamento Quay will allow the quay to be prepared for the new project cargo exponential increase of demand requirements. The specific objectives of the proposed action are: • Improve the synchronomodality maritime-terrestrial that promotes this Modal shift from road to rail and maritime transport. • Development of new spaces for maritime transport upgrading port infrastructures which boosts business of the hinterland industries. • Improve rail access to the Port to enhance multimodality (adapting rail infrastructure to 750 m trains to comply with Technical Specifications for Interoperability (TSI)) removing rail access bottlenecks • Promote maritime traffic connected to non-emerging sectors, such as biomass and project cargo, and connections with the main logistical hubs removing operational bottlenecks. • Environmental excellence. Promoting more efficient transport will be translated in greenhouse gas reduction. • Consolidation of the port as the main industrial and logistic cluster of Southern Europe. All the other objectives will contribute to this one, so the proposed action will also contribute to get this objective

Evaluation remarks:

The relevance of the Action is very good. , The Port of Seville is a TEN-T core maritime and inland port and the city of Seville is part of a pre-identified section of the Mediterranean Corridor. Furthermore, the Action addresses the removal of the rail access bottleneck at the Port and is complementary to four other CEF Actions funded between 2015 and 2018. The Maturity is very good, since the Action is ready to start, with only one procurement procedure pending. The impact of the Action is very good as it will reduce air pollution, greenhouse gases, noise levels and accidents. The Action is expected to improve the port's competitiveness. The quality is very good in terms of logic, completeness, clarity and project management.

Mediterranean Corridor. Section Valencia-Sagunto-Castellón. Implementation of UIC gauge. Phase 2.

2019-ES-TM-0235-W

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|---------------------------|--------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Spain | ADIF Alta Velocidad | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|--------------|
| Start: | February 2022 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €103,760,000 | Recommended total eligible costs: | €103,760,000 |
| Requested funding: | €41,504,000 | Recommended funding: | €41,504,000 |
| Requested EU support: | 40.00% | Recommended EU support: | 40.00% |



Scope: Action scope is to adapt the railway infrastructure to the third rail requirements in the section, it can be seen in section 2.3. Action will be implemented by three activities which are technologically linked. Objectives: Action main objectives are to advance in the adaptation of the line to extend the capacity of the trains in both gauges and improve the traffic exploitation of the section, as well as the execution of works to improve the facilities, performing the following objectives: • Enable implementation of the European Standard gauge for the transit of goods or other traffics. • Boost freight transport. • Enhance railway interoperability. • Increasing the capacity of the standard gauge line and the regularity of circulations in both rail gauges (particularly in commuter trains with Iberian gauge), promoting an efficient and sustainable use of the infrastructure. • Increase of security and reliability of the facilities. • Rationalization and optimization of railway exploitation according to the needs, improving travel times in passenger services. • Renewal of the facilities of the section, already obsolete, and its adaption to technical regulations. • Bridging missing links and removing bottlenecks.

Evaluation remarks:

The relevance of the Action is very good, as it covers works to implement a UIC gauge along the section Valencia – Castellón and is part of a global project to remove a major bottleneck on the Valencia-Tarragona - Barcelona pre-identified section of the Mediterranean Corridor. It complements previous CEF funded projects.

The maturity of the Action is good. Procurement is under completion, but works acceptance certificates are planned at the end of the eligible period and environmental assessments and permits are missing.

The impact is unsatisfactory. The CBA focuses on the Global project, hence the financial and economic profitability of the Action are not completely clear.

The quality is good. The activities and the budget are coherent with the objective, but the Gantt Chart and the description of the activities would have benefited from additional detail.

On balance, the Action meets the objectives of the Mediterranean corridor action plan in respect of the extension of the UIC gauge in ES. The Action is recommended for funding, as it has a comparatively higher EU added value in relation to other proposed Actions.

Atlantic Corridor.HS line Sines/Lisboa-Madrid. Madrid urban node.Study of the Railway Complex of Atocha Station(Phase 3)

2019-ES-TM-0252-S

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|---------------------------|-------------|---|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| Spain | | ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS (ADIF) | | |
| Implementation Schedule | | | | |
| Start: March 2022 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €12,000,000 | Recommended total eligible costs: | €12,000,000 | |
| Requested funding: | €6,000,000 | Recommended funding: | €6,000,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |




The proposed Action consists on the second part of Phase 2 of Atocha Railway Station with the Detailed design drafting of the "Estación Pasante", "Marquesina Histórica", "Edificio de Servicios" and the completion of new elements for their connexions. Also the whole Phase 3 with the Basic and Detailed design drafting of the Commuter services extension, New High Speed halls and east urban accesses. The third objective of the Action is the drafting of the detailed design of the new commuter tracks configuration. Its opening will allow the possibility of intermediate stop in Atocha Railway Station to the services provided through the UIC tunnel Atocha-Chamartín, and the improve of the Commuter and HS services in Atocha.

Evaluation remarks:

The relevance of the Action is excellent as it removes the operational bottleneck on the Spanish railway network at Madrid's Atocha Railway Station in terms of capacity and service quality. The Action, which prepares the groundwork for the extension of commuter services extension, new High Speed rail halls and urban accesses, demonstrates a very good level of maturity as the procurement phase is completed and most of the contracts are awarded. The Action will have a good impact as a part of the global project that will strengthen the economic competitiveness of Madrid through higher accessibility of this urban node. CEF funding is essential for prioritizing the Action's execution. The quality of the Action is good. However, the description of the activities is basic and provides little insight into quality control, given the limited information on the risk management approach.

LNGHIVE2 Barcelona- An efficient LNG bunker barge in the port of Barcelona

2019-ES-TM-0283-W

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|---------------------------|--------------|-----------------------------------|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Spain | | ENAGAS, S.A. | | |
| Implementation Schedule | | | |  |
| Start: | January 2020 | End: | June 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €45,788,500 | Recommended total eligible costs: | €45,788,500 | |
| Requested funding: | €9,157,700 | Recommended funding: | €9,157,700 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |

The present Action (LNGHIVE2 Barcelona) will build an energy efficient, safely, and cost effectively new 5,000 cubic metre capacity LNG bunker barge that will provide services in the port of Barcelona to large LNG-powered vessels (such as cruise and container vessels) and will be loading LNG in the Enagás-LNG terminal in the port of Barcelona. The new LNG bunker barge will be constructed in Europe and will be owned by a new company established by Enagás (through its affiliated company Scale Gas) and Knutsen OAS España. Once the sea trials have been completed and certificates issued by the shipyard and the Classification Society have been obtained in 2Q 2022, it will be chartered by one of the interested energy companies. A great interest has been already shown by the largest energy company in Europe, Royal Dutch Shell (Shell). The Action will improve a functional barrier which leads to a system break affecting the continuity of maritime transport with LNG-fuelled ships and which can be surmounted by deploying LNG bunkering barge in Southern Europe. At present, LNG-fuelled ships do not have an intermediate well-located bunkering point in the Mediterranean where they can bunker. Deploying the bunkering barge in the port of Barcelona will bring significant improvements to this bottleneck situation as bunkering barge included in this Action will be able to operate in the port of Barcelona which is well located for large container vessels and for the fast-growing market segment of larger LNG-powered cruise vessels. This Action supports the implementation of the Directive 2014/94/EU as regards the availability of LNG refuelling points for the maritime transport in the Mediterranean, thus boosting bunkering market alternatives to fossil fuels not complying with the sulphur international regulations by 2020 and removing an important bottleneck for the shipping sector.

Evaluation remarks:

The relevance of the Action is very good. It is aligned with the clean transport sustainability objectives of the call, with the the Green Deal Communication, and with Spain's national policy on deployment of alternative fuels for maritime transport. The maturity of the Action is very good. It demonstrates political and sectorial support at all levels. Feasibility studies have been concluded. There are no technical or administrative issues pending for the project to start. The proposal is financially mature. The impact is very good. Environmental impact is positive, as well as the effect on the EU shipbuilding sector and the LNG bunkering services. The quality of the Action is very good. However, internal costs appear overestimated.

LNGHIVE2 Algeciras - A Flex LNG bunkering facility in the port of Algeciras Bay

2019-ES-TM-0308-W

| | | |
|---------------------------|--------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Spain | ENAGAS S.A. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €56,464,000 | Recommended total eligible costs: | €56,464,000 |
| Requested funding: | €11,292,800 | Recommended funding: | €11,292,800 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |




The LNGHIVE2 Algeciras Action will build a new Flex LNG bunkering facility of 12,500 cubic metre capacity with high flexibility, manoeuvrability and fuel efficiency to bunker large LNG-fuelled vessels at sea and in port in the Gibraltar Strait, mainly in the core port of Algeciras Bay. It will be loading LNG in the Enagás LNG plant in Huelva port. Once the sea trials have been completed and certificates issued by the shipyard and the Classification Society have been obtained in 2Q 2023, it will be chartered by the interested energy companies in the new Flex LNG bunkering facility. The new Flex LNG bunkering facility will mirror the efficient conventional bunkering supply chain and is the result of extensive interactions with customers that identified the need for more flexible and economical LNG bunkering solutions than the bunker vessels in use today. On top of executing larger bunker operations, the new Flex facility will also serve as the mother ship to fill small bunker barges, thereby enabling higher utilisation of all new facility LNG's assets. The Action will improve a functional barrier which leads to a system break affecting the continuity of maritime transport with LNG-fuelled ships and which can be surmounted by deploying LNG bunkering barge in Southern Europe. At present, LNG-fuelled ships do not have an intermediate well-located bunkering point in the Mediterranean where they can bunker. Deploying the new Flex bunkering facility in the Strait of Gibraltar will bring significant improvements to this bottleneck situation as bunkering vessels (such as the included in this Action) will be able to operate in the Strait of Gibraltar area which is the geographical zone offering zero deviation for vessels covering the East-West and North-South shipping routes. This Action supports the implementation of the Directive 2014/94/EU as regards the availability of LNG refuelling points for the maritime transport in the Mediterranean, thus boosting bunkering market alternatives to fossil fuels not complying with the sulphur international regulations and removing an important bottleneck for the shipping sector.

Evaluation remarks:

The Action has a very good relevance. It contributes to the implementation of Directive 2014/94 and is in line with both the National Policy Framework and the objectives of the Green Deal targeting the deployment of sustainable alternative fuel for maritime transport. The Action has a good maturity and is ready to start. All technical and feasibility studies are concluded and no authorization is pending. The impact is also good as it will mitigate air pollution through emissions reduction. The proposal is of good quality in terms of its logic, clarity and structure. The technical specifications are detailed, the implementation schedule is realistic and the budget reasonable.

| Location(s) of the action | | (Coordinating) applicant | | Motorways of the Sea CEF-T-2019-MAP-General-1 | |
|---------------------------|------------|-----------------------------------|---------------------|--|--|
| Germany, Sweden | | Stena Rederi AB | | | |
| Implementation Schedule | | | | | |
| Start: February 2020 | | End: June 2024 | | | |
| Requested Funding | | | Recommended Funding | | |
| Total eligible costs: | €3,010,000 | Recommended total eligible costs: | €3,010,000 | | |
| Requested funding: | €1,505,000 | Recommended funding: | €1,505,000 | | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | | |



The partners of the Motorways of the Sea CEF Action, “Sea Li-ion” have come together to map out innovative ideas and sustainable solutions to boost electrification of the maritime sector using lithium-ion batteries on vessels. Today, many shipowners are considering battery power for propulsion. However, what is holding them back is the availability of shore side power, the slow speed of charging and the capacity for it. Our two-step project consists of creating two large Energy Storage Systems (ESS) for storing electricity which would allow charging ships fitted with batteries. These ESSs are to be placed in the ports of Gothenburg and Kiel. Both ports form important multimodal hubs in their respective regions, linking seagoing vessels to rail, roads and inland waterways. These two ports have the potential to cater to a growing interest for e-vessels in the Baltic and North Sea, and their capacity for fast-charging directly alleviates concerns by shipowners on the future availability of shore side electrical power. The proposed “Sea Li-ion” Action, in the form of a study, will lay the ground for these important investments. It is the first step in a two-step approach towards establishing the options and requirements for greater electrification. The second step (outside the scope of this call) will be to build the two ESSs, to the extent possible, using recovered or recycled (car and other) batteries. Motivated by a wish to significantly decrease the environmental impact on a key route, this project will prove the environmental and economic case for ships to be able to run solely on electricity. Whereas the Action is located on the Gothenburg-Kiel route, the Action envisions a fully functioning, scalable, and replicable fast-charging system for all types of electrical vessels using onshore power supply. Since the size and cost of batteries have and will continue to decrease, battery power is an attractive alternative to conventional fuel for shipping. In addition, using recycled batteries would provide an important strengthening of the battery value-chain by extending the life cycle of this energy- and raw-materials-intensive industry. As partners of “Sea Li-ion”, we are stepping up to the challenge to address the knowledge gaps that still remain when it comes to battery use for ship propulsion. We will fill those gaps with facts, figures, and solutions to ensure that the electric future that we all dream about can become a reality.

Evaluation remarks:

The relevance of the Action is very good. It studies the installation of new facilities and technologies for the future provision and use of alternative fuels or energy on the MoS link between the ports of Gothenburg and Kiel. The maturity of the Action is very good. It is ready to start, both technically and financially. The impact of the Action is very good. By providing a basis for a scalable and replicable fast-charging system for all type of vessels using onshore power supply, the electrification of the shipping sector could be speeded up. The overall quality of the Action is good with well-explained solutions but an important shortcoming is that the role of the ports in the project is limited.

Studies for the Northern Access Line to the Brenner Base Tunnel between Munich (Germany) and Radfeld (Austria)

2019-EU-TM-0098-S

| | | | | |
|---------------------------|-------------|---|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Austria, Germany | | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | | |
| Implementation Schedule | | | | |
| Start: February 2022 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €28,638,200 | Recommended total eligible costs: | €28,638,200 | |
| Requested funding: | €14,319,100 | Recommended funding: | €14,319,100 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The Scandinavian-Mediterranean Corridor is a crucial north-south axis for the European economy. A significant project is the Brenner Base Tunnel, including the access routes. The proposed Action comprises planning activities on the cross-border section between Munich (Germany) and Radfeld (Austria), in order to alimnt the bottleneck of the Northern Access to the Brenner Base Tunnel. The planning area is divided in four main sections: • München/Trudering – Grafing – Großkarolinenfeld • Extended planning area • Common planning area • Schafteuau – Knoten Radfeld The planning activities for “München/Trudering – Grafing – Großkarolinenfeld” consist of the development, coordination and definition of the traffic and operational basics (such as train numbers, definition of route corridors or expansion stages). In addition, the basics of civil engineering and equipment planning are to be determined. The expected result is the completion determination of the basics for object planning end of 2022. The activities for the planning area “Schafteuau – node Radfeld” consist of the environmental impact assessment (EIA) and submission phase. The expected result is the receipt of the legally binding decision about the EIA at the end of 2023. The realisation of the action for the Northern Access Line to the Brenner Base Tunnel between Munich (Germany) and Radfeld (Austria) is the main step for the future constructions works and contributes to the Global Project, from which also the pre-identified section München – Wörgl on the Scandinavian-Mediterranean Corridor benefits in the medium run, when the according implementation measures follow, as listed below: • Higher average / maximum speed • Reduction of travel times • Increase in capacity for freight and passenger traffic and removal of the bottleneck • Improvements in rail safety, security and traffic quality • Reduction of carbon dioxide emissions of freight traffic, particularly for long-distance transport • Modal split shifts in favour of rail

Evaluation remarks:

The Action is of very good relevance, maturity and impact, as it concerns studies for upgrading the railway line on the cross-border section constituting the Northern Access to the Brenner Base Tunnel on the Scandinavian – Mediterranean Corridor. It will lead to a capacity increase on the line and will contribute to the removal of a bottleneck. It has received political support at all levels. The financing for the Action has been secured. The studies will be used as a decision-making tool for future works. The quality of the proposal is good. The activities are coherent and appropriate to achieve the Action’s objectives.

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|---------------------------|------------|-----------------------------------|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Germany, Netherlands | | Provincie Zuid-Holland | | |
| Implementation Schedule | | | | |
| Start: February 2020 | | End: July 2023 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €1,049,000 | Recommended total eligible costs: | €1,049,000 | |
| Requested funding: | €524,500 | Recommended funding: | €524,500 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The key barriers for the implementation of hydrogen in the inland waterway transport (IWT) sector are the lack of hydrogen refuelling stations (HRS) and the scarcity of hydrogen-powered vessels. There is sufficient supply of hydrogen and transport companies are ready to invest in hydrogen-powered vessels. Without the necessary refuelling infrastructure however, companies are reluctant to invest in such vessels. Therefore, a supply chain based intervention for stimulating HRS infrastructure is necessary to kick-start investments in hydrogen-supply infrastructure. It also requires an assessment of the framework conditions, needed to implement hydrogen in the supply chain. With the endorsement of market parties, experts and the results of feasibility studies, relevant scenarios for HRS will be selected. The analysis of the framework conditions concerning safety and regulatory requirements for the selected scenarios will produce comprehensive recommendations. This will be prioritised for the two most endorsed scenarios, in order to use intermediate results as input for a design and location study. For these two scenarios, the layout of HRS will be elaborated, the costs and benefits will be assessed on a supply chain level and the optimal locations for HRS infrastructure (in the ports of Rotterdam, Duisburg and Neuss/Düsseldorf/Köln) will be determined. The results of the design and location studies will be used to refine the framework conditions. The outcomes of these studies form an essential contribution towards preparing for a hydrogen works project in the expected CEF (Synergy) call in 2021. Moreover, the recommendations on the framework conditions will facilitate a kick-start of a works project. The project results will be widely disseminated to ensure the rollout of more HRS in Europe and they will feed into the foreseen Masterplan Alternative Fuels. Project management is included as a separate activity to deliver the Action on time and within budget.

Evaluation remarks:

The relevance of the Action is excellent. It contributes to the call's priorities and objectives, preparing for the provision of hydrogen on a cross-border section of the Rhine-Alpine Corridor. The Action is fully in line with the objectives of the Green Deal targeting the deployment of sustainable alternative fuels.

The maturity is excellent, being ready to be implemented within the given timeframe.

The impact is high as the Action will support both decision-making for the implementation phase and policy-making, setting the conditions for the future H2 supply network for IWW.

The quality of the Action is excellent. It is very well described and sound. It demonstrates coherence between objectives, activities and budget.

Coordinated supply of onshore power in Baltic seaports

2019-EU-TM-0125-W

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|-----------------------------------|--------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Denmark, Finland, Germany, Sweden | Copenhagen Malmö Port AB | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|-------------|
| Start: | February 2022 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €76,389,600 | Recommended total eligible costs: | €76,389,600 |
| Requested funding: | €15,307,920 | Recommended funding: | €15,307,920 |
| Requested EU support: | 20.04% | Recommended EU support: | 20.04% |



More than 90% of European ports are located in urban areas with their passenger terminals located on the doorsteps of the city centres and citizens living in their proximity. Raising public concern for the health threat of maritime emissions, global awareness for climate change and increasing environmental legislation puts pressure on European port authorities to take action. Emissions from ships cause environmental problems, affect human health and contribute to global climate change. The TEN-T Core Network maritime ports of Aarhus (Denmark), Copenhagen (Denmark), Rostock (Germany), Stockholm (Sweden) and Helsinki (Finland) have made air quality one of the top priorities on their environmental agendas. Under the Global project - and the proposed Action - the five Baltic seaports form a strategic consortium to commonly foster the shift towards a low-emission transport system by provisioning on-shore power to RoPax and passenger vessels during their stay in port. OPS shall reduce the environmental impact of national and international ships in port. While alongside berth, ships require electricity for hotel demand, cargo handling, heating, lighting and other onboard activities. Electricity is traditionally supplied by onboard diesel generators running on fossil based marine fuels and emitting among others GHG emissions (CO₂) and air pollutants, which have in return an impact on climate change and human health. SO_x and NO_x cause acid deposition, which can be harmful to the natural environment (e.g. lakes, rivers, soils and biodiversity of flora and fauna) as well as the built environment (e.g. natural heritage). At the same time ship generators provide a high level of noise and disturbance affecting nearby port residents. The five Baltic Sea ports of Copenhagen, Aarhus, Stockholm, Helsinki and Rostock are strategically connected via the Scandinavian – Mediterranean core network corridor. They are frequently visited by passenger ships (more than 800 calls per annum) and provide high frequent RoPax ferry connections (about 200 calls per week) between the European mainland and peripheral Scandinavia. The five ports are united by the same strategic vision of becoming leading sustainable ports in the Baltic Sea and enabled to deliver green energy to the ships. The implementation of the OPS systems creates similar challenges with regards to the technical concept, realising a reliable and sustainable provision of electricity and transparent and competitive user charges for each port. The project partners will address these challenges collectively in order to benefit from each other's experiences and knowledge. The proposed Action will be implemented from 2020 to 2023 and has an indicative budget of EUR 76.38 million. It will result in an estimated net-benefit of EUR 342.32 million achieving a cost-benefit ratio of approx. 3.35.

Evaluation remarks:

The relevance of the Action is very good. The Action contributes to the call's objectives by improving sustainability and removing a bottleneck linked to onshore power supply in ports of Aarhus, Copenhagen, Rostock, Stockholm and Helsinki. The maturity of the Action is good. It is technically ready, political support is confirmed and the commitments of the vessel operators are presented. However, two ports still have to resolve permitting issues. The impact of the Action is good. A funding gap validates the necessity of the CEF grant. However, some shortcomings were identified in the CBA. The quality of the Action is good. The resources are coherent with the objectives. It is well presented in terms of logic, completeness and clarity.

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|---------------------------|--|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Austria, Italy | Ministero delle Infrastrutture e dei Trasporti | |

| Implementation Schedule | | | |
|-------------------------|--------------|------|-----------|
| Start: | January 2022 | End: | July 2025 |

| Requested Funding | | Recommended Funding | |
|-----------------------|-------------|-----------------------------------|-------------|
| Total eligible costs: | €66,000,000 | Recommended total eligible costs: | €56,000,000 |
| Requested funding: | €33,000,000 | Recommended funding: | €28,000,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The Action is part of the global project of the Brenner Base Tunnel, centrepiece of the railway upgrade from Munich to Verona. As a low-gradient railway it will enable heavier and longer trains to operate the line. The main objectives of the Action are the excavation of the remaining sections of the exploratory tunnel and the planning activities of the Global Project. The excavation of the exploratory tunnel allows to improve the knowledge of the geological conditions, to reduce the geological risks and to better assess the costs and construction time of the Global Project. It will continue to allow these improvements also in the referring period of the proposed Action. The Action is the continuation of the one funded by Grant Agreement 2014-EU-TM-0186-S.

Evaluation remarks:

The relevance of the Action is excellent as it will contribute to further progress in the implementation of the Brenner Base Tunnel located on the Scandinavian-Mediterranean Corridor.

The maturity is good. It is ready to start from the technical point of view. However, the start is planned only for January 2022 and there is a risk that the deadline of 31/12/2023 may not be respected.

The impact is very good. The socio-economic benefits of the Global Project are qualitatively well demonstrated.

The quality of the proposal is good. It is realistic and consistent albeit some costs are too high and its implementation plan is tight (2 years), given the size and number of the different tasks that need to be carried out.

| Location(s) of the action | (Coordinating) applicant | SESAR CEF-T-2019-MAP-General-1 |
|--|---|-----------------------------------|
| Austria, Belgium, Croatia, Denmark, France, Germany, Hungary, Ireland, Italy, Lithuania, Netherlands, Poland, Portugal, Romania, Spain, Sweden, UK | SESAR Deployment Alliance Association Internationale Sans But Lucratif | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €50,507,660 | Recommended total eligible costs: | €40,000,000 |
| Requested funding: | €25,253,830 | Recommended funding: | €20,000,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The present Action “SESAR Deployment Programme implementation 2019 - IOP Foundation” is a multi-stakeholder application composed of 1 Implementation Project (IP) and 23 Applicants, out of which 14 candidate Implementing Partners (IPPs) and 9 SESAR Deployment Alliance Members, under the coordination of the SESAR Deployment Manager. The Action addresses the early implementation of an integrated set of technological elements, falling under Sub-AF 5.3 and especially 5.6, contributing to the deployment of AF5, Initial SWIM. In particular, the multistakeholder IP included within this Action has been accurately structured to properly contribute to reaching the overall goals of AF5, and, in turn, of the Pilot Common Project. The Action consists of the first steps to deploy Flight Object Interoperability (FO IOP) in a number of EU centres, as mandated by Regulation (EU) n. 716/2014: this would allow significant steps ahead in the deployment of the FO IOP functionalities, as an enabler for the full deployment of SWIM. The implementation of Flight Object Information Exchange systems and services is a prerequisite for trajectory management, which requires the sharing of information regarding aircraft performance and the trajectory itself. Timely availability of the appropriate information will support and enhance the decision-making process and smooth management of operations, as all stakeholders can take advantage of an improved contextual awareness.

Evaluation remarks:

The relevance of the Action is very good as it addresses well the SESAR call requirements by deploying the first steps of Flight Objects Interoperability. The maturity is satisfactory. However, there is a risk of delays linked to the final publication of the Eurocae ED-133 updated standard. The Action will have a substantial positive impact on network capacity, cost efficiency, safety and flight efficiency. The quality of the Action is good. However, the CBA lacks quantified evidence.

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|---------------------------|--------------|---|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Austria, Serbia | | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €42,576,144 | Recommended total eligible costs: | €42,576,144 | |
| Requested funding: | €17,030,458 | Recommended funding: | €17,030,458 | |
| Requested EU support: | 40.00% | Recommended EU support: | 40.00% | |



Regulation (EU) No 1315/2013 sets minimum requirements for rivers and canals to be reached by 2030 and requires Member States to maintain a Good Navigation Status thereafter. In line with these requirements, the proposed action clusters mature works on the critical waterway infrastructure bottlenecks in the Rhine Danube Corridor (global project) in Serbia and Austria:

- Serbia: upgrade of the Iron Gate 2 locks will increase the reliability of lock operation and reduce waiting times of vessels for the entire corridor.
- Austria, Slovakia, Hungary, Croatia, Romania and Bulgaria also stressed the importance of inclusion of measures in Serbia during the CEF-Transport Committee on 27/9/2019.
- Austria: upgrade of 3 mooring places in Austria leads to increased traffic safety, improved planning of travel and rest times, improved work safety and job satisfaction through provision of secure access bridges for crew changes and shore leaves, as well as increased air quality through provision of shore-side electricity.
- The procurement of equipment for ensuring year-round navigability (1 multifunctional marking vessel in Serbia and Austria respectively, 1 surveying vessel and Aids to Navigation in Serbia) will enhance the Good Navigation Status and the capacity of the waterway. Improved data on the riverbed, combined with the reduced reaction time for marking, enables more efficient measures especially after extreme weather events.

The proposed works are mature and can be realised within the foreseen time frame. They will be implemented in close coordination with the key stakeholders and are already strongly supported by the (inter)governmental level and industry representatives, as reflected by 56 letters of support. The action thereby uses the cooperation model of the successful CEF-funded flagship action "FAIRway Danube", which already has been delivering tangible results in 6 Danube countries between 2015 and 2020.

Evaluation remarks:

The relevance of the Action is excellent, as it aims to eliminate existing cross-border bottlenecks between the Austria and Serbia/Romania cross-border sections of the Danube. Its EU added value is expected to be high. The Action's maturity is good as it has received political and financial commitments. There is a risk that the deadline of 31/12/2023 may not be respected because building permits are still pending. The impact of the Action is very good as it will contribute significantly to the sustainability of the European transport core network. The quality is very good in terms of its logic, structure and completeness.

| Location(s) of the action | | (Coordinating) applicant | | Motorways of the Sea CEF-T-2019-MAP-General-1 | |
|---------------------------|-------------|-----------------------------------|---------------------|--|--|
| Estonia, Finland | | Port of Tallinn | | | |
| Implementation Schedule | | | | | |
| Start: July 2022 | | End: July 2025 | | | |
| Requested Funding | | | Recommended Funding | | |
| Total eligible costs: | €36,860,000 | Recommended total eligible costs: | €33,610,000 | | |
| Requested funding: | €11,058,000 | Recommended funding: | €10,083,000 | | |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% | | |



The distance between Helsinki and Tallinn is around 80 kilometres or 44 nautical miles. The Gulf of Finland is a sea area, where the maritime traffic is one of the heaviest in the whole Europe. The proposed action is a follow-up project of the former TEN-T and CEF funded MoS projects between Helsinki and Tallinn (see: 2012-EU-21011-P, 2014-EU-TM-0087-M and 2017-EU-TM-0135-W). As the previous MoS projects, the proposed action is a set of different activities with the target to improve the Motorway of the Sea connection between the Ports of Helsinki and Tallinn and their hinterland. The basic and central goal of the proposed action is to reduce the environmental impact of the increasing Ro-Pax traffic between Helsinki and Tallinn and to optimize the existing infrastructure at both ports in an efficient cooperation between the Port authorities. The planned Motorway of the Sea project will lead to maximum efficiency and competitiveness for this short sea line by optimizing port operation and infrastructure and will provide efficiency in a “door to door” approach, minimizing environmental impacts, and increasing cooperation and reliability of the MoS service between Tallinn and Helsinki. Maritime terminals and their connected infrastructure (quay walls, ramps, road connections etc.) are complex links in the maritime “door to door” transport chain, generating extra costs and extra time, both key factors of the competitiveness of the maritime transport. Hence, its optimization has direct positive effects on the traffic chain competitiveness and thus on the Motorway of the Sea and its potential to shift trailers from the road to the sea. The vessels at the berth at the ports generate air pollutant and noise emissions that impact the health of the ship’s crew and of people working and living in the neighbourhood of the terminals.

Evaluation remarks:

The relevance of the Action, except for activities 5 and 6, is good as it will upgrade a particularly busy and important maritime link between the ports of Helsinki and Tallinn. The maturity of the Action is good, with many of the required permits in place. The Action’s impact is good as it will optimize the use of the existing infrastructure in both ports. The quality of the proposal is good, with appropriate descriptions and project management procedures in place.

INTERNATIONAL FAST AND SECURE TRADE LANE Improving the Dublin - Cherbourg MoS route

2019-EU-TM-0193-S

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|---------------------------|--------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Motorways of the Sea CEF-T-2019-MAP-General-1 |
| France, Ireland | Marine Institute | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|---------------|
| Start: | February 2021 | End: | February 2023 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €773,000 | Recommended total eligible costs: | €773,000 |
| Requested funding: | €386,500 | Recommended funding: | €386,500 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The aim of the action is to provide maritime, ports and logistic actors related to the MoS route between Dublin and Cherbourg with a toolkit (called International Fast and Secure Trade Lane) to be used to improve the existing route and to assess how to exploit this toolkit to other MoS routes and the whole stakeholders platform of the Atlantic and North Sea basins, thus improving the overall connectivity between EU member states and Between EU and UK, effectively overcoming the Brexit related issues. Specifically, INTERNATIONAL FAST AND SECURE TRADE LANE (IFSTL) will have the following tools as a main project outcome: - A set of improved IFSTL logistic processes on the MoS Route Dublin Cherbourg to be usable elsewhere - A set of existing and validated IFSTL software modules ready to be used on the MoS route Dublin Cherbourg and elsewhere - The full set of IFSTL documents (technical and functional specifications, tender documents, Cost Benefit Analysis) to kick off the works as soon the study is finished - The IFSTL Master Plan that include policy recommendations to exploit the action's outcomes to other international intra EU and extra EU MoS route. The study is a relatively a small one; however, it has a big relevance for the Ireland's connectivity. The final result will be the executive design of a series of tools/measures to improve the Dublin Cherbourg MoS route and their possible exploitation master plan to enable ports and logistic actors to better facilitate commerce and international trade between Ireland and France, which can be applied with other countries in the EU and also address any changes in the connections with the UK due to Brexit.

Evaluation remarks:

The relevance of the proposed Action is very good. It upgrades an existing maritime link between the TEN-T core port of Dublin (IE) and the comprehensive port of Cherbourg (FR). The overall maturity of the Action is good, but the procurement procedures have not been launched yet. This may pose a risk for the planned completion of the Action by February 2022. The impact of the Action is good. It tackles the consequences of Brexit on the specific MoS route and improves logistic processes along several other routes in the Atlantic and North Sea. The quality of the Action is good, with appropriate structure and implementation planning although the risk grid needs further elaboration.

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|---|--------------|--|------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Motorways of the Sea CEF-T-2019-MAP-General-1 |
| Bulgaria, Germany, Greece, Ireland, Italy, Portugal, Romania, Slovenia, Spain | | FUNDACIÓN DE LA COMUNIDAD VALENCIANA PARA LA INVESTIGACIÓN, PROMOCIÓN Y ESTUDIOS COMERCIALES DE VALENCIAPORT | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | July 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €7,290,800 | Recommended total eligible costs: | €6,960,240 | |
| Requested funding: | €3,645,400 | Recommended funding: | €3,480,120 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



According with Article 4(5) of Directive 2014/94/EU, shore-side electricity supply shall be installed as a priority in ports of the TEN-T Core Network, and in other ports, by 31 December 2025, unless there is no demand and the costs are disproportionate to the benefits, including environmental benefits. In line with this framework, the EALING Global Project, European flagship action for cold ironing in TEN-T Maritime Ports, expresses the need to accelerate efforts to tackle climate change, improve Ports' safety and performance, assist shifting to more Clean Energy of the Maritime Transport Services provided at the port areas and meet the new conditions derived from the technological disruption towards electrification. This first EALING Action proposes a concrete approach towards the establishment of a suitable framework regarding the transition into electrification for a plethora of European TEN-T maritime ports. This wider benefit EU flagship action will consist of a set of activities for the cold ironing and electric bunkering procedures in ports across the Mediterranean Sea (Valencia, Barcelona, Ancona, Trieste, Monfalcone, Venice, Piraeus, Rafina and Koper), Black Sea (Constanza, Varga and Burgas), Atlantic Sea (Gijon, Huelva, Leixoes and Azores) and North Sea (Irish port via the Irish Maritime Development office), which have taken the decision to adapt to the new regime of alternative fuels' utilization in the maritime sector. EALING will assist on their electrification development of the participating ports, ensure the port to vessel compatibility and deploy all the studies (technical, financial, legal and environmental) needed to implement cold ironing. The Action will be using a large stakeholders platform all over its lifetime, where Port Authorities, Shipping operators and Energy Infrastructure Managers will meet, thus stimulating the development of the new market of electrification.


Evaluation remarks:

The relevance of the proposed Action is very good. It will enable a harmonized Onshore Power Supply (OPS) implementation framework in four European maritime basins. The maturity of the Action is very good. There are no environmental or building permits needed and the Action can start by August 2020. The impact of the Action is good, resulting in a harmonized OPS policy in European ports and environmental gains. Nevertheless, the applicants should have better demonstrated the commitment of the ports and partners to implement OPS following these studies. The quality of the proposal is good. The timelines are realistic and well presented. Nevertheless, the proposal is only partially coherent, in particular as divergent objectives are pursued.

Upgrade of the Baltic sea bridge Kapellskär-Naantali (MoS Finnlink)

2019-EU-TM-0245-W

| Location(s) of the action | | (Coordinating) applicant | | Motorways of the Sea CEF-T-2019-MAP-General-1 |
|---------------------------|-------------|-----------------------------------|-------------|--|
| Finland, Sweden | | Kapellskärs Hamn AB | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €11,451,576 | Recommended total eligible costs: | €11,451,576 | |
| Requested funding: | €3,445,473 | Recommended funding: | €3,445,473 | |
| Requested EU support: | 30.09% | Recommended EU support: | 30.09% | |



The global project, in which the proposed Action is embedded, is aiming to further develop one of the most important intra-European freight and passenger transport links within northern Europe, the maritime link between the Port of Kapellskär (Sweden) and the Port of Naantali (Finland).

The implementation of works of the proposed Action will affect the TEN-T comprehensive network by upgrading a crucial element, the maritime link, in direct relation to the Scandinavian-Mediterranean transport corridor. The Action will (1) sustainably support Baltic sea-based logistic services, especially the relation between Sweden and Finland, (2) enhance relevant intra-European freight flows, (3) sustain passenger mobility, (4) ensure reliable and efficient and sustainable connectivity of EU peripheral regions (Scandinavia).

In this context, the Action covers the following activities realized in the ports of Naantali and Kapellskär:

1. Establishment of a high-voltage onshore-power facility supplying environmentally-friendly energy to ships calling the ports. Main objectives are reducing noise, air pollution and greenhouse gas emission during port stays and to strengthen the technology;
2. Implementing an auto-mooring system in both ports with the main objective to increase the effective time for use of power from the OPS facility.
3. Upgrading works of the terminals in both ports shall improve general efficiency and safety levels of the relevant berth and port operations.
4. Preparing an ex-post climate change assessment if it will be required by INEA.
5. The action management will cover all the tasks required to implement the proposed Action as planned, and to fulfil the reporting and communication requirements.

The Port of Naantali and the Port of Kapellskär will invest approx. EUR 6,18 million and approx. EUR 5.26 million for the implementation of the Action during 2020-2022. The proposed Action will result in an estimated net-benefit of EUR 206.92 million achieving a cost-benefit ratio of approx. 18.89.

Evaluation remarks:

The relevance of the Action is very good as it addresses the priorities of the Call, with regard to provision of alternative fuels or energy in ports and upgrading the existing maritime link Naantali (Finland)-Kapellskär (Sweden). It has high EU added value as Naantali is a core TEN-T port on the Scandinavian-Mediterranean corridor. The Action is mature and ready to start and is planned to end by 2023. It has a very good impact, with high socio-economic effects deriving from the environmental benefits, improved safety and efficiency of the port operations. The CEF grant will improve the financial viability. The quality of the proposal is good, with well explained activities, realistic indicative budget and timeline.

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|---------------------------|--------------|---|------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Austria, Serbia | | Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €2,086,000 | Recommended total eligible costs: | €1,908,000 | |
| Requested funding: | €1,043,000 | Recommended funding: | €954,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



Regulation (EU) No 1315/2013 sets minimum requirements for rivers and canals to be reached by 2030 and requires Member States to maintain a Good Navigation Status thereafter. In line with these requirements, the proposed action will prepare the foundation for “FAIRway Danube 2”, the planned multi-beneficiary action under CEF2 as of 2021, which builds on the CEF-funded flagship action “FAIRway Danube”. “FAIRway Danube” has already been delivering tangible results in 6 Danube countries since 2015. The proposed action will give a significant impetus to the further acceleration of inland waterway works in the Rhine-Danube Corridor (global project). The proposed action consists of following activities: • Monitoring, modelling, multi-criteria analysis and a stakeholder forum will prepare the ground for future works on the Serbian/Croatian common stretch of the Danube. Austria, Slovakia, Hungary, Croatia, Romania and Bulgaria stressed the importance of inclusion of measures in Serbia during the CEF-Transport Committee on 27/9/2019. • Specification of new functionalities of the transnational Waterway Monitoring System WAMOS in order to enhance services for administrations and waterway users. • Definition of the future involvement of relevant stakeholders, in particular the shipping sector, ports and terminals as well as the shipping industry, in order to enhance the interaction between waterway administrations and users. • Testing of aquatic drones and definition of their applicability for the waterway administrations in order to enhance the efficiency of waterway monitoring, especially in inaccessible critical stretches. • Analysis of requirements and development of good-practice concepts on mooring places on the Danube and its navigable tributaries in order to stimulate future works. The proposed action will be implemented in close coordination with the key stakeholders and is already strongly supported by the (inter)governmental level and industry representatives, as reflected by 57 letters of support. The action thereby uses the successful cooperation model of the CEF-funded flagship action “FAIRway Danube”.

Evaluation remarks:

The relevance of the Action is very good as it addresses several objectives of the Call, namely to deliver studies to remove important cross-border HR/RS bottlenecks along the Sava and the Danube. However, Activity 6 related to procuring and testing aquatic drones cannot be considered relevant for this Call, as it entails a pilot study. Its maturity is excellent as several activities are on-going and the others are ready to start. The proposal has an excellent impact as decision making tool for future steps of implementation and by enabling the wider involvement of the industry in the IWW sector. Its quality is excellent as the activities are clear, complete and logic.

Upgrade of the core Baltic maritime link Helsinki-Lübeck - phase 2 (MoS Hansalink 2)

2019-EU-TM-0270-W

| Location(s) of the action | | (Coordinating) applicant | | Motorways of the Sea CEF-T-2019-MAP-General-1 |
|---------------------------|-------------|-----------------------------------|-------------|--|
| Finland, Germany | | Lübecker Hafen-Gesellschaft mbH | | |
| Implementation Schedule | | | | |
| Start: February 2022 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €11,503,920 | Recommended total eligible costs: | €11,448,240 | |
| Requested funding: | €3,461,176 | Recommended funding: | €3,444,472 | |
| Requested EU support: | 30.09% | Recommended EU support: | 30.09% | |



The proposed Action is embedded in a global project aiming at (1) increased productivity, (2) climate change mitigation and (3) successful relationships with customers and external stakeholders. The global project consists of the first Hansalink project (Action No. 2014-EU-TM-0391-M), a fleet upgrade for OPS, the commercial project – Baltic Navigator, a mobile Hydrogen refuelling station in Lübeck, and digitalisation and reorganisation of the pre- and onward-carriages in the Port of Lübeck-Travemünde. The proposed Action will affect the TEN-T core network corridor North Sea-Baltic by updating a critical maritime link between the German TEN-T core port in Lübeck-Travemünde and the Finnish TEN-T core network port in Helsinki. The proposed Action focuses on (1) the provision of shore-side electricity as an alternative fuel for vessels while at berth, (2) optimising of the use of the existing terminals, and (3) improved IT and data documentation ensuring data security and efficient communication. The proposed Action consists of the following activities to realise its aims and contributions to the global project: 1. Installation of onshore power plants in each port with a power output of 3.5 MW and a voltage of either 10 kV or 6.6kV depending of the vessels' demands in order to reduce noise, air pollution and greenhouse gas emissions during port stays. 2. Implementation of efficient and optimised use of the port area thereby ensuring a decrease in congestion and truck turnaround time through digitalisation (3D-model of the terminal in Lübeck-Travemünde, implementation of new gates) and optimised gates processes incl. new gates (one-gate system in Helsinki). 3. Updating the terminal operating system, incl. new radio data transmission devices, an IT trestle management tool, system migration and integration, digitalisation of incoming invoice processes, a document management system, and digitalisation of personal planning to increase the productivity and an ISO 27001 certificate ensuring data security. The applicants will invest about EUR 11.5 million for the implementation during 2020-2022. The proposed Action will result in an estimated net economic benefit of EUR 152.2 million achieving a cost-benefit ratio of approx. 9.62.

Evaluation remarks:

The relevance of the Action is very good, contributing to the priorities of the call as regards alternative fuels harmonized (Onshore Power Supply installation, improvement of port handling capacity and of the logistics chain processes (digital investments). Although some permits are pending, the maturity of the proposed Action is good. It has received the necessary management approval for implementation, the financing is secured and the procurement is well planned. The impact of the Action is very good, thanks to positive environmental effects and efficiency gains at the ports. The quality of the proposal is good. The planning and structure are clear and logical, and the timeline is ambitious but plausible. Project management costs are considered excessive though.

Rail Baltica - 1435 mm standard gauge railway line development in Estonia, Latvia and Lithuania (Part V)

2019-EU-TMC-0280-W

| | | |
|----------------------------|--------------------------|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Estonia, Latvia, Lithuania | (RBR) RB Rail AS | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|--------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €663,445,605 | Recommended total eligible costs: | €128,119,171 |
| Requested funding: | €563,928,764 | Recommended funding: | €108,901,295 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The main objective of this proposed Action is to: Continue construction activities started under the Actions 2014-EU-TMC-0560-M, 2015-EU-TM-0347-M and 2016-EU-TMC-0116-M: local facilities such as Riga Central Station railway section (phase II), Rail Baltica Riga Airport railway section (phase II). Start new construction activities as an outcome of finalized design activities prepared under the Actions 2014-EU-TMC-0560-M, 2015-EU-TM-0347-M and 2016-EU-TMC-0116-M: Rail Baltica main line central section of Latvia construction works, main line in Lithuania, section "Kaunas (Palemonas) - Panevežys - Lithuanian and Latvia state border" (additional 31 km of embankment, 58 km of tracks), development, development of first construction bases in Estonia in order to prepare for upcoming main line construction works, start of construction of Ülemiste Passenger Terminal (phase II) as well Ülemiste Passenger Station tracks, Muuga Freight Station (phase I). Similar to planned construction works to develop construction bases in order to start main line construction works in Estonia, it is foreseen to start first construction works for electrification by construction of connection between ENE subsystem and high voltage power grid. All construction activities included in this proposal follow the approach of phasing, meaning that from the perspective of the Global Project full construction cycle is financed from various CEF calls. This approach is taken due to limited call budget's as well in order to minimize the risks of activities not being implemented within the agreed timeline. The result of the Action is a further developed North-South railway that is inter-operable with the TEN-T Network aiming to remove bottlenecks and building the missing link.

Evaluation remarks:

The relevance of the Action to the call is very good because it covers works for the EU gauge, cross-border project Rail Baltica, which is a missing link along the North Sea-Baltic Corridor. The maturity is good as it has a strong political support and the preparatory steps are well advanced.

The Action has a good impact because several economic and environmental benefits are expected at EU and regional levels due to the improved cross-border infrastructure. The overall proposal is of good quality in terms of its logic, completeness and clarity.

Rail Baltica – 1435 mm standard gauge railway line development in Estonia, Latvia and Lithuania (Part IV)

2019-EU-TMC-0282-S

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|----------------------------|--------------------------|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Estonia, Latvia, Lithuania | (RBR) RB Rail AS | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €117,930,360 | Recommended total eligible costs: | €88,099,177 |
| Requested funding: | €100,240,806 | Recommended funding: | €74,884,300 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The proposed Action ensures the continuation of the Rail Baltica Global Project and in particular building-up on the actions 2014-EU-TMC-0560-M, 2014-LT-TMC-0109-M, 2015-EU-TM-0347-M and 2016-EU-TMC-0116-M. The proposed Action scope includes activities related to Global Project delivery as well as activities related to future operation i.e. third party independent (railway engineering advisory services) with an aim to deliver recommendations for infrastructure design, railway facility design, facility organizational and operational aspects. Project proposal includes first crucial preparatory stages for future construction activities i.e. preparation of construction of mainline and related infrastructure (consolidated procurement preparation for key components), preparation of construction of electrification and control, command and signalling systems, missing track designs (Kaunas (Palemonas) – Vilnius), planning for regional connectivity (development of regional stops) as directly linked with currently ongoing mainline design activities under Action No. 2014-EU-TMC-0560-M. Also, project proposal focuses on start and continuation of designs for various railway facilities in Estonia and Lithuania, such as design of Infrastructure Maintenance facilities (to be used in first stage also as future construction bases for main line construction) in Latvia and Lithuania as direct outcome of completed studies and realized Global Project needs. Proposed activities also feature the continuation and expansion of innovation/digitalization and testing/demonstration efforts to provide highly tangible contributions to design finalization, effective delivery of infrastructure, and future operational efficiency. The main objective of the proposed Action is to: 1. Finalize the planning stage of the Global Project – complete necessary studies, mature the design phase of the Global Project and ensure timely implementation and coordination of the Rail Baltica Global Project in a required quality and within the budget framework. 2. Start preparation of energy (ENE) and control command (CCS) systems design and construction procurements in order to deliver the necessary systems within the planned Rail Baltica Global Project timeline. 3. Start preparation for procurements of key components and materials for construction of the main line ensuring economies of scale principle. 4. Deliver a state-of-the-art multimodal traffic demand model for Rail Baltica to be used for design optimisation and operation planning, as well as to provide critical input to the next-generation CBA. 5. Deliver in-depth studies and strategies related to, inter alia, regional mobility and development, Rail Baltica corridor synergy opportunities, logistics development, sustainability and market readiness, as well as wider project GVA promotion. 6. Build on existing work to establish a comprehensive innovation & digitalization programme with testing, evaluation and demonstration capabilities. 7. Finalize the already started design type work activities for railway facilities and design of one of missing railway main line sections, in particular the Kaunas (Palemonas) – Vilnius section in Lithuania; 8. Start the spatial planning and design of regional stations in Estonia and Latvia based on Rail Baltica Operational Plan to ensure that Rail Baltica Global Project creates additional benefits by facilitating rail transport services in the regions of Baltic states by design of infrastructure that supports regional transport services, incl. cross-border ones. 9. Start spatial planning and environmental impact assessment, as a first major critical-path step, for such objects as Panevežys railway node and regional stations in the railway section Kaunas - LT/LV state border. 10. Design further railway Infrastructure Maintenance facilities near Panevežys and Iecava, based on Global Project Infrastructure Maintenance strategy.

Evaluation remarks:

The relevance of the proposed Action is very good as it concerns studies for the EU gauge, cross-border project Rail Baltica, along the North Sea-Baltic Corridor. The foreseen set of studies will be an important contribution to the Global Project implementation. The maturity of the Action is good, since it has a strong political support and preparatory steps are well advanced. Nevertheless, the technical maturity varies across the proposed activities and several contracts are not yet in place. The impact of the Action is very good. The outcomes of proposed studies will serve as important decision-making tool for the next stages of the Global Project. However, not all parts of the Action have the same impact to the Global Project. The overall proposal is of good quality in terms of its logic, completeness and clarity. However the governance structure of the Global project is quite complex, and may pose problems of alignment and coordination.

Creating a network of connected safe and secure parking areas in Hungary and Romania (SecureNetwork)

2019-EU-TMC-0323-W

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|---------------------------|--------------|--|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-Cohesion |
| Hungary, Romania | | IDE Ingatlanhasznosító és Befektető Kft. | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | July 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €17,817,522 | Recommended total eligible costs: | €17,817,522 | |
| Requested funding: | €15,073,624 | Recommended funding: | €15,073,624 | |
| Requested EU support: | 84.60% | Recommended EU support: | 84.60% | |



This project aims at reaching three objectives: - Building and developing a new safe and secure parking area in Hungary, - Building and developing a new safe and secure parking area in Romania, and - Upgrading 2 existing parking areas in Hungary. The Action meets the need to create a “safe and secure parking corridor” along the trajectory Romania – Hungary – Western Europe that is located along key TEN-T corridors, on which transport flows have been increasing over the past few years. The EU-funded study MOVE/C1/2017-500 underpins the need for safe and secure parking on this trajectory. This project is of common interest as the locations concerned on Romanian territory are pre-identified sections of the TEN-T Core Network on the Rhine-Danube and Orient-East Med TEN-T Core Network Corridors.

Evaluation remarks:

The relevance of the Action is very good. It addresses the objectives of the Call by building two new safe and secure parking areas in Hungary and Romania and by upgrading the safety and security of two existing parking areas in Hungary.

The maturity is good. The proposed Action has received formal approval at national, regional and local levels. Political commitment is present.

The impact of the Action is good. It will contribute to enhanced road transport safety and security as well as to reduced congestion on the remaining network. Without CEF funding the proposed Action would be slowed down and the two new sites would not be built.

The quality of the proposal is good. The proposed activities are coherent with the Action's objectives and are adequate to achieve them.

The development of the main railway section Helsinki-Riihimäki (2nd phase)

2019-FI-TM-0151-S

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|---------------------------|-------------|--|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-General-1 |
| Finland | | Ministry of Transport and Communications | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €13,000,000 | Recommended total eligible costs: | €13,000,000 | |
| Requested funding: | €6,500,000 | Recommended funding: | €6,500,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |

Helsinki-Tampere is the main railway connection in Finland. Half of the Finnish population live along the main line.

The Helsinki-Riihimäki-Tampere railway line is the busiest in the country for passenger traffic. Long-distance passenger, commuter and freight services operate on the section of railway line. Section is mostly double-track. The volume of traffic is projected to increase significantly over the coming decades. The track infrastructure for the line is starting to age and in need of repair. No significant increase in traffic will be possible without the development of the line and the increase in traffic capacity. For passenger transport, the main challenges concern vulnerabilities for disruptions and punctuality resulting from lower speed limits due to track conditions. The disruptions lead to the continuous delay of trains which is reflected throughout the Finnish rail network. The section is very important also for the traffic to the core ports of Helsinki and it is a connection to the main international airport of Finland.

The development of Helsinki-Riihimäki is divided into three phases. After the completion of, there will be a 40 km four-track section between Kerava and Riihimäki instead of double-track. The activity includes the Construction Plan of Helsinki-Riihimäki 2nd phase. The Construction Plan will define the exact location, dimensions, cost estimate and structure of the construction operation, as well as the building materials and quality requirements to be used. Two additional tracks are planned for the Kerava-Ainola (5 km) and Purola-Jokela (9.5 km) lines, forming a united fourlane section of approximately 20 km. Also freight track to Kerava from Lahti (2.5 km) and Hyvinkää and Riihimäki (5.5 km) will be planned. Also changes to bridges, a new bridge, signals and electrical equipment for the new tracks, noise control measures and new platforms and platform shelters will be planned.

Improvement of the current railway line between Helsinki and Riihimäki is a requirement for the improvement of the railway connection between Helsinki and Tampere.

The proposed Action is scheduled 1.4.2020-31.12.2022 and the cost estimate is EUR 13,0 million.

Evaluation remarks:

Located between Helsinki and Riihimäki and part of the busy Helsinki-Tampere railway line in Finland, this Action's relevance is very good. It addresses correctly the railway priorities of the Call. Its maturity is very good. It demonstrates advanced administrative procedures and high-level political support. The impact is good. The Action improves the capacity of the Finnish railway system and increases its economic efficiency and productivity. The quality of the proposal is good in terms of structure and organisational and control set-up. However, the estimated costs need substantiation.

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|---------------------------|--|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Finland | Ministry of Transport and Communications | |

| Implementation Schedule | | | |
|-------------------------|--------------|------|-----------|
| Start: | January 2020 | End: | June 2024 |

| Requested Funding | | Recommended Funding | |
|-----------------------|------------|-----------------------------------|------------|
| Total eligible costs: | €3,360,000 | Recommended total eligible costs: | €3,360,000 |
| Requested funding: | €1,680,000 | Recommended funding: | €1,680,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The railway section between Kouvola, Kotka and Hamina is an important freight connection on the TEN-T Scandinavian-Mediterranean Core Network Corridor. The section between Kouvola and Juurikorpi is the second busiest rail freight section in Finland. There is also passenger traffic between Kouvola and Kotka. The section carries large volumes of heavy paper and board transports as well as vast amounts of hazardous materials and chemicals. The utilization rate of the rail capacity is high, and the current infrastructure does not allow for any significant increase in the number of trains. The maximum axle load capacity of the section is currently 22.5 tonnes. Both the traffic to the maritime ports and the Russian transit traffic are in need of a transport route of 25 tonnes as well as improvement of the throughput capacity. The signalling system, dating to the 1970s, does not fulfil current technical requirements. Therefore, the section forms a significant bottleneck both technically and functionally. The Action consists of studies aiming to improve the cost-efficiency of rail transports and the precision and throughput capacity of rail traffic. The planned future investments will serve the fluency of both freight and passenger traffic and are a part of the Global Project. The Action consists of planning on the level of detail required by the different investment sites, i.e. general, track and building plans, including the necessary ground investigations, vibration and noise studies, supplementing measurements of the backbone network and the digital terrain model, and laser scanning. The upgrade of the signalling system of the rail section will be planned, including plans for new interlocking buildings. The infrastructure development in the rail yards of Inkeroinen, Juurikorpi and Kymi will be planned, as well as the upgrade of the underpass bridges of Kiehuva and Keltakangas and the Tuomijoki rail bridge. In addition, the update of accessibility information for disabled passengers will be planned.

Evaluation remarks:

The relevance of the Action, located between rail connections of Kouvola, Kotka and Hamina, Finland, is very good. It enables the removal of capacity bottlenecks, enhances service quality and improves interconnections between rail and maritime transport. It has cross border impact and EU added value. The maturity of the Action is very good, having political commitment from the Parliament, and the financing is secured. The impact of the Action is excellent. Positive socio-economic effects are foreseen, as well as reduction of traffic congestion and thus positive environmental effects. The quality of the proposal is very good. It is well described and coherent, with an adequate budget foreseen. Yet organisational structure and risk assessment are to be clarified.

The development of the Helsinki-Turku railway connection

2019-FI-TM-0256-S

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Finland | Ministry of Transport and Communications | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €75,000,000 | Recommended total eligible costs: | €75,000,000 |
| Requested funding: | €37,500,000 | Recommended funding: | €37,500,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |




The Helsinki–Turku railway is the most critical section of the Scandinavian–Mediterranean Corridor in Finland and one of the busiest railway sections in Finland. The Helsinki–Turku railway has a strategic meaning in the Finnish transport system, since it connects Finland’s largest and third largest cities (Urban Nodes of Helsinki and Turku). The current Helsinki–Turku track is long and technical condition of the track is poor. Both long-distance and commuter trains operate on the same single-track section. It is not possible to add more long distance trains to the route since there is no capacity in this single-track section. The average speed of the long-distance train traffic is only 99 km/h. There are very limited amount of freight traffic due to the lack of capacity on tracks. Section is very sensitive to disturbances and delays occur often. It is not possible to shorten journey times or increase capacity (the number of trains) at the railway network by using current single-track alignment. There are also significant missing links in the railway network system as there is no railway connection to growing Lohja and Vihti regions from Helsinki. There is a need for faster train connection between the cities and increase of capacity on the line. In the proposed Action a new high-speed double-track railway connection between Helsinki and Turku will be planned with a shortcut track. The proposed Action includes the Railway Plans of the Helsinki–Turku railway (Helsinki–Salo shortcut and Salo–Turku double-track) and needed supplementary studies. The railway plan is a detailed plan ensuring the planned location and alignment of the track. With Helsinki–Salo shortcut track the travel distance can be shortened by 22 km. In addition, the planned new track geometry will enable faster trains (300 km/h) to travel on the track. The new track will be 97 km long, have 23 tunnels with altogether length of over 15 km and 110 bridges. With Salo–Turku double track trains can travel to both directions without wasting time on a passing loop. In addition, the double track will enable operation of more trains and a commuter train traffic between Salo and Turku. The new double track will be 56 km long. Track will be 22 km shorter than before and the journey time will reduce 41 minutes. The planned new track geometry will enable faster trains (300 km/h). Planned new track enables fast long distance train traffic between Helsinki and Turku and development of the commuter traffic in Helsinki and Turku Urban Nodes. It also enables train traffic to new areas (Lohja and Vihti regions). The purpose of the fast train connection between Helsinki and Turku is to reduce the travel time between the cities and increase the attractiveness and competitiveness of these two areas. After the implementation project enables more trains to the line, since trains can pass each other smoothly. In addition, commuter train traffic in Helsinki and Turku Urban Nodes can developed to meet the growing number of passengers, increasing the safety and the amount of commuters using sustainable public transportation. The proposed Action is scheduled 1.6.2020–31.12.2023 and the cost estimate is EUR 75 million. The planning phase is a requirement for the more detailed planning phases and for the implementation of the Global Project.

Evaluation remarks:

The relevance of the Action is good. It aims at the removal of a bottleneck due to limited actual capacity of the rail connection Helsinki-Turku. The maturity of the Action is good. General plans and related studies have been approved at a national level. However, none of the planned procurements have been launched at the time of the application. The impact of the proposed Action is good. The Action will provide a basis for decision-making related to future infrastructure works leading to reduced travel times and reduction of congestion. The quality of the proposal is good. The proposal shows a good level of clarity and it is well presented with timing and milestones. A sound organisational structure is demonstrated.

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|---------------------------|------------|--|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-General-1 |
| Finland | | Ministry of Transport and Communications | | |
| Implementation Schedule | | | | |
| Start: February 2022 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €3,200,000 | Recommended total eligible costs: | €3,200,000 | |
| Requested funding: | €1,600,000 | Recommended funding: | €1,600,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The proposed Action are the studies and plans for the upgrade of the Bothnian Corridor cross-border railway section Oulu (Finland)–Haparanda (Sweden). The studies and plans are a prerequisite for the implementation of the Global Project. The Bothnian Corridor (Oulu–Haparanda–Luleå) railway corridor belongs to the proposed extensions of the North Sea–Baltic Sea and Scandinavian–Mediterranean core network corridors.

The proposed Action addresses several shortcomings: Laurila–Tornio–Haparanda is the only unelectrified section of the Bothnian Corridor railway. Throughput of the Oulu–Kemi–Laurila railway section is inadequate and the situation will deteriorate since passenger and transport volumes are expected to increase. Both railway sections have several level crossings limiting the passenger train speed level and causing accident risk for the road traffic.

The proposed Action includes:

- project management of the planning to assist the Finnish Transport Infrastructure Agency in e.g. procurement and stakeholder communications
- needs analysis to identify development needs and specify measures to be planned
- plans for removing bottlenecks of the Oulu–Kemi–Laurila railway section with e.g. new passing loops, extensions of the existing passing loops and double track sections
- plans for the electrification of the Laurila–Tornio–Haparanda railway section
- plans for improving the level crossing safety with new bridges and improving traffic safety at remaining level crossings.

The objective of the Action is to achieve both legal and technical preparedness to implement the upgrade of the Bothnian Corridor railway in Finland. The electrification of the Laurila–Tornio–Haparanda railway section will enable long-distance train connection from Oulu to Haparanda. This will create an exchangeable passenger rail connection between Northern Finland and Northern Sweden. The upgrade of the Oulu–Kemi–Laurila railway section will improve punctuality of the traffic, enable traffic growth and improve road safety.

Evaluation remarks:

The Action, which involves the studies and plans for the upgrade of the Bothnian Corridor cross-border railway section Oulu (Finland)–Haparanda (Sweden), is of very good relevance. It addresses well the priorities of the Call and will improve the conditions for cross-border rail transport between Finland and Sweden. Its maturity is very good as the financing is secured and the Action is ready to start. The impact of the Action is good as it will contribute to proceeding with the planning activities on the cross-border section. The quality of the proposal is good in terms of structure and organisational and control set-up, but the estimated costs of the activities need substantiation.

Espoo Rail Line: Development of the Helsinki-Turku railway connection (1st phase)

2019-FI-TM-0267-S

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|---------------------------|--|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Finland | Ministry of Transport and Communications | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €22,000,000 | Recommended total eligible costs: | €22,000,000 |
| Requested funding: | €11,000,000 | Recommended funding: | €11,000,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



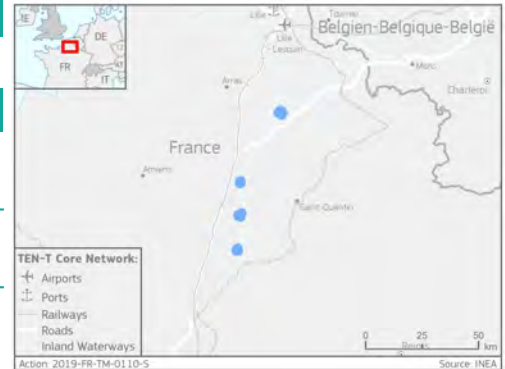
The Helsinki-Turku railway has a strategic meaning in the Finnish transport system, since it connects Finland's largest and third largest cities and urban areas. The Helsinki-Turku railway is the most critical section of the Scandinavian-Mediterranean Core Network Corridor in Finland and one of the busiest railway sections in Finland. Railway connects the Urban Nodes of Helsinki and Turku. There is a need for faster train connection between the cities and increase of capacity on the line. In the global project an improved railway connection between Helsinki and Turku will be implemented with Espoo Rail Line, a new shortcut track between Helsinki-Lohja-Salo, and double track Salo-Turku. Espoo Rail Line is the first phase of the Global project, improving the Scandinavian-Mediterranean Core Network Corridor and connection between Helsinki and Turku Urban Nodes. Espoo is one of the most challenging bottlenecks of the track as the long-distance trains share the same tracks with commuter trains in Espoo. Espoo Rail Line improves capacity, punctuality and disruption sensitivity of the Helsinki-Turku railway and between Helsinki and Turku Urban Nodes, since it will allow long-distance trains a dedicated track. The Proposed Action is the Construction Plan of the Espoo Rail Line (15 km), consisting of two additional tracks between Leppävaara and Kauklahti, approximately 26 bridges and a tunnel of 120 meters. There are six stations in the study area of the Espoo Rail Line project. The upgrading of the existing double-track line section to a four-track line section makes it possible to assign the commuter and long-distance trains to separate tracks. Action is scheduled 1.6.2020-31.12.2023 and the cost estimate is EUR 22 million.

Evaluation remarks:

The relevance of the proposed Action is very good. It complies with call's priorities, as it aims at removing a bottleneck due to limited capacity of the Espoo Rail Line. The maturity of the Action is good. Political commitment at the national level has been demonstrated. However, the inclusion of the study into the National Transport System Plan 2021-2032 is still pending. The impact of the Action is very good. The output will facilitate the necessary investment decisions and the decision on final implementation. The quality of the Action is good. The application demonstrates coherence between objectives, activities and resources. However, allocation of resources should be more substantiated.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| France | Région Hauts-de-France | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €15,454,093 | Recommended total eligible costs: | €15,454,093 |
| Requested funding: | €7,727,047 | Recommended funding: | €7,727,047 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The proposed Action is a set of studies for the design of four inland ports located in Northern France, on one of a pre-identified section of the Core Network Corridor: the Canal Seine-Nord Europe (CSNE). This waterway is an essential part of the Seine – Scheldt cross-border global project on the North Sea – Mediterranean corridor, and connected to three other corridors: Atlantic, North Sea –Baltic, and Rhine - Alpine. The global project will connect France, Belgium, the Netherlands and the rest of Europe with a wide gauge link in order to improve service to the maritime and inland ports. To this end, the decision of the European Commission of June 27th, 2019, in Article 2 (L) establishes the objective of the "development of multi-modal logistics platforms on the Seine – Scheldt network by December 2028". The CSNE completion seeks to remove a bottleneck: it will guarantee a sustainable transport system by re-establishing the large scale river continuity and implementing multi-modal inland ports. This Action is necessary in order to achieve the CSNE. The expected deliverables will determine, for the four port sites: their outfitting plans, governance, economic models, interoperability, conditions of achievement and operation, energy innovation, digital and circular economic potential. The rail and road connections will be studied as well to enhance multimodality. At the end of the proposed Action, inland port works will be ready to be launched, with a commissioning planned for the end of 2028. This will enable to: - promote the modal shift for the benefit of a low-energy approach, - contribute to the Core network maritime ports hinterlands development, and single Market, - complete the mesh, the interoperability of the European port networks to stimulate employment, - develop logistic and refuelling services to ensure flow of goods, - test implementation of facilities and innovative technologies, - contribute to energy transition by encouraging renewable energy and smart networks.

Evaluation remarks:

The relevance of the Action is excellent, addressing the call priorities "Creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway" as well as "Interconnection between inland waterways and other modes of transport, in particular rail and maritime transport". The maturity of the Action is very good, and it is ready to start. The impact of the Action is excellent. It will lead to the operational phase and launch of works and will have a significant impact on the delivery of the Global Project Seine-Escaut. The Action's quality is excellent. It is detailed, clear and consistent.

Development of 12 ERTMS Baseline 3 prototypes for the improvement of rail interoperability on 9 TEN-T Corridors

2019-FR-TM-0115-W

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| Location(s) of the action | (Coordinating) applicant | European Rail Traffic Management Systems (ERTMS) CEF-T-2019-MAP-General-2 (ERTMS) |
| France | AKIEM SAS | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €20,855,000 | Recommended total eligible costs: | €20,855,000 |
| Requested funding: | €7,350,000 | Recommended funding: | €7,350,000 |
| Requested EU support: | 35.24% | Recommended EU support: | 35.24% |



With a fleet of around 500 freight and passenger locomotives running in many European countries, AKIEM is a major player in the locomotive leasing market, offering traction and maintenance solutions adapted to the needs of its operator customers. The global project consists in the equipment in ERTMS BL3 of locomotives, which will allow AKIEM to strengthen the interoperability and performance of its fleet. First step of the global project, the proposed action includes the phase of realization of prototypes until authorization is obtained. The objective is precisely to obtain this authorization for the modified types listed aforesaid. The proposed action is divided into 12 activities for 12 prototypes, which will represent the future equipment of 196 series locomotives. Depending on their current safety system equipment, the type of ERTMS on-board equipment installation works for each prototype can be classified according to 3 categories : • Retrofit : for locomotives only equipped with national safety systems • Upgrade Software + Hardware : for locomotives equipped with lower ERTMS Level and Baseline • Upgrade Software : for locomotives equipped with same ERTMS Level and lower Baseline After obtaining authorization, prototypes will be followed by serial equipment. For each activity, AKIEM will pilot the whole project and will entrust the implementation to qualified industrial partners. The main evidence of the achievement of an activity will be the delivery of the authorization of placing on market for the type corresponding to the prototype developed, testing and authorized.

Evaluation remarks:

The proposal is highly relevant as it addresses the development of 12 ERTMS Baseline 3 on-board prototypes, 7 international upgrades, 3 national retrofit and 2 international retrofit. The development is immediately followed by the serial deployment of ERTMS Baseline 3 on some 196 locomotives. The Action is very mature since the suppliers were already selected for all but one prototype. Six contracts were planned to be signed during spring 2020, the rest is foreseen before the end of October 2020. The impact is excellent as it leads to a direct serial deployment and the CEF funding has a positive financial impact for the applicant. The quality is very good. The implementation plan is realistic and the applicant has the right project organisation in place.

New RoRo ramp at Port of Dunkirk: securing & improving environmental performance of the traffic on the NS-Med corridor

2019-FR-TM-0124-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| France | GRAND PORT MARITIME DE DUNKERQUE | |

| Implementation Schedule | | | |
|-------------------------|-------------|-----------------------------------|-------------|
| Start: | March 2022 | End: | July 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €36,500,000 | Recommended total eligible costs: | €36,500,000 |
| Requested funding: | €7,300,000 | Recommended funding: | €7,300,000 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



The port of Dunkirk is identified as a strategic node on the TEN-T Core network Corridor North Sea-Mediterranean. Past events, especially regular episodes of social or migratory crisis, have identified the port of Dunkirk as the fallback port for the port of Calais, essential for maintaining the cross-Channel link. Consequently, improving the port as a multimodal platform became a pre-identified project on this section of the corridor. Shipowners are now considering a renewal of their fleet with larger vessels, offering better economic and ecological results. In addition, new technologies are emerging, increasing the environmental performance of RoRo traffic. This involves an adaptation of port infrastructure to be able to receive these new vessels. Consequently, a new RoRo ramp meeting such future standards must be created in the port of Dunkirk. A failure to create this new RoRo ramp would leave the port unable to receive and process any RoRo traffic in Dunkirk in the coming years, and would thus jeopardize the cross-Channel link. In line with the main objectives of the European Green Deal, the port of Dunkirk seizes the opportunity of this necessary investment to transform the Dunkirk RoRo terminal into a best-practice showcase in terms of ecological transition in the transport sector. Thus the new RoRo ramp will be equipped with an onshore power supply system. In addition to the proposed action, the port of Dunkirk is also improving its supply facilities for LNG and hydrogen as alternative fuels for both vessels and trucks. From April 2020, an LNG filling station will be put into service in Dunkirk. A hydrogen production unit will besides come into service in 2022 in Dunkirk and offer new opportunities. Combined together, all of these services will enable the RoRo complex to tend towards zero emission. The proposed Action aims at securing and improving the environmental performance of the RoRo traffic on the North Sea-Mediterranean corridor by creating a new RoRo ramp in the port of Dunkirk. It will be divided into six Activities: - Activity 1: Technical and design studies - Activity 2: RoRo infrastructure construction works - Activity 3: Ancillary works - relocation of the existing infrastructure and associated activities - Activity 4: Equipement of the berthing front with an onshore power supply system - Activity 5: Controls - Activity 6: Project Management The total project cost for the proposed Action amounts to 36.5 M€.

Evaluation remarks:

The Action, located at the port of Dunkirk, France, is of very good relevance, in line with the call priorities and with the overall objectives of the Green Deal Communication, as it involves adaptation of the port's infrastructure to receive new/better environmentally performing vessels. However, some sub-activities are not relevant to the call. The Action demonstrates a very good level of maturity, as works can start after the finalisation of the design. The impact of the Action is good, as it will contribute to the reduction of the energy consumption and in polluting gas emissions. The quality of the Action is good. The activities are coherent with the objectives.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2019-MAP-General-1</small> |
| France | Syndicat Mixte pour la gestion des Ports du Sud Alsace | |

| Implementation Schedule | | | |
|-------------------------|-------------|-----------------------------------|-------------|
| Start: | March 2021 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €12,200,000 | Recommended total eligible costs: | €12,200,000 |
| Requested funding: | €2,440,000 | Recommended funding: | €2,440,000 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



The proposed action is at the heart of the overall project of the Ports of Mulhouse-Rhine: the installation of a new concessionaire alliance of public stakeholders (SMO (syndicat mixte ouvert) des Ports du Sud Alsace, Caisse des Dépôts et Consignations) and private partners (Dubai Port, Swiss Terminal, Port of Le Havre, Port of Marseille), and the realisation of an investment programme of €36,200,000. The proposed Action is located on two Core Network Corridors according to CEF Regulation (EU 1316/2013) and is fully aligned with definition of project of common interest as set out in Article 7 of TEN-T Guidelines. Activity 1, Bulk and Container Terminal at Village-Neuf, will enable the development of the Port activity on the Upper Rhine to continue, by developing a bulk materials storage platform and a container terminal. Activity 2, Ottmarsheim railway terminal, consists in creating, on a 6 ha plot of land alongside the quay, infrastructures adapted to the loading of containers, swap bodies and truck trailers. The proposed action will contribute directly to boosting the efficiency of the Ports of Mulhouse Rhine and to an effective use of the conceded areas. It will enable the ports to promote, in their marketing and communication policy, quality infrastructures which will strengthen the region's assets in terms of growth and competitiveness. It will strengthen the integration and interconnection of all modes of transport. Finally, it will contribute directly to the sustainable development objectives and the fight against the emission of greenhouse gases. The expected results are as follows: • Development of bulk traffic: 9.9% • Development of container traffic: 62.1% • Implementation of new services • Development of river traffic: 37,052 TEU • Development of rail traffic: 139,261 TEU • Development of modal shift • Economic Wealth Creation: €48.5 M • Reduction of greenhouse gas emissions: 55T, i.e. a reduction in external costs related to climate change of €5.2M The projects presented improve the economic performance of client companies and allow for a modal shift to modes of transport with a smaller ecological footprint. Bottlenecks in lorry traffic and the pollution associated with this mode of transport will thus be reduced. The projects presented will enable the Cross-border Ports of Mulhouse Rhine to become multimodal platforms at European level by making the most of their cross-border position. Their management will be integrated into the cross-border information system RheinPorts (RPIS) supported by the European Union.

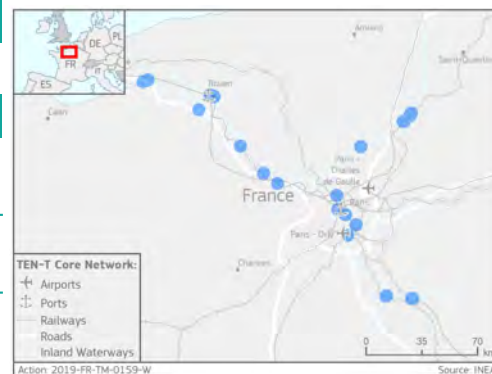
Evaluation remarks:

The relevance of the Action, which aims to boost the efficiency of the Ports of Mulhouse Rhine in France, is very good. It is focused on a bottleneck removal, contributing to the objectives and priorities of the call. The maturity of the Action is good. It has political support and a comprehensive financing plan is provided demonstrating the financial readiness of the Action. The impact of the Action is very good. The anticipated socio-economic benefits are solidly demonstrated. The Action is not financially viable without CEF funding. The quality of the Action is good, with demonstrated coherence between objectives, planned activities and resources.

Electrification of the Seine Axis: onshore power and water supply for fluvial units

2019-FR-TM-0159-W

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| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-General-1 |
| France | | HAROPA GIE | | |
| Implementation Schedule | | | | |
| Start: June 2021 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €9,240,000 | Recommended total eligible costs: | €9,240,000 | |
| Requested funding: | €1,848,000 | Recommended funding: | €1,848,000 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |



HAROPA Ports an Economic Interest Group composed by the ports of Le Havre, Rouen and Paris (From 1st January 2021, Haropa EIG and the ports of Le Havre, Rouen and Paris will move towards a single public structure designed to strengthen the coherence and coordination of their actions, carried out in particular to promote more sustainable transport) and Voies Navigables de France (VNF) are working together in order to achieve an ambitious project : the Electrification of the Seine Axis (maritime and inland). The control of emissions is also an important issue for the acceptability of the development of port activities, in particular for the Cruise terminals located near the city but also for the others (container, ro-ro, ferry, inland waterway transport). In Haropa strategy plan 2020-2025 the following objectives has been decided regarding energy transition: - Deploying alternative fuels ; - Deploying On-shore power supply in maritime terminals and inland waterway terminals ; - Contributing to the energy transition of port activities and the decarbonisation of maritime and inland waterway transport ; - Fighting against climate change ; - Improving public health. So, in order to limit the nuisances (atmospheric emissions, noise emissions) and to participate in the ecological transition, Haropa ports and VNF will install 80 electric terminals allowing the supply of fluvial units of goods and cruises river boats along the Seine river. These terminals will have an interoperable system, accessible to all types of vessels. In the same time Low Emissions Zones has been created in Paris. The project, Electrification of the Seine Axis: Onshore power and water supply for fluvial units, the facilities to be deployed will make the Seine the first European river to offer on shore power supply connections throughout its length in 2023. This project is fully in line with the objectives of the European Commission's Green Deal for Europe and will contribute to the electrification of a non-negligible part of the Atlantic and North Sea-Mediterranean corridors of the Trans-European Transport Network. This project pursues several ecological and economic performance objectives. Allowing fluvial units and river cruise ships to access to the electricity terminals will : - reduce atmospheric pollution (reduction of CO2 and fine particle emissions) linked to the use of generators when the boats are at berth; - save 68 tons of carbon equivalent per year and per terminal installed (i.e. 5,304 tons for the 78 terminals); - generate less odour and noise pollution for local residents and boaters; - improve the economic competitiveness of river transport thanks to the fuel and maintenance savings generated by this service.

Evaluation remarks:

The Action is of very good relevance and impact. It is in line with the objectives of the Green Deal for Europe since it will contribute to reducing GHG emissions due to lower consumption of diesel by vessels on the Seine. The CEF support will contribute to encouraging users to switch from diesel to electricity. Overall, the level of maturity and quality of the proposal are good. The Action has received all necessary support. Activities and related budget are consistent to achieve the objective, even though the overall planning is too optimistic.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2019-MAP-General-1</small> |
| France | Storengy | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-----------|
| Start: | January 2020 | End: | June 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €750,000 | Recommended total eligible costs: | €750,000 |
| Requested funding: | €375,000 | Recommended funding: | €375,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The maritime TEN-T core port of Bordeaux intends to accelerate its energy transition, by providing more alternative fuel services. The proposed action will be carried out with the companies Storengy, a 100% affiliate of the Engie group and Nexeya, 2 key partners from the hydrogen sector. Among others, hydrogen can be created as a manufacturing by-product of chemicals like chlorine. This hydrogen can be retained on site for its own use, sold to other industrial customers or be captured and used as an alternative fuel for the transport sector. NOURYON, a global leader in chemicals, has multiple plants such as the chlor-alkali plant in Ambès (30 km north of Bordeaux, France), where 3000 tons p.a. of hydrogen are by-produced with no further use within the process or on site. The proposed action aims to capture, treat and valorize this resource for uses such as mobility and transportation. This requires the development of an adapted infrastructure to:

- Store and transport the purified hydrogen from Nouryon plant to consumption points
- Distribute this hydrogen to end users through adapted refueling stations

The proposed action aims at preparing the deployment of this infrastructure at the port of Bordeaux. It ties in with the "Positive Energy Port" strategy (PEEPOS), initiated by the port in 2014 (co-financed by the EU) and supporting the energy transition of the stakeholders operating in the industrial port area. This action will contribute to the development of hydrogen as an alternative fuel, by studying in detail the value chain of the infrastructure:

- Create a favorable hydrogen-based ecosystem at the industrial port area of Ambès and bring hydrogen projects into operation
- Contribute to the development of the hydrogen market and to the future decarbonization of harbor environments
- Offer an alternative energy for the new procedures related to the ecologic transition
- Reduce the carbon footprint of Bordeaux Metropole and its region
- Create a lighthouse project for the implementation of hydrogen projects in other harbor areas in Europe

Bordeaux's outstanding position as a logistic (port, airport, station, road, fluvial), growing economic and industrial hub (Ambès is listed as one of the 17 industrial zones of national interest) is a real asset in terms of visibility and replicability.

Evaluation remarks:

The relevance of the Action is excellent. It meets the Call's objectives and priorities. It is in line with the Green Deal's objectives, targeting the deployment of sustainable alternative fuels through assessing the entire hydrogen value chain in the core maritime port of Bordeaux.

Its maturity is good. All agreements between the partners have been signed and political support is ensured at regional level.

Its impact is very good. The Action will support decision-making. Being based on circular economy and low-emission energy source, it aims at delivering significant environmental and social benefits.

Its quality is high. Objectives, activities, overall planning, resources and deliverables are fully consistent and based on a robust organisational structure.

Studies on the capacity improvement of the cross-border rail section Metz-Luxembourg

2019-FR-TM-0212-S

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| France | Ministry for Ecological and Inclusive Transition – Transport Ministry | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €3,982,246 | Recommended total eligible costs: | €3,982,246 |
| Requested funding: | €1,991,123 | Recommended funding: | €1,991,123 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The cross-border rail route Metz-Luxembourg is located on a major European rail corridor and is currently overloaded regarding both freight and passenger traffic. Especially the growth of the cross-border commuters is very dynamic and will continue to be (+70% is expected between 2017 and 2035). The regional trains are already saturated with people standing up in the peak hours. The route capacity must thus be improved to address the current as well as the future needs. Both States Luxembourg and France have committed themselves to do so in the Memorandum of Understanding signed in 2018 which foresees studies and works on the corridor. The Action aims to specify the investments to be implemented on the rail infrastructure between Metz and Luxembourg city by 2030 to allow the increase in capacity (doubling capacity) and to improve the quality and the robustness of the rail service. To reach the objective, the proposed Action will study 5 topics: 1. Management of the passengers' flow within the stations 2. Removal of the level crossings 3. Reconfiguration of the block with a track switch between Thionville and the border 4. Redesign of the track diagram in Thionville with 2 new tracks in order to develop a quicker service 5. Capacity increase of the electric supply facilities Each topic will be studied on the technical, financial and environmental aspects. The Action will also prepare the mandatory consultations (public consultation, various authorities' opinion requests). The overall objective is to study the consequences of the capacity increase on each of these topics: as more trains will run, there will be more passengers in the stations, more risks of accidents at level crossings, more signalling and traffic control needs, more capacity needs in the Thionville node, and more energy needs. The results of each Activity will lead to the works regarding the electric supply facilities and to the final studies for the 4 other topics and then to the works by 2026, with an objective of commissioning by 2030.

Evaluation remarks:

The Action's relevance is very good. The Action addresses a number of bottlenecks between Metz and Luxembourg on a pre-identified cross-border section of the North Sea Mediterranean Corridor, namely between Metz, France and Luxembourg city. The maturity is also very good. The Action is ready to start from a financial and a technical point of view. The impact is also very good, since the feasibility studies will serve as a decision-making tool for the works. CEF funding will support the timely implementation of the Global project. The Action is of good quality. Activities and costs are coherent with the Action's objectives and adequate to achieve them.

Works on the handling of the Mulhouse rail node to improve the North Sea – Mediterranean Corridor

2019-FR-TM-0243-W

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|---------------------------|---|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| France | Ministry for Ecological and Inclusive Transition – Transport Ministry | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €43,960,984 | Recommended total eligible costs: | €43,960,984 |
| Requested funding: | €13,188,295 | Recommended funding: | €13,188,295 |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% |



The proposed Action is one of the last steps for the modernisation of the Mulhouse rail hub. The aim is an overall improvement of the capacity of the European North Sea – Mediterranean rail TEN-T Corridor by the handling of the bottleneck of the Mulhouse station. It will also have a positive impact on the Rhine Alpine Corridor, by offering an alternative on the other side of the Rhine river for the passenger and freight traffic. The Action is composed of several works types in the Mulhouse main station itself, combined with the upgrade of the signalling and its connection with the new centralised traffic control system, currently developed on a national level. There are five different kinds of works and one project management activity: 1. Change in the location of the catenary supports and renewal of the catenaries themselves, in connection with Activity 2 (tracks) and Activity 4 (platforms); 2. Change on the tracks (creation of new switch tracks, removal of unused switch tracks within the station); 3. Signalling works, linked to the tracks changes in Activity 2 and to the centralised traffic control system in Activity 5; 4. Works on platforms: lengthening of some of them, lowering of others; 5. Works for the connection to the centralised traffic control system; 6. Project management: steering and monitoring of the other activities, administrative and financial management of the Action. The commissioning is foreseen by 2025.

Evaluation remarks:

The Action, to be undertaken in order to modernise the main railway station of Mulhouse, France, is of excellent relevance, addressing the call priorities. It has high EU added value, enhancing the connection between France and Germany/Switzerland/Luxembourg. The Action's maturity is very good and the works are ready to start. The Action's impact is good with expected benefits on time savings and reduction of environmental pollution costs. The Action's quality is very good, with sufficiently described activities and consistent to the objectives and realistic estimation of costs.

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|---------------------------|--------------------------|---|
| Location(s) of the action | (Coordinating) applicant | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| France | SOCIETE DU GRAND PARIS | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|--------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €319,485,277 | Recommended total eligible costs: | €319,485,277 |
| Requested funding: | €63,897,055 | Recommended funding: | €63,897,055 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



The proposed action corresponds to the tunneling works of the eastern part of the Orly-Versailles line of the Grand Paris Express (GPE), from the east of the Massy-Palaiseau international station to Orly Airport. That line will connect Orly airport and Massy-Palaiseau high speed line to Versailles, serving major economic hubs along the way, notably Saclay, a scientific and technological cluster ranking amongst the world's leading innovation centres. It is a section of the Atlantic corridor and will greatly contribute to improve air quality thanks to the reduction of greenhouse gas emissions in the Ile-de-France region but also France and Europe, and to fluidify the trans national commutes. This line will be commissioned in phases; the section under the proposed action will be fully achieved by 2023 and operational by 2027. Each stage of the project, divided into four sections, is certified by the project manager. Its main objectives are both economic and environmental: firstly, strengthen the appeal and influence of the region's economic hubs; that line will form the backbone of the project to breathe new life into some of the economic hubs located in the outer suburbs. Also, improve the quality of life of the nearly 120,000 employees, students and researchers, whose commute times will be dramatically reduced. Finally, combating global warming is a driving force for all GPE lines, offering local residents another alternative to road transport. The GPE is the new fully automated metro network in the Greater Paris region, with 200 km of new lines and 68 new stations by 2030. The economic and environmental impact of the GPE, as estimated through a range of studies, the findings of which overlap, is considerable and highly consistent with the Green Deal set up by the Von Der Leyen Commission promoting sustainable green transport infrastructures: at least 27m tonnes of equivalent CO2 will be saved by 2050, 115,000 jobs created, and €100 billion in additional regional GDP.

Evaluation remarks:

The Action is of very good relevance, maturity, impact and quality. It is part of the Grand Paris Express Global Project and it is a Project of Common Interest. The Action is ready to start as all administrative and technical steps have been accomplished, including public consultations. The impact is very positive in terms of time savings, sustainable modal shift and improvements in the air quality. The Activities are very detailed, and consistent with the objectives and the associated budget. The overall implementation planning is realistic, even though largely on the critical path of the Action.

Studies for the improvements required to desaturate and enhance capacity in the Lyon Railway Node

2019-FR-TM-0254-S

| | | |
|---------------------------|---|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| France | Ministry of Ecological and Inclusive Transition - Ministry of Transport | |

| Implementation Schedule | | | |
|-------------------------|---------------|------|----------|
| Start: | February 2022 | End: | May 2025 |

| Requested Funding | | Recommended Funding | |
|-----------------------|------------|-----------------------------------|------------|
| Total eligible costs: | €8,400,000 | Recommended total eligible costs: | €8,400,000 |
| Requested funding: | €4,200,000 | Recommended funding: | €4,200,000 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



In order to increase the robustness and capacity of the Lyon Railway Node, and following the mobilization plan and public debate on long-term improvements, SNCF Réseau will begin making the required investments for upgrading and developing rail services (freight and passengers), effective immediately. The Lyon Railway Node is subject to heavy congestion, which causes systematic irregularity of incoming and outgoing trains and results in an inability to provide the services required for growing travel needs (freight or passengers). The mobilization plan validated by ministerial decision in 2015 includes the following objectives: -Creation and reinforcement of fixed electric traction installations (substations and overhead lines), in order to increase the power available for trains -Improvement of train passing facilities in order to facilitate operations The proposed Action makes it possible to achieve these objectives, and includes studies for the creation and reinforcement of electric traction substations (Activity1) and for the creation of train passing zones (Activity2). Finalising these studies will allow the works to start as early as 2022, and continue to 2026, which corresponds to the short-and medium-term phases of the overall project. The proposed Action also details the studies and consultation required for an increase in node capacity to meet the rapid growth of rail services and, beyond that, for the elaboration of a roadmap of gradual improvements within the Lyon Railway Node. In consultation with project partners, a roadmap shall first be established for the evolution of rail services from the current situation (2020) to the long-term objectives (Activity3). In parallel and using an iterative approach, infrastructure studies will be carried out to define the required improvements, at each horizon, thus constituting the investment plan (Activities4, 5 and 6). It will also be necessary to ensure that the reliability level of the infrastructure is at least equivalent to that of the mobilization plan mentioned above. The roadmap is also established in consultation with the stakeholders of the territory, in continuation to the public debate which just ended (Activity7). After the completion of the studies, the initial work can begin in 2025. These operations contribute to the desaturation of the Lyon Railway Node by improving operating flexibility, and by increasing train and overall capacity.

Evaluation remarks:

The Action's relevance is very good. It contributes to the removal of a bottleneck on the heavily congested Lyon, France Railway Node by improving railway infrastructure on the pre-identified section of key Core Network Corridors (North Sea-Mediterranean and Mediterranean). It is in line with the call's objectives and priorities and contributes to a reliable and sustainable transport.

The Action's maturity is good. The necessary political support has been ensured and the budget is secured.


The Action's impact is very good as it will support a major improvement of rail modal-share in the Lyon railway node and studies will be used as decision-making tool for the implementation phase.

The Action's quality is good as objectives, activities, overall planning, resources and deliverables are fully consistent.

Studies into phasing for the realisation of the French accesses to the Lyon-Torino tunnel

2019-FR-TM-0255-S

| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
|---------------------------|------------|---|------------|--|
| France | | Ministry for Ecological and Inclusive Transition – Transport Ministry | | |
| Implementation Schedule | | | | |
| Start: February 2022 | | End: May 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €4,000,000 | Recommended total eligible costs: | €4,000,000 | |
| Requested funding: | €2,000,000 | Recommended funding: | €2,000,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The objective of the proposed Action is to determine the best scenario for implementation of the French accesses to the Lyon-Turin tunnel by optimising the combination of new line sections and existing. The proposed Action relates to the French access routes to the Lyon-Turin tunnel contributing to the completion of the Lyon-Turin section of the Core Network, a pre-identified cross-border missing link. It therefore contributes to these objectives: “bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections”. The French Minister of Transport instructed SNCF Réseau, in March 2019, to develop a study programme allowing to enable rail traffic to keep growing up to 2030 and to support the increase in rail freight once the Lyon-Turin base tunnel is opened, while prioritising scenarios that would improve day-to-day journeys. The proposed Action contains the following studies: - Studies to develop the realisation scenarios: technical or functional clarification studies, integration studies, legal/administrative studies (Activity 1) - Operational studies: analysis of the impact of each scenario on network operation, and definition of the best scenario to achieve the specified objectives (Activity 2) - Socio-economic studies: to increase confidence in the choice of scenario in support of socio-economic indicators (Activity 3) - Technical studies to define the selected operations: conclude studies on the new line sections and study, to the same standard, the operations necessary on the existing line, in order to provide a coherent study programme prior to the start of the operational phases (Activity 4) The completion of the proposed Action is a necessary condition to start the works.

Evaluation remarks:

The Action’s relevance is very good. On the pre-identified Lyon –Torino cross-border section on the Mediterranean Corridor, studies will define the implementation plan of the French railways access to the Lyon–Turin base tunnel. Studies are part of a Global Project on removing a bottleneck and bridging a missing link.

The maturity is good. Political support was granted at all levels. Procurement has started and the Action is to be completed by the end of 2023.

The impact is very good. Studies will be used for major political decisions to start works.

The quality is very good. Resources needed are appropriate to the objectives and scope of the Action. The time schedule is reasonable.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| France | Ministry for Ecological and Inclusive Transition – Transport Minister | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €6,053,035 | Recommended total eligible costs: | €6,053,035 |
| Requested funding: | €3,026,518 | Recommended funding: | €3,026,518 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The proposed Action concerns work preparation studies with a view to starting works to upgrade and develop the western sector of the Paris Southern bypass. It is one of the elements of the Global Project aimed at removing the two main bottlenecks, affecting long-distance region-to-region high-speed trains at national level, on the each end of the line between Massy and Valenton (15 km long). In practical terms, the Global Project involves doubling the currently single-track connections between cross-country high-speed lines and the Major Loop line round Paris (Grande Ceinture), and eliminating scissor crossings between TGV and RER Line C trains in and around Orly to the East and in and around Massy to the West. Some one hundred trains of various types run on the section of line relating to the project on a daily basis, including:

- Nearly 40 interregional and international long-distance TGV connecting the Atlantic coast with the rest of France and some European cities, without running through Paris but serving Greater Paris;
- Around 60 urban trains on the Choisy-Massy section of the RER C line crossing the Paris urban area and used by more than 500,000 passengers a day;
- 4 freight trains supplying, in particular, the international market in Rungis, which is the world's largest fresh produce market.

The proposed Action will allow works on the western part to complete the Global Project and:

- to release capacity : for interregional and international TGVs (from 2 to 3 per hour and in each direction), for RER Line C trains (from 2 to 4 per hour and in each direction) and for freight trains (+50%) ;
- to improve punctuality of interregional and international TGVs which is currently highly vulnerable. The western part will also facilitate integration of the line with its surroundings, with construction of 4 km of noise barriers along high-speed lines. The Global Project is also a functional prerequisite that must be completed before a project to build a TGV station at Orly-Pont de Rungis which can be commissioned around 2030. The TGV station would maximise use of the Paris Southern bypass by creating a stop for interregional and international high-speed trains running on the Massy-Valenton section of line and would create excellent air/rail intermodality with Orly airport, becoming the Orly Airport train station.

Evaluation remarks:

The Action, for studies to upgrade and develop the western sector of the Paris Southern rail bypass, is very relevant. It meets the objectives and priorities of the Call. It has high European added value as it bridges missing links and removes bottlenecks between Massy and Valenton. The maturity is good. The Action is ready to start, but the procurement schedule needs to be defined and the co-funding needs to be confirmed. The impact is very good. The implementation of the Global project will improve punctuality, reduce TGV travel time and increase the number of passengers. CEF funding is essential for the implementation of the Action. The proposal is of good quality. The activities are coherent with the Action's objectives and adequate to achieve them.

Upgrade of Gamsheim locksite : Provide an efficient and sustainable transport system on the Rhine

2019-FR-TM-0317-W

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|------------------------------|-------------|-----------------------------------|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| France, Germany, Switzerland | | Voies Navigables de France | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: June 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €21,872,500 | Recommended total eligible costs: | €21,872,500 | |
| Requested funding: | €8,749,000 | Recommended funding: | €8,749,000 | |
| Requested EU support: | 40.00% | Recommended EU support: | 40.00% | |



The revised Convention for Rhine Navigation, the 'Mannheim Act' of 17 October 1868, stipulates the conditions for the implementation of free movement on the Rhine (implying the absence of taxes and tolls, and an obligation of unfailing availability of transportation infrastructure 24/7). Efficient navigation on the Rhine helps achieve 54% modal share, the highest modal ratio in Europe. Voies Navigables de France is the contracting authority for a Global Project that will help enhance navigation performance thanks to the adaptation of facilities dating back to the 1970s, to new environmental and climate challenges. Specifically, the Global Project, located at Gamsheim, seeks the full upgrade of the site in order to suit the needs of modern navigation on the Rhine. The project is split in 3 stages; this application for funding deals only with the second of these stages. This Action is broken down into 3 distinct activities, which are both complementary as well as indivisible. They will be implemented according to the adopted budgets and on the basis of a schedule going from January 2020 to September 2023. The relevant site consists of twin locks and two monitoring and intervention buildings controlling river traffic. Other than the upgrade of infrastructure, the implementation of the project must prevent bottlenecks which would be catastrophic not only for river navigation in the strict sense, but also for access to large maritime ports for the countries along its banks (Germany, France and Switzerland). In further detail, the Action can be broken down into 3 Activities: 1) Upgrade of Gamsheim lock service, which ensures ongoing and permanent service to navigation. With its two boat tanks, the degradation of the structure has significant impacts on traffic efficiency. Upgrading the locks will help enhance the level of service and performance of the structure. The works will also help extend the lifespan of the structure and increase its reliability thanks to a number of innovations. 2) The optimisation and reliability of navigation conditions on the Rhine have become indispensable because of the sedimentary imbalance recorded around the site. This has caused a slowing down of the commercial speed on approach to the locks, and has introduced the risk of navigation interruptions. The works will be performed in accordance with the European Directive on Water. 3) Strengthening of international traffic control and management capacities around the CARING is an additional challenge which cannot be separated from the first two activities. In fact, the CARING has a unique permanent information and international alert role on the Upper Rhine and even on the Rhine-Alps TransEuropean Transport Network (RTE-T). It provides cross-border monitoring functions, and transmits information to sailors and internal ports relating to floods and pollution from Basel to Lauterbourg. The current monitoring building will be entirely rebuilt, its roles strengthened and regrouped within a single command site. Diagram: VNF Action Plan for the Global Upgrade of the Gamsheim Site (please refer to figure 1) Phase 1 (2018-2019): Ensure the availability of the structure for the upgrade of the control command and automation. File submitted here - Phase 2 (2020-2023): Strengthen Gamsheim lock site efficiency Phase 3 (2023-2026): Upgrade of boat tank 2 of the lock

Evaluation remarks:

The Action's relevance is excellent. It is focused on a bottleneck removal at Gamsheim, contributing to the call's objectives and priorities. The Action's maturity is very good with political support and financial resources secured. The Action's impact is good. The applicant carried out various studies for each Activity, the result of which points to the fact that there is no alternative to a renewal or upgrade of a lock system after 50 years of operation. The Action's quality is good. It demonstrates coherence between objectives and planned activities. It is clear, complete and logic.

Widening and modernisation of the northern underpass at Toulouse Matabiau railway station

2019-FR-TM-0327-W

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|---------------------------|-------------|---|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| France | | Ministry for Ecological and Inclusive Transition – Transport Ministry | | |
| Implementation Schedule | | | | |
| Start: | March 2021 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €17,722,956 | Recommended total eligible costs: | €17,722,956 | |
| Requested funding: | €5,316,887 | Recommended funding: | €3,670,660 | |
| Requested EU support: | 30.00% | Recommended EU support: | 20.71% | |



Located on one of the urban nodes on the core network, and part of a set of coordinated development operations to be carried out by 2030, Toulouse Matabiau station is at the core of the railway system in the Occitania region. With enhancement of regional train services, a third metro line, the launch of a high-speed line between Tours and Bordeaux, and the anticipated arrival of the Bordeaux - Toulouse high-speed line, around one million extra passengers are expected each year. With regard to operational quality and traffic growth, the existing infrastructure is reaching its limits in terms of performance and there is a need to think about new approaches to connections between the various transport modes. Widening and providing access to the northern underpass in Toulouse Matabiau station should minimise passenger bottlenecks and saturation in the Toulouse railway hub while providing access to the city's future intermodal exchange hub (PEM). The Action, which is to run over 3 years with an overall budget of €16,203,000, offers a much-needed response to problems in relation to accessibility, comfort, safety and multimodality that have arisen due to changes to the European rail network. Based on the innovative "Building Information Modelling" approach, the Action is to be implemented in three complementary phases: call for tender and preparations for operations during the works, the enlargement works themselves, and provision of access. The Action enjoys political support and is at an advanced stage of maturity. In this context, the works performance (REA) phase can be scheduled to begin in mid-2020, for commissioning at the end of 2023. By offering a way to deal with sharp increases in passenger volumes expected by 2030, the proposed Action responds directly to the needs of the railways and helps to increase service quality for passengers in a sustainable way and consolidate Toulouse's central position in south-west Europe.

Evaluation remarks:

Aiming to improve the infrastructure of Toulouse, France's Matabiau railway station, this Action's relevance is very good. It addresses the call's priorities and objectives, contributes to the removal of a bottleneck and demonstrates its European added value. The maturity is good. Technical studies are completed and political commitment at national and regional level is given. The impact of the Action is good, with positive effect on investment decisions and implementation timing. It will improve accessibility, environment and will stimulate local development. The quality is very good, with a clear description of activities, objectives, resources and timetable, all consistent and well defined.

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|---------------------------|------------|-----------------------------------|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-Cohesion |
| Croatia | | Zagrebacki holding d.o.o. | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €3,174,757 | Recommended total eligible costs: | €3,174,757 | |
| Requested funding: | €2,698,543 | Recommended funding: | €2,698,543 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |



The proposed Action will result with the creation of a new safe and secure parking at location Žitnjak for road freight vehicles. By implementing the Action, the City Zagreb as the transport node on TEN-T corridor, will have two safe and secure parking's (Jankomir and Žitnjak), one at the west (Jankomir – already certified) and one at the east entrance in Zagreb (Žitnjak). The Action main objective is reconstruction of the existing public parking into the safe and secure Žitnjak parking in accordance with all EU safety standards and Directive 2010/40. The Action will contribute to the higher level in road safety (in particular by increasing the content and quality of service to truck drivers exposed to high levels of stress and fatigue), reducing traffic jams in the narrower and wider area of the City of Zagreb (including motorways) and strengthening the competitiveness of the EU economy. The final goal of the Action is to certify the safe and secure Žitnjak parking with the highest security level ("platinum" level) for the safe and secure parking in accordance with EU security standards previously called European Secure Parking Organisation (ESPOG) standards. The certified Žitnjak parking will have a capacity of 63 parking spaces (5 ADR - dangerous goods vehicles parking spaces). As well as being certified with "platinum" safety level, in addition to high safety standards, it will have a number of additional facilities such as sanitary facilities, showers with hygiene facilities, laundry facilities, dining and leisure facilities and driver's rest (inside the facility), leisure and driver's facilities (picnic tables; sun and rain shelter), vending machines, drinks and coffee, free WIFI etc. Also, security box at entry/exit with toll booths. The Action is implemented in the accordance with the Zagreb City strategic traffic documents which envisage further strengthening of the position of the City Zagreb on the international network of safe and secure parking of road freight vehicles at the intersection of Vb, X and Xa Pan-European Corridors. This will increase the safety of the cargo traffic in the mentioned corridors. Therefore, Žitnjak parking contributes directly to the increase in the number of certified safe and secure parking's at EU level, and directly and indirectly to the many economic and socio-economic benefits.

Evaluation remarks:

The Action's relevance is very good since it covers works which aim to upgrade the safety and security of the existing rest area at Žitnjak (Zagreb), Croatia according to the EU Parking Standards. The Action's maturity is good. It received all necessary approvals to start the reconstruction of the existing infrastructure. The tender is planned to be launched in January 2021. The Action should be completed in December 2022. The Action's impact is good as it will contribute to enhanced road freight transport safety and security. The proposal is of good quality. The Action's objectives are coherent and consistent with the activities. The implementation plan is realistic.

Preparation of project documentation for the construction of the vertical quay in the Port of Vukovar

2019-HR-TMC-0233-S

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|---------------------------|--------------------------|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Croatia | Lucka uprava Vukovar | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €1,677,851 | Recommended total eligible costs: | €1,677,851 |
| Requested funding: | €1,426,173 | Recommended funding: | €1,426,173 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



Port of Vukovar is located in Vukovar-Srijem County, on the far east of Croatia and forms part of the Rhine-Danube Corridor. Moreover, Port of Vukovar is a core port in the TEN-T network and is the largest inland port in Croatia. The port area is managed by the public institution Lucka uprava Vukovar (Port Authority Vukovar). Currently, the existing Port infrastructure is not sufficient to meet demands of the Danube waterway transport and after the war destruction some parts of the riverbank are still in very bad condition. Therefore, there is a need for upgrade of the basic Port infrastructure. Main objective of the proposed Action is to prepare technical documentation and studies for construction of the vertical quay in the Port. Expected deliverables of the Action include: Geodetic and geotechnical bases, Feasibility Study, Transport-technology Study, Preliminary Design, Environmental Impact Assessment, Main Design and Detailed Design. Implementation of the Action will be the first step towards overcoming the problem of lack of space for efficient operational work of the Port and preconditions for construction of the vertical quay will be created. Global Project of developing Port of Vukovar aims at upgrading and increasing the capacity of the infrastructure of the Port by constructing vertical quay, road and rail as well as communal infrastructure, storage space and associated manipulative area. With construction of the vertical quay, transshipment capacities of the Port will increase which will result in meeting the transport needs. By upgrading the basic Port infrastructure, the general objective of developing modern and high-performing trans-European networks which take into account expected future traffic flows that benefit the entire Union in terms of improving competitiveness on the global market and economic, social and territorial cohesion in the internal market will be met whilst having an impact on strengthening the TEN-T network and economic growth.

Evaluation remarks:

With the aim to upgrade the basic port infrastructure of the Port of Vukovar, Croatia, the Action's relevance is good. It is located on the pre-identified section Danube. It will foster increased interoperability and accessibility of the network. The maturity is good as the Action has received political commitment. There is a risk that the deadline of 31/12/2023 may be not be respected because of early stage of procurement procedures and tight schedule in delivering part of the studies. Financial resources are secured. The impact is very good. It contributes to enhanced multimodality, competitiveness and environmental benefits. The quality of the proposal is good as it is generally realistic and consistent from a technical point of view.

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|---------------------------|---|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2019-MAP-Cohesion</small> |
| Croatia | Ministry of the Sea, Transport and Infrastructure | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €1,817,000 | Recommended total eligible costs: | €1,384,000 |
| Requested funding: | €1,544,450 | Recommended funding: | €1,176,400 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



Regulation (EU) No 1315/2013 sets minimum requirements for rivers and canals to be reached by 2030 and requires Member States to maintain a Good Navigation Status thereafter. In line with these requirements, the proposed action will prepare the foundation for “FAIRway Danube 2”, the planned multi-beneficiary action under CEF2 as of 2021, which builds on the CEF-funded flagship action “FAIRway Danube”. “FAIRway Danube” has already been delivering tangible results in 6 Danube countries since 2015. The proposed action will give a significant impetus to the further acceleration of inland waterway works in the Rhine-Danube Corridor (global project). The proposed action consists of following activities: • Monitoring, modelling, multi-criteria analysis and a stakeholder forum will prepare the ground for future works on the Serbian/Croatian common stretch of the Danube. Austria, Slovakia, Hungary, Croatia, Romania and Bulgaria stressed the importance of inclusion of measures in Serbia during the CEF-Transport Committee on 27/9/2019. • Specification of new functionalities of the transnational Waterway Monitoring System WAMOS in order to enhance services for administrations and waterway users. • Definition of the future involvement of relevant stakeholders, in particular the shipping sector, ports and terminals as well as the shipping industry, in order to enhance the interaction between waterway administrations and users. • Testing of aquatic drones and definition of their applicability for the waterway administrations in order to enhance the efficiency of waterway monitoring, especially in inaccessible critical stretches. • Analysis of requirements and development of good-practice concepts on mooring places on the Danube and its navigable tributaries in order to stimulate future works. The proposed action will be implemented in close coordination with the key stakeholders and is already strongly supported by the (inter)governmental level and industry representatives, as reflected by 57 letters of support. The action thereby uses the successful cooperation model of the CEF-funded flagship action “FAIRway Danube”.

Evaluation remarks:

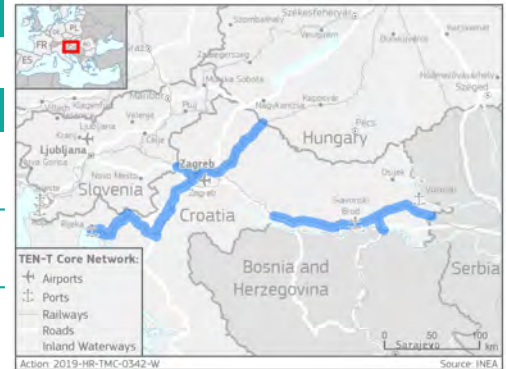
The Action’s relevance is very good as it addresses several objectives of the Call namely to delivery studies to remove important cross-border HR/RS bottlenecks along the Sava and the Danube. However, Activity 6 procuring and testing aquatic drones cannot be considered relevant for this Call, as it entails a study with pilot. Its maturity is excellent as several activities are on-going and others are ready to start. The Action’s impact is excellent as decision making tool for the future steps of implementation and by enabling wider involvement of the industry in the IWW sector. Its quality is excellent as the activities are clear, complete and logic.

Improvement of railway infrastructure-establishment of monitoring systems for safety, security and technical controls

2019-HR-TMC-0342-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Croatia | HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.) | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €17,069,696 | Recommended total eligible costs: | €17,069,696 |
| Requested funding: | €14,509,242 | Recommended funding: | €14,509,242 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



Currently, control and inspections of safety, security and technical aspects of railway vehicles and their impact on the rails are being performed mostly by visual, tactile and sound inspection, and with simple tools such as hammers. An automated system for management and supervision of railway traffic has not been implemented yet. If any damage or incidents occur on railway lines due to malfunctioning railway vehicles, they hinder traffic flows not only on railway sections in Croatia, but they also affect cross-border traffic flows. Incidents on railway lines may cause serious bottlenecks in terms of damaged railway infrastructure or traffic halt, as well as financial damage. The proposed Action consists of establishment of 9 monitoring systems on Core railway network in Croatia. This allows to automatically and in real time collect the data about safety, security and technical parameters of the trains and interactions of trains and rails, thus minimizing risks of bottlenecks on the Core network railway lines. The proposed Action contributes to the Funding Objective 1. More specifically, it addresses removing of bottlenecks and enhancing rail interoperability. It is a project of common interest since it will be implemented on sections of the Core network stipulated in Annex I, Part I, point 2 and in Annex I, Part I, point 3: section Ljubljana-Zagreb, section Zagreb-Rijeka-Budapest and section Zagreb-SR border. The proposed Action consists of the following activities: Project management, publicity and visibility; Installation of equipment for Type 1 monitoring systems on 5 locations of the Core network; Installation of equipment for Type 2 monitoring systems on 4 locations of the Core network.

Evaluation remarks:

The Action's relevance is excellent since it removes a functional bottleneck in the section of Rijeka-Zagreb-Hungarian border in terms of service quality on the Core network in Croatia. It has EU added value since it is located on lines carrying international traffic flows from bordering Member States. The maturity is good; the Action has received political commitment and is ready to start. The impact is very good, with socioeconomic benefits leading to increased safety, interoperability and service quality. The quality of the Action is very good since its activities are coherent with the objectives and adequate to achieve them. The overall costs are reasonable.

Elimination of bottlenecks and improving cross-border interoperability between Budapest and Hegyeshalom (- Vienna)

2019-HU-TMC-0134-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Hungary | Ministry for Innovation and Technology | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|-------------|
| Start: | February 2022 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €68,713,796 | Recommended total eligible costs: | €55,413,796 |
| Requested funding: | €58,406,727 | Recommended funding: | €47,101,727 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The proposed Action targets upgrade of the Budapest /Kelenföld/–Hegyeshalom (border) section of the TEN-T core network Orient/East Med and Rhine–Danube corridor railway section between Vienna and Budapest (section defined in CEF Directive (1316/2013/EU) Annex I Part I). The primary goal of the Action is to improve the railway connection between Budapest–Vienna, to enhance timetable offerings, to decrease travel times. Railway line 1 Budapest – Hegyeshalom – Rajka border, that is involved in the Action, is Hungary’s railway line carrying the highest freight traffic and significant international passenger traffic, at the same time it plays an important role in European railway transport too, because it is part of the TEN-T core network, and the RFC7, RFC11, and the future RFC9 and RFC6 international freight transport corridors. Under this development project the following project components will be implemented on a railway line with 177 km length: - Replacement of indoor components of electronic interlocking equipment, installation of new operator interfaces and new power supply equipment, as well as removal of obsolete indoor components of existing electronic interlocking equipment and existing power supply equipment at Tata, Almásfüzítő, Komárom and Hegyeshalom railway stations; - The existing Central Traffic Supervision equipment will be replaced by a modern Centralised Traffic Control (CTC) equipment constructed on the railway line; - Based on designs for construction approval and preliminary designs for the currently operational ETCS L1 train control system, additions will be made to the system on the railway line. The Action aims at achievement of technical parameters fulfilling the TEN-T core network requirements to improve interoperability, transport safety and standard of railway services. Expected result of the development: - With the introduction of new timetable structure the conditions of international freight transport will improve, freight transport on roads in the region will partly be shifted to railway. - Faster access in domestic and international travels on the railway line Budapest–Vienna. - With the replacement of interlocking equipment safety of operations will improve. - Interoperability will improve.

Evaluation remarks:

Targeting the upgrade of the Budapest /Kelenföld/–Hegyeshalom (border) section of the TEN-T core network Orient/East Med and Rhine–Danube corridor railway section between Vienna and Budapest, this Action’s relevance is very good (with the exception of its component relating to ERTMS trackside deployment as the latter is not supported under this call and therefore it is out of the scope). The Action has a high EU added value as it leads to an improvement of transport flows between Member States.

The Action’s maturity in its reduced scope is very good. It has already started and there are no pending technical and legal issues which might delay its implementation.

The Action’s impact in its reduced scope is good. It is expected to have a positive impact on interoperability.

The Action’s quality in its reduced scope is very good. The proposed activities are coherent with the Action’s objectives and are adequate to achieve them.

Setting up the first safe and secure truck parking area in Southern Hungary

2019-HU-TMC-0191-W

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|---------------------------|--------------|-----------------------------------|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-Cohesion |
| Hungary | | Transz-Depar Kft. | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | April 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €6,964,330 | Recommended total eligible costs: | €6,174,330 | |
| Requested funding: | €5,808,251 | Recommended funding: | €5,149,391 | |
| Requested EU support: | 83.40% | Recommended EU support: | 83.40% | |



This Action aims at developing a SSTPA feeding into the Orient/East–Mediterranean as well as the Rhine–Danube TEN-T Core Network Corridors according to the requirements of the EU-Parking Standard. The location North of the city of Szeged in the Southern part of Hungary close to the Romanian and Serbian border is crucial for EU freight transport and plays a vitally important role along with the international freight volumes in the region. As an ambitious company in the field of truck parking the applicant Transz-Depar Kft. disposes of the required experience to carry out the project and will receive support from advisors specialized in infrastructure deployment and the EU-Parking Standard to ensure efficiency and efficacy. Outputs: - A certified SSTPA available for truck drivers with a total capacity of 131 parking spaces; - Gold Standard certification of the SSTPA according to the EU-Parking Standard; - Digital connection with the national access point; - ITS connectivity in line with Commission Delegated Regulation 885/2013/EU; - Accessibility from both sides of the M5 that is a North-South passing highway in Hungary and part of the European route E75. Outcomes: - Less cargo crime; - Enhanced road safety; - Better social conditions for drivers; - Environmental benefits; - Acceptable fees for the transport sector.

Evaluation remarks:

The Action’s relevance is excellent. It addresses the call’s objectives and priorities as it aims to build a new safe and secure truck parking area on the Rhine-Danube and the Orient/East-Med corridors, north of the city of Szeged, Hungary.

The Action’s maturity is very good. There are no pending technical, legal or administrative issues which might delay the implementation of the Action.

The Action’s impact is good. It will contribute to enhanced road transport safety and security as well as to reduced congestion on the remaining network.

The proposal’s quality is good. The proposed activities are coherent with the objectives and are adequate to achieve them.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Ireland | Department of Transport, Tourism and Sport | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | June 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €17,783,245 | Recommended total eligible costs: | €17,783,245 |
| Requested funding: | €8,891,623 | Recommended funding: | €8,891,623 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |




As part of an integrated transport system, DART Expansion will provide more frequent & sustainable transport options to citizens living in the great Dublin area, & encourage a move away from private cars to public transport. This will assist in achieving targets for the reduction in greenhouse gas emissions & enable a transition to a low carbon & climate resilient society. The benefits generated by the DART Expansion programme are: 1. Frequency - to increase train frequency from the current ten-minute frequency to a five-minute all-day frequency & to lengthen all trains to eight carriages. 2. Capacity - Increase customer capacity from circa 26,000 customers per hour per direction to circa 52,000 passengers per hour per direction by 2027 - 2028, with capacity to increase to a peak of 70,000 passengers per hour per direction thereafter, subject to further fleet procurement. 3. Interchange - New stations which interface with existing bus & Luas services as well as future Metro Link stations. 4. Employment - employers have a wider net of potential employees given the reduced travelling times 5. Traffic - reduced traffic congestion will lead to less economic productivity being lost 6. Housing - more frequent and faster train services allow employees working within the GDA to have greater flexibility in where they live and commute from 7. Environmental - Transport accounts for 20% of Ireland's overall emissions with 52% of overall transport emissions coming from private cars. The priority is to progressively electrify transport systems making a shift away from polluting & carbon intensive propulsion systems all of which is facilitated by DART Expansion. The DART Expansion Programme consists of seven Work Packages: The National Development Plan scope for WP4, consists of the Kildare Line electrification, resignalling, 4-tracking, provision for new & upgraded stations & bridge replacement. This section is on the Core Network - Corcaigh/Cork - Dublin - Baile Átha Cliath/Belfast - on the North Sea-Mediterranean Corridor. The proposed action seeks support to the engagement of the Multi-Disciplinary Consultant who will develop all the studies & designs necessary to support the Railway Order process & lead the procurement process to select the contractors for construction stage.

Evaluation remarks:

The Action is very relevant, as it belongs to a pre-identified section of the North Sea - Mediterranean Corridor, namely the expansion programme of Dublin, Ireland's DART rail service. Its EU added value is well demonstrated, as it addresses a missing link and aims at removing a bottleneck along the Cork-Dublin-Belfast section. It is very mature, as the procurement procedure has started. Its impact is very good, since the final studies will be used as decision-making tool for the construction phase. The proposal's quality is good, as the proposed activities are well described. The duration is realistic for implementing the activities, except activity 6. The costs are appropriate for the activities and their technical scope, except activity 1.

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| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-General-1 |
| Italy | | North Adriatic Sea Port Authority - ports of Venice and Chioggia | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €1,699,000 | Recommended total eligible costs: | €1,699,000 | |
| Requested funding: | €849,500 | Recommended funding: | €849,500 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The Port of Venice is located inside the delicate environment of the lagoon. There only is one navigation canal that guarantees the access to commercial and industrial settlements, the Malamocco-Marghera canal (MM) 15 km long. It is crucial to identify the balance between the development of port activities and the environmental safeguard, especially anticipating the entry into operation of the MoSE (Venice tide automated barrier project to protect the City of Venice from flooding - foreseen to start working in 2021). The Global Project aims at increasing the nautical accessibility and at providing a safer and more efficient maritime access to the port of Venice, core network port of the Mediterranean and Baltic-Adriatic Corridors, while taking into account the need for a better management and increased capacity of waterborne transport as set by the European Green Deal. The Action contributes to the global project as it will deliver a design of infrastructure solutions to limit the expulsion of sediments from the banks of the in the MM canal and management solutions to ensure the traffic optimization also in view of the aforesaid MoSE system. The main scope of the Action is to design long-term interventions cutting down erosive and/or deposition processes caused by navigation therefore putting an end to the problems related to the disposal of dredged material that in the Venice lagoon is managed under a strict environmental protocol. The second scope of the design is to deliver solutions to maximize the efficiency of navigation in respect of the physical constraints and hydrodynamic balance of the lagoon and minimizing the interferences of the MoSE. The innovative approach is guaranteed as the design will be based on scientific data to be tested by the full integration between a complete set of simulation tools. The hydrodynamic models, the real time navigability simulations and the infrastructural scenarios will be interconnected to assure an interactive process to identify the best integrated solutions. It represents a step forward for the necessary implementation works dedicated to a long lasting management and functional upgrading of the MM channel while maintaining the environmental balance of the area and integrating the MoSE fast approaching effects.

Evaluation remarks:

The Action's relevance is excellent. It will prevent a future bottleneck and will ensure the navigability of the channel to the core Port of Venice on the Mediterranean and Baltic-Adriatic corridors. The maturity is very good. Political commitments and financial resources are secured. Procurements are ongoing. The impact is very good as the Action will be used as a decision making tool. However, the stimulating effect of the CEF grant is not addressed. The quality is good, since the objectives are clearly described and are coherent with the Activities. However, the costs are unjustifiably high.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Italy | Piattaforma Logistica Trieste S.r.l. | |

| Implementation Schedule | | | |
|-------------------------|------------|-----------------------------------|------------|
| Start: | March 2021 | End: | July 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €9,015,000 | Recommended total eligible costs: | €6,388,500 |
| Requested funding: | €4,507,500 | Recommended funding: | €3,194,250 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The Port of Trieste, located on the Baltic-Adriatic and the Mediterranean TEN-T Core Corridors is the major Italian port for rail traffic with more than 10.000 trains a year to Central Europe. Trieste greatly benefits of being an international Free Port. In order to bridge the gap between future demand and actual capacity, the Port of Trieste needs increasing container throughput capacities, by expanding its container terminals and expanding its hinterland connections capacity limits. Main planned activities are the construction of a new container terminal (the Pier VIII) and a Rail terminal for trains up to 750 m long. The new development will take into account environmental impacts and mitigation measures, the integration of IT port community resources with rail operations, as well as the construction of an LNG facility serving both Port Terminals and hinterland productive areas. The Action proposed includes: 1) design and EIA referred to a new Railway Terminal: investigations, analyses, environmental impact assessment, landscape study and final design for obtaining authorisations to build a railway terminal for trains up to 750 m long, connected to the existing multi-purpose terminal PLT and to the future container terminal, the Pier VIII; 2) EIA of a new mooring and port facility of Pier VIII (as it is mandatory to include to fully develop the first EIA referred to the Rail Terminal): investigations, analyses, environmental impact assessment, and landscape study; 3) LNG bunkering facility: study and design; 4) port-rail system data exchange: study and design. Being an important and wide program, being the participation and coordination of the Port Authority fundamental, therefore a cross activity (Activity 0) of coordination and communication mainly held by the Port Authority itself is foreseen. At the end of the action it will be possible to start immediately with the construction works.

Evaluation remarks:

The Action's relevance is very good since it aims to improve the hinterland rail connection, enhance LNG bunkering and develop the port-rail digital data exchange in the core Port of Trieste, on the Baltic-Adriatic and Mediterranean Corridors. The maturity is very good as political and financial commitments are demonstrated. Moreover, it will be used as a key decision making tool. The impact is very good since the CEF grant will contribute to secure the private investments and to accelerate the implementation. The quality is good, since planned activities and the objectives are coherent although high costs in Activities 1 "overall coordination and communication", 2 "desing and EIA of the new railway terminal" and 3 "EIA of Pier VII" are insufficiently justified.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Italy | Kuwait Petroleum Italia S.p.A. | |

| Implementation Schedule | | | |
|-------------------------|------------|-----------------------------------|------------|
| Start: | March 2022 | End: | June 2023 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €1,658,636 | Recommended total eligible costs: | €1,339,065 |
| Requested funding: | €829,318 | Recommended funding: | €669,533 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The action aims to complete the design, the engineering specifications and the technical surveys for the construction of an LNG coastal depot in the core port of Naples building up a facility for the bunkering of the seagoing ships calling in the port and implementing the upstream LNG supply chain and logistics for road transport in the South of Italy. The engineering phase of the new depot started in July 2019 together with the signature of the industrial agreement between Kuwait Petroleum Italia and Edison which are two major players of the transport and energy sectors already investing for the spread of alternative fuels in Europe. The action is devoted also to gather all the approvals that are needed to start the work phase. This action is devoted to conclude the design phase of the new LNG depot of the port of Naples by June 2021 and to complete the approvals steps by the beginning of 2021. This will be consistent with the timelines of the CEF2 Programme, which will be launched in the first half of 2021. Through the agreement of July 2019, Kuwait Petroleum Italia and Edison have set up a strong project pipeline for the realization of a project of high European relevance and relevant impact for the transport sector.

Evaluation remarks:

This Action aims to complete the design, the engineering specifications and the technical surveys for the construction of an LNG coastal depot in the core port of Naples, Italy. Its relevance is very good as it will contribute to the call's objectives and priorities notably clean transport, fuel security, and environmental protection.

The Action's maturity is excellent. There are no legal, administrative or technical problems and in fact it has already started.

The Action's impact is good. It will contribute to sustainability of maritime transport by fostering the shift of road and marine traffic to LNG. However, the stimulating effect of the EU grant is insufficiently demonstrated.

The Action's quality is good. The proposed activities are clear, the timing, resources, deliverables and the risk management processes are sound. However, some costs are not justified.

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| Location(s) of the action | (Coordinating) applicant | Intelligent Transport Services for road (ITS) CEF-T-2019-MAP-General-1 |
| Italy | Ministero delle Infrastrutture e dei Trasporti - Direzione generale per lo sviluppo del territorio, la programmazione e i progetti internazionali | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €6,005,000 | Recommended total eligible costs: | €6,005,000 |
| Requested funding: | €1,201,000 | Recommended funding: | €1,201,000 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



Being a part of Intelligent Transport Systems, cooperative ITS (C-ITS or cooperative systems) encompass a group of technologies and applications that allow effective data exchange through wireless communication technologies between components and actors of the transport system, very often between vehicles (vehicle-to-vehicle or V2V) or between vehicles and infrastructure (vehicle-to-infrastructure or V2I). Within the C-Roads Platform, involved Member States agreed to work together to achieve deployments that enable interoperable and seamless cross-border C-ITS services for European travelers. C-Roads Italy 3 The proposed Action is a natural follow up of the ongoing Actions named: C-Roads Italy (2016-IT-TM-0052-S) and C-Roads Italy 2 (2018-IT-TM-0013-S) devoted to the Urban network. Within C-Roads Italy 3, national expert with different competences in the field of C-ITS, will continue to participate and actively contribute to the different Working Groups of the C-Roads Platform, bringing their experience and the lesson learnt during the execution of the planned activities in C-Roads Italy 3. Therefore, Italy, and its Implementing Bodies, as Core Member of the C-Roads Platform, is committed to continue the cooperation with and build upon the C-Roads Platform and play an active role in the harmonization process of C-ITS Services along the European Core Road network. The main goal of the proposed Action C-Roads Italy 3 is to maximize the impact on road safety and traffic efficiency, achieving the continuity of C-ITS Services by extending the geographical coverage of national road network along the Core Road network of the SCAN-MED and MEDITERRANEAN European Corridors, deploying and implementing, principally, a set of C-ITS “Day1” Services and also “Day1,5” as recommended by the EC C-ITS Platform. That implies that roads infrastructure must be equipped or upgraded with innovative technologies to allow the interaction and information exchange between road operators infrastructure and vehicles (I2V) – (V2X). Within C-Roads Italy 3, the communication design and the related architecture, to allow the deployment of the identified set of C-ITS Services, will be based on hybrid solution, notably: “ITS-G5” and “cellular long range network”, as defined in the European C-ITS Strategy and applying all the relevant C-Roads Platform specifications already achieved; the concept will be compliant with C-Roads Platform Hybrid Profile definition. In this way, it will be ensured that the deployments and the related planned implementations within the proposed Action will be fully interoperable with the already deployed C-ITS Services under the umbrella of the C-Roads Platform. So, the continuity and interoperability is self-evident achievable, allowing the enlargement of the Italian network coverage of C-ITS services through the installation of compatible RSUs, linking with traffic managements centers and also increasing the number of available C-ITS services originally planned. The aim is also to further develop what already implemented within C-Roads Italy (2016-IT-TM-0052-S) by adding further scenarios of already developed “Use Cases” or by adding “new” Use Cases (e.g. mobile Road Works Warning and RWW – Winter Maintenance). All Services will be fully integrated with the already operational Traffic Control Center.

Evaluation remarks:

The Action’s relevance is very good. The Action addresses the objectives and priorities of the call as it implements the EU applicable standards concerning ITS, C-Roads platform specifications as well as the deployment of Day 1 and Day 1.5 services. The maturity is very good. The political commitment is guaranteed by the participation of the Italian Ministry. Technology of several C-ITS services and the communication technology to be used can be considered mature. The Action’s impact is good. It positively contributes to the implementation of harmonized ITS services throughout Europe. However, the stimulating effect of the EU grant is insufficiently demonstrated. The Action’s quality is good. The workplan is coherent with the stated objectives.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2019-MAP-General-1</small> |
| Italy | FERROVIENORD S.p.A. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|--------------|
| Start: | January 2020 | End: | March 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €211,340,000 | Recommended total eligible costs: | €211,340,000 |
| Requested funding: | €63,402,000 | Recommended funding: | €63,402,000 |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% |



The proposed Action concerns the realization of the rail link between Malpensa Terminal 2 and the Sempione line, through two different branches: one to Gallarate and one to Casorate Sempione and Switzerland. Once operating, the new line will permit to achieve the full integration between the Mediterranean Corridor, the Rhine-Alpine Corridor and one of the most important European intercontinental airports. The Action represents the completion of the Global Project "Accessibility from North to Malpensa". As a result, the Action will lead to the implementation of the first instance in Italy and Southern Europe of an airport functioning as a node of a long-range, transnational railway network, allowing seamless intermodal connections within a large catchment area, including both the main urban area of Milan and a wider North Italy area, and interoperable transnational services to/from the airport. Moreover, the action aims to realize an ex-post assessment of the benefits produced by the construction of the T1-T2 rail link, which represents one of the most important European investments carried out in the transport sector in the Region during the last years.

Evaluation remarks:

The Action's relevance is very good. It aims at removing a bottleneck and bridging a missing link from Malpensa Core Airport to the Sempione railway line in the Rhine-Alpine Corridor. Its maturity is good. Development consent and EIA are obtained. Political and financial commitments are ensured. However, completion by December 2023 seems too optimistic. The impact of this new intermodal connection will stimulate the competition. The CEF funding will improve its financial viability. The Action's quality is good. Activities are coherent with the objectives and risk assessment and management plans are sound. However, the cost breakdown is not sufficiently detailed.

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| Location(s) of the action | (Coordinating) applicant | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| Italy | COMUNE DI MILANO | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2023 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €2,501,000 | Recommended total eligible costs: | €2,501,000 |
| Requested funding: | €1,250,500 | Recommended funding: | €1,250,500 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The Action is located in Milan (Italy), which is a core urban node of the TEN-T Network: Rhine-Alpine CNC overlapping the MED CNC. The proposed Action is focused on the preliminary design of the infrastructure project of the “Milan East Gate Hub” including the Milan Segrate East Gate high speed rail station and the connection between said station and the Milan Linate Airport metro station, through the extension of the M4 subway line. The first phase of this project (the feasibility study) was already conducted and concluded in 2018. The Action therefore focuses on an extremely important and crucial design phase, which is the basis of the entire process in designing and managing complex projects of national and European interest. This specific preliminary design has two main components: • The construction of a railway station that can assume the role of HUB integrating different railway lines, the high-speed (Turin-Milan-Bergamo-Brescia-Verona-Padua-Venice line), the regional lines of Lombardy Region, and suburban lines of the east metropolitan area of Milan, also integrating elements of soft mobility (bicycles and pedestrians). • The realization of the extension of the Milan M4 metropolitan line, from Milan Linate airport to the new Hub station, allowing a direct air-rail connection between the high-speed line of the Mediterranean corridor and a core airport node of the TEN-T network. The Promoter of the Action is the Municipality of Milan (lead Applicant) while Rete Ferroviaria Italiana (Italian Railway Infrastructure Manager), SEA (Milan Airports’ Managing Company) and Municipality of Segrate will act as co-applicants. A wide consortium of stakeholders has already expressed their interest and support to the Action in order to speed up the design phases and the realization of the works in view of the next Winter Olympic Games Milan-Cortina 2026.

Evaluation remarks:

The Action’s relevance is excellent. It addresses the missing link between the Milan Segrate high-speed rail station and the Milan Linate Core Airport metro station on the Rhine-Alpine and Mediterranean corridors. It will enhance intermodality and will foster modal shift from road to rail, integrating long distance and local transportation. The maturity is very good as political support and funding are ensured. It was ready to start in March 2020. The impact is very good since it will be used as a key decision making tool. CEF contribution will speed up the completion. The quality is very good since the information is well-articulated and cost breakdown is sound.

PASS4CORE-ITA - Parking Areas implementing Safety and Security FOR (4) CORE network corridors in ITALY

2019-IT-TM-0337-W

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|---------------------------|-------------|-----------------------------------|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-General-1 |
| Italy | | A4 Trading | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: June 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €27,529,220 | Recommended total eligible costs: | €27,529,220 | |
| Requested funding: | €5,505,844 | Recommended funding: | €5,505,844 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |



The Action PASS4CORE-ITA, consists of the development of a network of Safe and Secure Truck Parking Areas (SSTPAs) for Heavy Goods Vehicles (HGVs) along the Italian motorways TEN-T network, along the Scandinavian-Mediterranean, Baltic-Adriatic, Mediterranean and Rhine-Alpine TEN-T Core Network Corridors (CNCs), deployed with the highest standards and safety, security, quality, connectivity and transparency requirements according to the EU-Parking Standard of the study on Safe and Secure Parking Places MOVE/C1/2017-500. The Action PASS4CORE-ITA represents a first answer to the need of improving safety and security conditions of parking areas for trucks in Italy and for the development of such a network under the coordination of the Ministry of Infrastructure and Transport through its Implementing Body. The partnership is covering a wide part of Italian transport core network along the main Corridors and foresees to realize and improve 13 parking areas along Core Network motorways, within Rail Road Terminals, within private areas and within the main Cargo Airport in Italy. These investments are very much differentiated each other, both in terms of available spaces (going from small interventions of 10-15 to over 250 lots) but at the end the Action will create 891 new lots out of a total of 1.351 of upgraded ones. This will represent the first step of the Global project for the development of secure rest area in Italy.

Evaluation remarks:

The Action's relevance is excellent, since it will realize, improve and certify 13 ITS connected Safe and Secure Truck Parking Areas along Italian TEN-T motorways. It demonstrates EU added value.

The Action's maturity is very good. It is financially and technically mature and has received the necessary political endorsements and commitments at national, regional and local levels.

The Action's impact is very good. It is economically viable with high societal impact. CEF funding will enhance its financial viability.

The proposal's quality is good. Its objectives, resources, activities and management are coherent. However, the construction work plan lacks details including milestones.

RAIL-TO-AIR - Enhancing the RAIL interconnection between TORino urban node, AIRport and related hinterland

2019-IT-TM-0338-W

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|---------------------------|-------------|-----------------------------------|-------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| Italy | | Regione Piemonte | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: July 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €73,238,908 | Recommended total eligible costs: | €73,238,908 | |
| Requested funding: | €14,647,782 | Recommended funding: | €14,647,782 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |



“RAIL-TO-AIR” Action (“Enhancing the RAIL interconnection between TORino urban node, AIRport and related hinterland”) is representing the core part of the Global Project encompassing the fully functional interconnection of the Torino – Ceres railway line, north-west area of Piedmont Region, with the main railway line serving the Torino core urban node. Torino – Ceres railway line (serving the Torino Caselle core airport) is representing one of the most interesting branches of the wider regional railway network of Piedmont Region, stemming from the node of Torino, where both the railway and road core networks belonging to the Mediterranean CNC are passing through. More in particular, the Action is primarily represented by the realization of a railway tunnel under “Corso Grosseto” avenue, north part of Torino urban area, which is allowing to rewire the interconnection of the railway line to the airport with the core railway network leading to the central stations of Torino (Porta Susa and Porta Nuova), as well as to the metropolitan network (i.e. SFM). Additionally, the Action foresees the realization of one new underground stop along the tunnel to be realized under Corso Grosseto (i.e. Fermata Grosseto) as well as a major upgrade of the Rebaudengo (underground) station, which is connecting each other the above mentioned railway lines. Once accomplished, the intervention will allow to unlock the direct rail connection to the airport (counting 4 million passengers/year), thus fostering the modal shift from road to rail to reach the airport from several areas of the Region, also including peripheral areas located in correspondence of remarkable mountain valleys with relevant touristic potential (e.g. Ceres, Valli di Lanzo etc).

Evaluation remarks:

The relevance of the Action is excellent since it aims to bridge a missing link between the core airport and the urban node of Torino, connecting regional to long-distance transport. It has EU added value since it improves transport connection between the Member States. The Action’s maturity is excellent, since the works are already ongoing. The impact is very good, leading to time savings for trains and users, environmental savings thanks to modal shift in favour of rail, as well as congestion and noise emission reduction. The Action’s quality is very good. The proposed activities and planned resources are coherent with the Action’s objectives and are adequate to achieve them. The estimated budget is reasonable and the works schedule is feasible.

Setup of a modern safe and secure parking area in Lithuania

2019-LT-TMC-0197-W

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|---------------------------|--------------|-----------------------------------|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-Cohesion |
| Lithuania | | Elektriniai matavimai | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | April 2024 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €1,272,652 | Recommended total eligible costs: | €1,247,652 | |
| Requested funding: | €1,060,119 | Recommended funding: | €1,039,294 | |
| Requested EU support: | 83.30% | Recommended EU support: | 83.30% | |



The applicant will deploy a safe and secure truck parking area located in Raseiniai, west of Kaunas at the western side of the E67, known as the 'Via Baltica', on the North Sea-Baltic Corridor. This parking area will provide 38 parking spaces to meet the quality requirements of the gold level of the EU-Parking Standard. This will allow the parking area to meet the needs of HGVs, commercial vehicles, haulage and insurance companies and public authorities. The overall size of the area of the parking area is 11.000 square metres. It is the first Action of its kind in Lithuania. The deployment Activities will build a certified parking area (Activity 2), set up an interconnected Parking Management System and an interface with multimodal partners (Activity 3). The Activities on dissemination of project results (Activity 4) and Project Management (Activity 5) have been designed to ensure a transparent and agile communication and management process throughout the Action. The total estimated budget of the Action is 1.272.652 €.

Evaluation remarks:

The Action is of very good relevance covering Gold level safe and secure truck parking area of 38 spaces along the "Via Baltica" on the North-Sea Baltic Corridor and contributing to the call's objectives. Its impact is very good in terms of economic and social benefits and CEF funding is needed to cover the funding gap.

Maturity and quality are good. The Action has received political consent and tenders are ready but its implementation is subject to obtaining a loan and the purchase of a small piece of land is pending. The Action is well planned, however ITS-services are not elaborated.

EuroCap-Rail. Construction of a new section providing a direct link between Luxembourg Station and Bettembourg Station.

2019-LU-TM-0219-W

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|---------------------------|-------------|---|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Luxembourg | | Ministère de la Mobilité et des Travaux publics | | |
| Implementation Schedule | | | | |
| Start: January 2021 | | End: March 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €56,500,000 | Recommended total eligible costs: | €56,500,000 | |
| Requested funding: | €16,950,000 | Recommended funding: | €16,950,000 | |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% | |



The proposed Action contributes to the realization of Part 2.2 of the Luxembourg project «EuroCap-Rail » (global Project), namely the construction of a new section of line between Luxembourg station and Bettembourg station. This part aims at removing an existing bottleneck between Luxembourg and Bettembourg – part of the Core Network Corridor "North Sea-Mediterranean" - by the construction of a new section line with two tracks connecting directly the two mentioned cities on an alignment bordering as close as possible the highway A3/E25 and which is connecting the existing railway line at the height of the highway interchange « Croix de Gasperich » (southern from Luxembourg city) and at the height of the North entrance of Bettembourg station. This new direct connection between Luxembourg and Bettembourg is one of the elements optimizing the axis Bruxelles-Luxembourg-Strasbourg by increasing the capacity of the railway line. The proposed Action concerns particularly 2 activities, namely the implementation of the railway platform on section 2 (kp 6,500-7,800) including the construction of the engineering structure OA7 and the implementation of the railway platform on section 4 (kp 9,900-13,600 (metric point 12,200)) including the construction of the engineering structure OA15.

Evaluation remarks:

This Action involves the construction of a new section of line between Luxembourg station and Bettembourg station in Luxembourg, as part of the EuroCap-Rail Global Project and North Sea-Mediterranean Corridor. Its Action's relevance is excellent and contributes to call's objectives and priorities by removing a bottleneck in terms of capacity and speed. The Action demonstrates a good level of maturity. Government commitment is given. Public consultation, Building and Environmental permits are obtained. The end of the Action is planned for 15/12/2023. The impact of the Action is good. The Action will contribute to the competitiveness of the rail transport. CEF support will help in filling the funding gap. The quality of the Action is very good. The activities are coherent with the project objectives and are appropriate to achieve them.

Deploying an SSTP in Latvia and upgrading an existing one along the North Sea-Baltic Corridor

2019-LV-TMC-0195-W

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|---------------------------|--------------|-----------------------------------|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-Cohesion |
| Latvia | | SIA VISSA | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €5,206,303 | Recommended total eligible costs: | €5,206,303 | |
| Requested funding: | €3,607,968 | Recommended funding: | €3,607,968 | |
| Requested EU support: | 69.30% | Recommended EU support: | 69.30% | |



The applicant Vissa will upgrade an existing truck parking area in Adazi and set up a new one in Bauska along the A67, both locations are situated in Latvia. Those SSTPs are the centrepieces of the VISSA Baltic Transit network for trucks, which is managed via digital real-time information systems, serving the North Sea-Baltic Corridor. The deployment of the parking areas will be pursuant to the requirements of the EU-Parking Standard. VISSA is the applicant and coordinator of this project. Key transport experts and organizations will support VISSA to ensure the realisation of the Action and certification at the Gold level of the EU-Parking Standard. The applicant is already running a truck parking area in Adazi (Rigas gatve 88, LV-2164). The location is situated around 25 km north east of Riga and 50 m on the eastern side of the E67 known as 'Via Baltica'. This key route starts off in Helsinki, reaching down south through key urban nodes of Estonia, Latvia, Lithuania, Poland and Czech Republic. The total length of this route is 1.630 km. SIA VISSA can cover almost one third of this route or respectively 541,4 km through the Lithuanian, Estonian and Latvian sections of the route by providing cargo vehicle drivers with the necessary safe and secure parking infrastructure. Further, the location is situated 25 km away from the Freeport of Riga, which is the largest port in the Baltic States, a TEN-T Core Port and directly connected to the Latvian rail network. The newly planned SSTP in Bauska is located in the south of Latvia, about 30 km north of the border with Lithuania. It is located next to the road E67, the Via Baltica. The SSTP in Bauska will benefit from the successful experiences gained during the 7 previous years of operations in Adazi. Both SSTPs will be certified by an independent certification body at the completion of the Action. All users (transport companies and truck drivers) will also benefit from the advantages offered by Intelligent Transport Systems, allowing for smarter route planning and booking in due time. Truck drivers will be able to avoid unnecessary detours to find their safe and secure parking place. The Action will provide for the following achievements at both locations: - Safe and secure parking spaces for 260 trucks on the North Sea-Baltic TEN-T Corridor; - Gold security level for safe and secure truck parking at both locations according to the "EU-Parking Standard"; - High service levels for truck drivers.

Evaluation remarks:

The Action's relevance is excellent, as it covers 260 HGV Gold level safe and secure parking spaces, including information and communication technologies. Maturity is very good, political and institutional supports have been given and there are no pending legal, administrative or technical issues. However, no contract has been awarded yet and the required loan remains to be secured.

Impact and quality are good. The Action will contribute to enhanced security, travel time, vehicle operating and environmental savings, as well as to road safety effects. It is economically viable, but it appears not to be financially sustainable over time. The proposal is complete and logic; the activities, objectives and resources coherent, although some risks have been underestimated.

The High Voltage Shore Connection (HVSC) for the TEN-T Core Grand Harbour Port, Malta - Action A

2019-MT-TMC-0089-W

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|---------------------------|--|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2019-MAP-Cohesion</small> |
| Malta | Authority for Transport Malta (known as Transport Malta) | |

| Implementation Schedule | | | |
|-------------------------|-------------|-----------------------------------|-------------|
| Start: | August 2021 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €36,772,907 | Recommended total eligible costs: | €25,771,035 |
| Requested funding: | €31,256,971 | Recommended funding: | €21,905,380 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The proposed investment focuses on climate mitigation and environmental enhancement. Cruise vessels & RO-RO vessels require energy while berthed. Currently, vessels of this type which berth in the Grand Harbour in the capital city of Malta use their auxiliary engines and burn marine gas oil with 0.1% sulphur in order to meet their energy demand while berthed. In doing so, these vessels, particularly cruise liners which consume a significant amount of energy, generate emissions into the air (CO₂, NO₂, SO₂, and particulates) as well as noise emissions. The Global Project seeks to invest in the provision of Onshore Power Supply (OPS) at the Grand Harbour to provide electrical power to berthed vessels. More specifically for Action A, the focus of the investment is the provision of OPS to provide electrification power supply for the cruise liners that berth within the Grand Harbour. The investment for Action A provides the following OPS infrastructure: Wharf/quay Type of ships normally berthed Sources of power Number of quay supply points Pinto 1/2 quays Cruise 1 4 Pinto 4/5 quays Cruise 1 4 Pinto 3 quay Cruise 1 1 Deep Water Quay Cruise & Ro-Ro 1 5 Boiler wharf Cruise 1 4 The main components of the investment are a power supply linking to the national electricity grid, frequency converters & cables to feed the berthed vessels. The use of OPS is expected to lead to significant reductions in air pollutants and GHG emissions when compared to current scenario, as follows: Average annual reduction of emissions (tonnes) for Action A: • CO₂e: 24,577.8 tons leading to a reduction of 39.6% • NO₂: 1,131.6 tons leading to a reduction of 93% • SO₂: 47.2 tons leading to a 99% reduction • PM: 28.6 tons leading to a reduction of 92.6% The investment is also expected to reduce noise emissions. The importance of reduction in emissions is accentuated by the fact that the Grand Harbour is located in close proximity to highly-densely populated residential and business areas. The project seeks to contribute towards EU & national climate change objectives in line with the Paris Agreement which obliges ports to reduce the carbon footprint of their land-based activities and the decarbonisation of shipping activities. Reduction in emissions contributes towards meeting the obligations of Directive 2008/50/EC on ambient air quality & cleaner air for Europe.

Evaluation remarks:

The Action's relevance is very good. It contributes to the sustainable transport and decarbonisation through the implementation of new shore-side electricity facilities in Valetta port.

The Action's maturity is good. It is ready to start. However, pending permits and some preliminary works on two quays may put at risk the completion of the Action by the deadline of 31/12/2023.

The Action's impact is good. The benefits concern mainly the environmental aspects (reducing noise, air emissions). Although there is a risk that the demand level and unit prices of external costs might have been overestimated.

The Action's quality is good. It is realistic and consistent, but costs are overestimated.

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|---------------------------|--------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2019-MAP-General-1</small> |
| Germany, Netherlands | ProRail B.V. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €2,392,806 | Recommended total eligible costs: | €2,392,806 |
| Requested funding: | €1,196,403 | Recommended funding: | €1,196,403 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



The Cross border section at Zevenaar Emmerich as an international link for public and freight transport node on the Rhine Alpine Corridor in the Netherlands. The Global project is part of the TEN-T core network corridor Rhine-Alpine and the Rail Freight Corridors Rhine – Alpine (RFC1) i.e. Rotterdam/Amsterdam – Genoa and North-Sea Baltic (RFC8), and more specific the pre-identified section Zevenaar – Emmerich – Oberhausen) and incorporated in the businessplan for the Corridor. The Corridor developments will result in a larger share of rail in international freight transport. One of the strategic means to achieve this is interoperability and sufficient capacity and an efficient railway system. The main objective of the Global project is to facilitate the expected increase of freight and passenger trains on the section Rotterdam/Amsterdam – Emmerich/Oberhausen, by providing additional capacity in order to improve the competitiveness and efficiency of the rail transport system and to realize a modal shift to sustainable transport modes in the Single European Transport Area. The current situation is that the newly built third track in the Netherlands that leads towards the German border has not been connected to the third track in Germany which is being planned and implemented at the moment. A major topic of connecting the third railway track of DB Netz to the ProRail railway infrastructure network at the border is the way how the passenger and freight trains will be supervised and handed over between the Dutch and German traffic control centres. Nowadays, this requires telephone communication about each train since differences between ProRail and DB Netz in (re-) scheduling and controlling train traffic enforce manual handover of each individual train before allowing it to cross the border. The telephone is an important instrument to regulate the train traffic. It has been concluded by DB Netz and ProRail that in the near future, when the railway traffic is growing on this corridor another method is necessary to realize a smooth and safe hand over of trains between the countries in order to use the maximum possible capacity of the railway infrastructure. Therefore, a common DB Netz/ProRail study "Planmatig werken" is planned to start soon to modernize the communication and operational processes between the traffic management control centres on both sides of the border. This will smoothen the rail-interoperability between both countries largely. Furthermore, to prepare for the final connection of the Dutch to the German third track, planning studies to upgrade the currently installed interlocking system and to prepare civil works have to be executed. So, the above described activities are a crucial element of connecting the third track on the Netherlands with the third railway track, currently being build on the German side of the border (i.e. Global Project).

Evaluation remarks:

The Action, which concerns studies to modernise the communications and operations of the cross-border rail section at Zevenaar-Emmerich located on the Rhine Alpine Corridor, has an excellent relevance as it complies with the call priorities and contributes to eliminating a bottleneck on a cross-border section. Its maturity is very good as strong political and financial commitments for the Global Project and this Action are secured, a number of preparatory steps/procedures in terms of awarded contracts have been completed and the Action has already started. The Action's impact is very good as its outcome will serve as a decision-making tool for the next phases in the Global Project, and the EU support will stimulate further public investments in the Global Project. Its quality is good as the Action is sound and well-described, the activities are coherent with its objectives and the implementation plan is realistic.

Prototype for retrofit Drielandentrein (through-train Liège-Maastricht-Aachen)with ERTMS (B3)on-board equipment

2019-NL-TM-0108-W

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|---------------------------|---------------------------------------|--|
| Location(s) of the action | (Coordinating) applicant | European Rail Traffic Management Systems (ERTMS) CEF-T-2019-MAP-General-2 (ERTMS) |
| Netherlands | Arriva Personenvervoer Nederland B.V. | |

| Implementation Schedule | | | |
|-------------------------|---------------|------|-----------|
| Start: | February 2022 | End: | July 2024 |

| Requested Funding | | Recommended Funding | |
|-----------------------|------------|-----------------------------------|------------|
| Total eligible costs: | €2,509,000 | Recommended total eligible costs: | €2,509,000 |
| Requested funding: | €900,000 | Recommended funding: | €900,000 |
| Requested EU support: | 35.87% | Recommended EU support: | 35.87% |



Currently 8 trainsets, type Flirt 3C, are operating on the cross-border line Maastricht (NL) - Aachen (D). To operate the tri-national through train between Liège (BE) – Maastricht (NL) – Aachen (D), ERTMS needs to be implemented in these trainsets. This will make it possible to connect the province of Limburg (and the surrounding provinces in the Netherlands, Belgium and Germany) in a quick, direct and high-quality way with High-speed stations Aachen and Liège (Thalys/ICE), on the TEN-T core network (Rhine-Alpine and North Sea - Baltic). These trainsets need to be retrofitted with ERTMS L2 / B3 by 31-12-2022, because then ERTMS will be installed and activated in the rail infrastructure in and around Liege, Belgium. In a later stage ERTMS will also be implemented in the German (2025) and Netherlands part. This Action focuses on the prototyping of this vehicle type trainset.

Evaluation remarks:

The Action's relevance, maturity, impact and quality are very good. It aims at retrofitting trainsets with ERTMS, thereby eliminating a functional bottleneck on the Rhine-Alpine CNC cross-border sections between Belgium, Germany and The Netherlands, caused by the use of Class B systems. Political, technical and financial preparedness is at an advanced stage and the contract with the supplier is expected to be signed in May 2020. The EU grant will have a stimulating effect on the stakeholders' support and will contribute to the interoperability, safety and efficiency of the cross-border rail passenger services. The specific objectives and related activities are well defined and backed by a clear and detailed implementation plan.

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|---------------------------|-------------|-----------------------------------|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-General-1 |
| Netherlands | | Provincie Noord-Brabant | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: June 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €32,280,530 | Recommended total eligible costs: | €32,280,530 | |
| Requested funding: | €6,456,106 | Recommended funding: | €6,456,106 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |



The Action aims at the development and construction of six safe and secure parking areas (SSTPAs) for Heavy Goods Vehicles (HGVs) in the Dutch provinces of Limburg, South Holland, North Brabant and Zeeland that are operating with digital real-time information systems, feeding into the TEN-T Core Network and into the North Sea-Baltic, North Sea-Mediterranean and Rhine-Alpine Corridors. It is embedded in a comprehensive vision document entitled “Topcorridors” for the provinces of Gelderland, South Holland, Limburg and North Brabant, in which the Global Project on safe and secure parking areas plays a relevant part. This Action constitutes the second phase of this Global Project. The locations at Bocholtz Langveld and Tienbaan (Limburg), Deersels (Limburg), Moerdijk Kanters (North Brabant), Central Gate North Sea Port (Zeeland) and Nieuw Reijerwaard GR (South Holland) are pivotal for European road freight transport since the Netherlands is one of the EU Member States with major road, rail and inland waterway transit freight infrastructure catering for significant traffic flows. These locations are situated in the close proximity of TEN-T Rail-Road Terminals, ports and airports and respective logistics centres to enable multimodal transport solutions. In order to ensure high standards for safe and secure parking, the Consortium will consult and involve key stakeholders such as the provincial authorities, infrastructure experts and the European Secure Parking Organisation (ESPORG). The safe and secure parking areas will be realised and certified according to the gold level conforming to the EU-Parking Standard developed by the study MOVE/C1/2017-500. The Action will deliver the following outputs. - The development and construction of six safe and secure parking areas available to Heavy Goods Vehicles (HGVs) on and near to the TEN-T Core Network, including the North Sea-Baltic, North Sea-Mediterranean and Rhine-Alpine Corridors. - The gold security level for safe and secure truck parking areas at all locations according to the gold level of the EU-Parking Standard developed by the study MOVE/C1/2017-500. - Intelligent Transport Systems in accordance with the requirements of the European ITS Directive and the latest technical developments in the sector. The parking areas will be equipped with ITS elements that will facilitate multimodal interconnectivity amongst road, rail and inland waterway transport in the region. - High service levels according to the common rating system according to the gold level of the EU-Parking Standard developed by the study MOVE/C1/2017-500. - The application will contain a detailed social cost benefit analysis detailing efficiency and monetary gains of deploying safe and secure parking areas along the corridors. The Consortium consists of private and public operators and the province of North Brabant acts as the coordinator. The application evidences support by the competent authorities and is based on in-depth ex ante analyses in close cooperation with the affected provinces. The Action shall be completed in 2023.

Evaluation remarks:

The Action's relevance is excellent. It aims to implement six secure and safe truck parking areas in the Netherlands, on the TEN-T core network, TEN-T corridors, railroad terminals, ports and airports. The Action is in line with the call's objectives, and has clear EU added value. The maturity is good. Several provinces, municipalities and the Ministry of Transport support the Action. There are no major issues with buildings and permitting. The impact is very good. The Action will have positive impact on traffic management, congestion, modal split, safety and security. The Action needs the CEF grant to be implemented. The Action's quality is good. The activities are coherent with the objectives of the Action.

Study for the removal of the railway bottleneck to the Maasvlakte II railway terminals in the Port of Rotterdam

2019-NL-TM-0160-S

| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
|---------------------------|-------------|-----------------------------------|------------|--|
| Netherlands | | Havenbedrijf Rotterdam N.V. | | |
| Implementation Schedule | | | | |
| Start: January 2020 | | End: July 2025 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €10,150,000 | Recommended total eligible costs: | €7,107,000 | |
| Requested funding: | €5,075,000 | Recommended funding: | €3,553,500 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The maritime port of Rotterdam is one of the biggest ports of Europe and functions as the main gateway to the European market: a vital Core Port in European trade flows. Over 469 million tonnes of international goods are handled in the port on a yearly basis. The port is located on three of the main TEN-T corridors: Rhine – Alpine, North Sea – Mediterranean and North Sea – Baltic. Since its realisation, Maasvlakte II terminal area has experienced an increasing growth in transport volumes due to the surge in economic growth and significantly larger sea vessels arriving at the port. Current projections indicate container traffic will triple by 2040. Consequently, this leads to an increased demand in railway transport from the current 15.000 train movements on a yearly basis to an expected 54.000 train movements in 2040. This exceeds the current railway capacity accessing the Maasvlakte II terminal area causing a transport bottleneck. To facilitate the projected transport growth volumes, measures must be taken to accommodate the transport flows and prevent increased road transport. At present, already an estimated 75% of greenhouse gas (GHG) emissions are caused by road transport, therefore reducing road transport and congestion of the road altogether will mean a significant decrease in GHG emissions. The Global Project consists of the realisation of an efficient and sustainable railway connection between the Maasvlakte II terminal area and the Rhine – Alpine, North Sea – Mediterranean and North Sea – Baltic corridors. The Global Project aligns with the strategic objectives of the Port of Rotterdam to increase the modal shift from road to rail from 12% to 20% by 2035. The Global Project consists of three phases: the preparatory phase, the implementation study (the Action) and the realisation (Works). The overall objective of the proposed Action is the completion of the implementation study for the envisioned physical interventions needed to remove the bottleneck at the Maasvlakte II terminals. This study phase will accelerate the realisation of the railway infrastructure including the upgrade of the Railway C2-curve and construction of the railyard Maasvlakte South. The Action consists of an implementation study in order to determine the infrastructure solution and its related environmental and socio-economic impact studies based on which the Works phase may commence.

Evaluation remarks:

The Action has excellent relevance. It is in line with the Call and has EU added value as it will remove the bottleneck to the Maasvlakte II railway terminals in the Port of Rotterdam and it will connect the port to the TEN-T core rail network. The maturity is very good. The Action has received the necessary approvals and commitment. It is technically mature and it is expected to be completed by 31/05/2023. The Action has very good impact. It can be used as decision-making tool. The CEF funding has a high impact on the implementation of the Action and of the Global Project. The Action is of good quality. Objectives, activities and planned resources are coherent. The timeline is realistic. The control procedures, risk management and ex-post monitoring are sound.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2019-MAP-General-1</small> |
| Belgium, Germany, Netherlands | Titan LNG B.V. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|--------------|
| Start: | January 2020 | End: | January 2023 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €55,000,000 | Recommended total eligible costs: | €55,000,000 |
| Requested funding: | €11,000,000 | Recommended funding: | €11,000,000 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



The Action falls under the projects of the core network of maritime ports. It seeks to contribute to the implementation of new facilities and technologies regarding provision and use of alternative fuels, i.e. (Bio)-LNG bunkering. The project develops and expands a BLNG bunkering supply chain by introducing in total three BLNG bunker barges. Two BLNG 'FlexFueller' bunker barges in the ports of Zeebrugge and Lübeck and by improving the economics and supply possibilities in the ARA region with the introduction of the 'Hyperion' BLNG bunker barge. In the future, Titan LNG aims to add synthetic SLNG, produced from clean hydrogen to the maritime fuel mix. Furthermore, Titan LNG intends to start trialling with delivery of hydrogen as in principal the BLNG and SLNG infrastructure is also suitable for storing and delivering liquid hydrogen. The 'Hyperion' and the 'FlexFueller 003 and 004' (FF003 and FF004) mirror the efficient conventional bunkering supply chain and are the result of interactions with customers that identified the need for more economic BLNG bunker solutions. The Hyperion is a self-propelled estuary barge, suitable for European harbours and inland waters. The FFs follow the successful concept of the 'FlexFueller 001 and 002' (FF001 and FF002), which are operational in the Port of Amsterdam and by 2020 in the Port of Antwerp. The FlexFueller was supported with subsidies from the province of North-Holland and the Amsterdam Klimaat en Energiefonds (AKEF) a "green fund". The first objective is to provide LNG refuelling points at core maritime EU ports. The introduction of BLNG bunker barges in Zeebrugge, Rotterdam, and Lübeck increase the operational reliability of delivering LNG as more core EU ports offer LNG bunkering facilities. The Action thereby contributes to Directive 2014/94/EU on the deployment of alternative fuels infrastructure as the Directive stipulates that a core network of refuelling points for LNG at key EU ports should be available by the end of 2025 and 2030. The second objective is to improve air quality, which is particularly important in densely populated port-and coastal areas. Furthermore, the third objective is to ensure the rapid decarbonisation of the maritime industry. SLNG and BLNG can be consumed by current LNG fuelled ships and distributed through LNG infrastructure without any adaptation. BLNG and SLNG, and later hydrogen, will increasingly be introduced in the barges' fuel mix when it becomes available. Consequently, the project increases the interconnection between both core EU ports and the link between LNG, BLNG, later on SLNG, and ultimately hydrogen.

Evaluation remarks:

The Action's relevance is very good. It addresses the call's objectives and priorities and supports the implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure and of the Green Deal Communication. The maturity is very good. It builds on available technologies and is supported by the participating Member States and Port Authorities. The impact is good. It will contribute to increasing safety, and reducing noise, GHG emissions and air pollution. CEF-funding will unlock private investments. The quality is good: activities are well elaborated and coherent with the Action's objectives.

Rotterdam and EU hinterland connection: Theemsweg railway section superstructure.

2019-NL-TM-0284-W

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|---------------------------|-----------------------------|--|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Netherlands | Havenbedrijf Rotterdam N.V. | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|--------------|
| Start: | February 2020 | End: | January 2022 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €28,960,000 | Recommended total eligible costs: | €28,960,000 |
| Requested funding: | €8,688,000 | Recommended funding: | €8,688,000 |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% |



The port of Rotterdam is Europe's largest sea port and one of the largest mainports of the world. As such, it functions as the main gateway to the European market, handling a throughput of approximately 469 million tonnes of international goods. The port holds a key position in the transport network with excellent access by sea, large draft to accommodate the world's largest container ships, bulk carriers and tankers, and the quality of its hinterland connections. The Established Route Decision has marked the start of the Realisation phase consisting of the construction of the Theemsweg railway section (substructure and superstructure). The Action is dedicated to the realization of the Theemsweg railway section superstructure and will, together with Action (TEN-2014-NL-TM-0233-W) funded under CEF-Transport for which INEA awarded funding in 2015, complete the Global Project as a whole. The Action removes a major bottleneck affecting three core network corridors. As a result, rail freight will become more competitive and a large modal share of 20% by rail will be achieved. In addition, interoperability and efficiency on three main European TEN-T corridors will be increased. Hence, the Action aims at improving the competitive position of European industries. As a result, the Action will result in increasing economic growth in Europe and will contribute to completion of the internal market.

Evaluation remarks:

The Action is dedicated to the realization of the Theemsweg railway section superstructure in the Port of Rotterdam, The Netherlands. Its relevance is excellent as it complies with the call priorities and contributes to eliminating a bottleneck for freight trains on route between Rotterdam and Duisburg, which will improve transport flows between Member States. Its maturity is very good as political and financial commitments are granted, a number of preparatory steps/procedures in terms of spatial planning and permits have been completed, procurement is ongoing and the Action has already started. The Action's impact is very good as it will provide positive socio-economic and environmental effects, and EU support will increase its priority in the national government's agenda. Its quality is very good as the Action is sound, logical and well-developed, activities are coherent with its objectives and the implementation plan is realistic.

The Rhombus system: upgrading of waterborne operations infrastructure along the Meuse and Albert Canal

2019-NL-TM-0287-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Belgium, Netherlands | Provincie Limburg | |

| Implementation Schedule | | | |
|-------------------------|-------------|-----------------------------------|-------------|
| Start: | March 2022 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €52,006,274 | Recommended total eligible costs: | €52,006,274 |
| Requested funding: | €10,401,255 | Recommended funding: | €10,401,255 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



Global Project – Realization of a Rhombus-shaped synchro-modal system connecting Antwerp-Liege-Venlo-Nijmegen-Rotterdam. The system consists of the important IWWs Albert Canal, Juliana Canal and the river Meuse. Moreover, the system contains several connections with other transport modes to facilitate modal shifts to water. By coordinating Actions within the Rhombus, synergy and robustness are created. This comes to show in, amongst other things, better high water resilience, shortened routes that allow for electric and H2-ships and reduced congestion in the TEN-T Core Network Urban Nodes Rotterdam (NL) and Antwerp (BE). The Rhombus system spans important parts of the extensive IWW network in the south of the Netherlands and the Belgian province of Limburg. This network plays a vital role in connecting the European hinterland with maritime ports and connects the North Sea – Med and Rhine – Alpine corridors of the TEN-T Core Network. Proposed Action (first stage of global project) – Upgrade of infrastructure for waterborne operations at three Rhombus locations on the IWW pre-identified sections Maas, including Maaswerken, and Albertkanaal/Canal Bocholt-Herentals of the North Sea – Med Core Network Corridor, each of which in a mature state of preparation: Venlo – completion Dec 2023 Venlo plays an important role as the ‘extended gate’ of the maritime ports of Rotterdam, Antwerp and Amsterdam. As part of the proposed Action, the waterside handling capacity in Venlo will be extended to stimulate multi- and synchro-modal transshipment. The municipality of Venlo will realize the upgrade in close collaboration with terminal operator TCT Venlo. Both of which have a proven track record in complex infrastructure projects. Heijen – completion Dec 2023 The current waterborne handling facilities at this important location along the river Meuse are reaching their limits. To facilitate further growth of waterborne operations, new public infrastructure will be realized. Teunesen Zand en Grint, experienced in both transport by IWW and upgrading waterside infrastructure will realize the upgrade. Lanaken - completion Dec 2021 The maximum capacity of the waterside handling infrastructure has been reached. To ensure present and future transshipment from the Rhombus maritime ports to the European hinterland, the waterside infrastructure will be upgraded. Wessem Holding will utilize its experience gained in successfully upgrading waterside infrastructure at three inland ports to realize the upgrade. These upgrades ensure improved navigation conditions and more capacity for the passage of vessels and allow for the waterside handling of more diverse types of freight at these locations and in the larger Rhombus system. The Dutch province of Limburg will coordinate the proposed Action and the link with the global project.

Evaluation remarks:

The Action’s relevance is excellent, it addresses a capacity bottleneck at three terminals located along the Maas and Albert Canal pre-identified sections of the North-Sea Mediterranean Corridor, namely the lack of sufficient barge handling capacity in general and for Vb class vessels specifically. The Action’s maturity is good, some but not all permits and environmental authorisations have been obtained. The Action’s impact is excellent, the investments are expected to have a positive impact on the efficiency and competitiveness of inland waterway transport by increasing capacity and decreasing the cost, the waiting time and congestion on the waterways. The Action’s quality is very good, it is generally consistent, complete and clear.

Overnight mooring facility Spijk on the German - Dutch border - Rhein

2019-NL-TM-0295-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Netherlands | Ministerie van Infrastructuur en Waterstaat | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €56,765,929 | Recommended total eligible costs: | €56,765,929 |
| Requested funding: | €11,353,186 | Recommended funding: | €11,353,186 |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% |



The Waal river is among the busiest inland waterways in Europe. On an annual basis approximately 135,000 barges pass the border with Germany at Lobith. Considering the economical developments, the number of barges passing Lobith will increase significantly. As the number of barges passing Lobith is increasing, as is their size, there is a significant need for more mooring facilities for skippers to comply with resting times and to secure safe navigation. This Action focusses on the construction of a mooring facility at Spijk, near Lobith, along the Waal river for use and acces to all. Objectives: Improved navigability on the Waal river by: 1. Building a new mooring facility at Spijk with 48-50 mooring places for barges (Va up to 135m), including: - 9 places for ADN barges with 1 cone. - 1 place for an ADN barge with 2 cones. - 1 long landing place and 1 row of mooring poles (8) for pushed convoys up to 190m. - 1 car landing dock and parking places. - terrain with facilities, e.g. light and electricity 2. Improved safety and security for (international) barge transportation on the Waal river and the corresponding corridors North-Sea Baltic and Rhine-Alpine.

Evaluation remarks:

This Action focusses on the construction of a mooring facility at Spijk, near Lobith, along the Waal river in The Netherlands, near the German border. Its relevance is excellent, with a very convincing European added value. It contributes to the call's priorities and objectives through the removal of the bottleneck in a cross-border section on both the Rhine-Alpine Corridor and the North Sea-Baltic Corridor. The Action's maturity is very good. It has a strong political commitment and firm financial commitments. It demonstrates a solid state of preparation and a readiness to start the implementation. The impact is very good, with several clear benefits like enhanced safety and reduced pollution and congestion costs. The Action has excellent quality, with well designed, realistic and logical Activities and appropriate budget. Overall planning is reasonable, with sufficient number of logically defined milestones.

Upgrading Amersfoort East side rail yard on the pre-identified core North Sea Baltic section

2019-NL-TM-0321-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Netherlands | ProRail B.V. | |

| Implementation Schedule | | | |
|-------------------------|-------------|-----------------------------------|-------------|
| Start: | March 2022 | End: | July 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €26,536,000 | Recommended total eligible costs: | €26,536,000 |
| Requested funding: | €7,960,800 | Recommended funding: | €7,960,800 |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% |



In the Netherlands public mobility, especially via rail is growing rapidly according to the contours of the 'Future Vision for public transport in the Netherlands 2040' - 'OV toekomstbeeld 2040'. This specifically holds for urban regions and densely populated areas. Realising future-proof public transport connections therefore play an important role in solving societal challenges, especially where space is scarce as is the case in the Netherlands. In the context of the ambitions of the Future Vision for public transport 2040 and the expected increase in rail transport both for passengers and freight, the city of Amersfoort, the location of the Global Project and the proposed Action, is located centrally in the Netherlands. Amersfoort is one of the busiest connecting points in the Netherlands, with tracks to Amsterdam, Utrecht, Leusden, Zwolle and Apeldoorn. As one of the largest railway yards in the Netherlands, Amersfoort is centrally located in the Netherlands on the Dutch part of international railway line Amsterdam-Berlin. The section is part of the Core Network Corridor North Sea Baltic, specifically the pre-identified section PL Border-Berlin-Hannover-Amsterdam/Rotterdam. Amersfoort is a pivotal railway hub since accommodates 1 international rail line (Amsterdam-Berlin), 7 intercity rail lines and 4 regional rail lines and serves in total 43,710 passengers per day. International freight transport also crosses Amersfoort when heading from the core network port of Amsterdam to the border section of Oldenzaal-Bentheim. The IJssel route is one of the 3 major routes for freight transport in the Netherlands apart from the largest rail freight route, the Betuwe route and the Brabant route. The scope of the Global project is to deploy various rail infrastructural measures surrounding Amersfoort rail yard. The Global Project and the proposed Action will be conducted by ProRail B.V., the Dutch rail infrastructural manager. The Action concerns a very mature stage 1 of the Global Project, conducting the works at Amersfoort East rail yard (2020-2024) in order to realize a future-proof rail yard to meet future national and international passenger and freight train requirements. Development consent has been secured, enabling the proposed Action to start immediately after submission of the proposal. After a successful completion of this Action, stage 2 of the Global Project, conducting the works at the west side of Amersfoort yard, will start in 2024 until 2028. After completion of the Global Project, Amersfoort rail yard will be able to meet the increasing number of passengers with less malfunctions and delays. In the current situation, there are three main bottlenecks on the east side of Amersfoort railway yard: 1. The yard does not offer sufficient capacity to facilitate the number of trains that currently have to ride there. This already results in logistical limitations for trains passing Amersfoort railway yard and these limitations will grow in the future due to the growth of passenger numbers. 2. A few frequently malfunctioning switches cause delays and disruptions on a regular basis. 3. Frequent delays of the international train between Amsterdam-Hannover-Berlin. The proposed Action will ensure resolving these physical, technical and operational bottlenecks. This will ensure that Amersfoort East rail yard is able to meet the future national and international passenger and freight train requirements.

Evaluation remarks:

The Action's relevance is very good, since it contributes to the call's specific sectoral objectives and priorities by removing three technical and functional bottlenecks at the Amersfoort East rail yard, one of the busiest connecting points in the Netherlands. The Action's maturity is very good, with ensured financial and political commitment and high technical maturity. The Action's impact is very good, since it will lead to a more reliable and attractive EU rail freight network. EU support is considered necessary. The Action's quality is good in terms of logic, completeness and clarity. The overall approach is realistic, consistent and adequate.

Analysis of the options for the development of an integrated transport system in Warsaw using the subway and multimodal interchanges

2019-PL-TM-0215-S

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| Location(s) of the action | (Coordinating) applicant | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| Poland | Miasto Stołeczne Warszawa | |

| Implementation Schedule | | | |
|-------------------------|-------------|-----------------------------------|------------|
| Start: | August 2020 | End: | June 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €4,171,897 | Recommended total eligible costs: | €4,171,897 |
| Requested funding: | €2,085,949 | Recommended funding: | €2,085,949 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



Warsaw is an urban node of the TEN-T road, railway and air core network within two intersecting trans-European transport corridors: Baltic – Adriatic and North Sea – Baltic. It is also the capital city of a EU Member State which makes it an important point of departure and destination for many trans-European journeys. A well-developed transport system within the same node enables an efficient flow of passengers, and provides convenient options for transfers and transport mode changes, also increasing the accessibility of the whole region and contributing to its development. The objective of the project is to prepare an analysis of the options for developing an integrated transport network in the Warsaw node of the TEN-T core network through streamlining connections with transfer nodes for long-distance railway and bus transport, and indirectly air transport (railway connections with the Warsaw Chopin Airport (WAW) and the Warsaw Modlin Airport (WMI)), based on the development of the underground network (supplementation of missing/alternative connections) and the creation of Warszawa- Centrum and Warszawa-Wschód multimodal transfer nodes in the area of the following railway stations:

- Warszawa Centralna and Warszawa Śródmieście, which provide long-distance and suburban railway connections, the underground (Metro Line M1), bus and tram connections, including connections with airports,
- Warszawa Wschodnia, which provides long-distance and suburban railway and bus connections, including connections with airports, tram connections and the new Metro Line M3 planned to be constructed.

The project envisages performing 5 studies and analyses:

- 1.The study for the development of the underground system in Warsaw – an analysis of the potential routes and the target outline of the underground network;
- 2.The pre-design documentation and building permit design for stations A12 and A16 on Metro Line M1 in Warsaw, together with the extension and redevelopment of accompanying infrastructure;
- 3.The analysis of the possible options of connecting the Centrum Station of Metro Line M1 with the Warszawa Śródmieście/Warszawa Centralna stations;
- 4.The technical feasibility study of Metro Line M3 with the “Kozia Górka” Technical & Holding Station in Warsaw- Stage 1 – PRAGA;
- 5.The technical feasibility study of the constriction of the Warszawa-Wschód multimodal transfer node.

Evaluation remarks:

The Action’s relevance is very good. Located in the core TEN-T node of Warsaw, it fits very well with the Call’s objectives and specific priority, concerning studies for the subsequent integrated public multi-modal transport solutions and multimodal transport hubs for passengers. Maturity and impact are excellent. Backed by Warsaw Municipality and in line with several urban planning documents, the Action is ongoing with two contracts signed. The outcomes of the studies will serve as a decision-making tool and will define solutions at interchanges with rail and other public transport. The proposal’s quality is very good. The Action’s objectives are clearly described, the costs are reasonable and the timeline realistic.

Facilitating sustainability of the hinterland connection with core port in Szczecin: railway bridge over Regalica River

2019-PL-TM-0244-W

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| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-General-1 |
| Poland | | Panstwowe Gospodarstwo Wodne Wody Polskie | | |
| Implementation Schedule | | | | |
| Start: August 2019 | | End: January 2023 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €35,524,809 | Recommended total eligible costs: | €35,524,809 | |
| Requested funding: | €7,104,962 | Recommended funding: | €7,104,962 | |
| Requested EU support: | 20.00% | Recommended EU support: | 20.00% | |



Action is considered a project of common interest in area of facilitating sustainable and efficient hinterland transport system of Baltic Sea MoS's hinterland. The Project is submitted by member state of Poland. It constitutes element of wide Global Project and is aimed at increasing capacity/efficiency of freight transport at crossing of 2 transport systems- rail & inland waterways - and thus improving inland waterway and rail transport to Szczecin and Swinoujscie core seaports, by means of elimination of bottlenecks at the intersection of inland waterways and railway route. Thus facilitating improved hinterland movement of freight gravitating to/from Baltic Sea MoS. By construction of new, higher railway bridge with possibility of placing two rail tracks (one will be placed within this Action) it will liquidate 2 bottlenecks which concern traffic situation on Regalica River Section of Odra River and its crossing with no.273 railway line. Existing old rail drawbridge across river with one rail track and its outdated structure, significant wear and inadequate technical parameters constitutes significant bottleneck both to inland waterways traffic and rail freight traffic. By construction of new rail bridge allowing unhindered passage of inland waterways vessels underneath it and freight trains over it, collision of inland waterways and rail is solved and accessibility to sea ports improved. Same as local community issues with traffic flows. By dealing with bottlenecks, environmental performance of transport chain will be improved. It will strengthen cohesion between Baltic Sea MoS' hinterland in Central, West and South European countries, inter alia by sustaining mobility of freight and passengers and generating synergies of investments, operations and plans and to enhance integration of relevant European transport corridors. Activities in the Action are in direct supplementation of projects already realized within Global Project and will trigger compatible investment by rail infrastructure manager.

Evaluation remarks:

The relevance of the proposed Action is very good, contributing to the Call's priorities. It will remove of a rail/inland waterway bottleneck (bridge) near the core port of Szczecin, along the Baltic Adriatic Corridor. It is also important for the hinterland connection of the port. The maturity is good, backed by strong political support and various stakeholders. Four contractors have been pre-qualified. The building permits are due by October 2020 and the final phase of the tender for the works will be launched in August 2020 with the works to start mid-May 2021. Action's impact and quality are good. The Action will deliver significant benefits and the overall outcome of the CBA is good. The activities are adequate to achieve the objectives.

Works on the E 75 railway line, Elk - Trakiszki (state border) section - design documentation

2019-PL-TMC-0302-S

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Poland | PKP Polskie Linie Kolejowe S.A. | |

| Implementation Schedule | | | |
|-------------------------|-------------|-----------------------------------|-------------|
| Start: | April 2022 | End: | May 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €43,150,701 | Recommended total eligible costs: | €43,150,701 |
| Requested funding: | €36,678,096 | Recommended funding: | €36,678,096 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The Action “Works on the E 75 railway line, Elk – Trakiszki (state border) section - design documentation” is a cross-border study project for the last section of Rail Baltica global project on the territory of Poland, linking Poland and Lithuania. Rail Baltica railway line is a pre-identified project on the North Sea – Baltic core network corridor. The aim of this Action is the preparation of design documentation, with obtaining required administrative decisions that are necessary for the implementation of construction works. The implementation of construction works (to be realised as a consequent separate project) will adjust the railway line to TEN-T requirements and improve its use, by providing transport services with higher operational speeds, shortened travel times, improved capacity and safety. The Action aims at taking into account the Commission Implementing Decision (EU) 2018/1723 and the principle of upgrading permissible speed to at least 200 km/h. It covers two main elements: • the development of remaining final part of Feasibility Study for the Elk – Trakiszki (state border) section and next, after choosing the best investment option, • the preparation of design documentation with obtaining necessary administrative decisions, which will allow to commence construction works on the Elk – Trakiszki (state border) section. The implementation of the Action will result in the achievement of the following product indicators: • Feasibility Study - 1 set; • design documentation - 1 set; • detailed designs - 1 set; • tender documentation (for construction works) - 1 set; • applications for building permits - 1 set; • building permits - 1 set.

Evaluation remarks:

The Action’s relevance is excellent as it concerns studies for the Polish cross-border railway section of the Rail Baltica project, along the North Sea-Baltic Corridor. The maturity is good as it has a strong political support and the preparatory steps are well advanced.

The Action’s impact is very good. The outcomes of proposed studies will serve as important decision-making tool for the next stages of the project. The overall proposal is of good quality. In general, the activity and its milestones are coherent with the project objectives and are appropriate to achieve them.

Works on the E75 railway line, Czyzew-Bialystok section (phase II)

2019-PL-TMC-0322-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Poland | PKP Polskie Linie Kolejowe S.A. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|--------------|
| Start: | June 2022 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €517,558,721 | Recommended total eligible costs: | €453,786,841 |
| Requested funding: | €439,924,913 | Recommended funding: | €385,718,815 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The Action is a part of modernisation works on the North Sea – Baltic core network corridor constituting part of the Trans-European Transport Network (TEN-T). Czyzew – Białystok section is an element of the Rail Baltica transportation route, offering regional, interregional and international links. The approx. 71 km long Czyzew - Białystok section is located in the territory of Podlaskie Province. This Action is an integral part of the Global Project, which concerns works on Warszawa Rembertów – Sadowne – Czyzew – Białystok – Elk – Trakiszki (state border) section. This is the second phase of the currently implemented project no CEF 2015-PL-TM-0002-W. The objective of this Action is to ensure the interoperability, reduce travel time, improve capacity (remove bottlenecks), improve traffic safety and construction of missing links (line no 514). Implementation of the Project is a European added value for the Trans-European Transport Network (TEN-T), taking into account the Commission Implementing Decision (EU) 2018/1723 and the principle of upgrading permissible speed to at least 200 km/h. The Action comprises: • Execution of construction works on Czyzew – Białystok section, • Project supervision, • Information and promotional activities, • Provision of power supply, • Land purchase. The effect of implementation of the project on the Czyzew – Białystok section will be following: • improving the line's technical parameters by increasing the speed of passenger trains up to V=200 km/h and freight trains up to V=120 km/h, as well as by raising the permissible axle load up to 221 kN; • eliminating train traffic disturbances, i.e. removing bottlenecks - eliminating bottlenecks on the sections of line no. 6 Szepietowo - Lapy (including Racibory station) and Lapy – Białystok (including Baciuty station); • enhancing the safety, in particular through the construction of 17 grade separated intersections (road and rail viaducts) along with the elimination of 22 level crossings and improvement of the effectiveness of the control command and signalling system.

Evaluation remarks:

The Action's relevance is very good. Part of a Global Project to modernise 120 km of the E-20 railway line between Siedlce and Terespol, the Action is located on the North Sea-Baltic Corridor and has a very high relevance for cross-border traffic.

The Action's maturity is poor. The works contract will be tendered in June 2020 and signed in January 2021. Permits are to be ready only by 30/11/2021. With works to start by 20/03/2022 and the bulk of the tasks concentrated in the year 2023, the provided end date (31/10/2023) is not realistic with high risks of delays beyond 2023.

The Action's impact and quality are good. It will have positive impacts on reduction of congestion, safety and security. However the CBA fails to provide reliable data. Regarding quality, the Action is coherent with the Global Project. The presented implementation plan is realistic and consistent with the tasks to achieve.

The Action's relevance is very good as it concerns works for the Czyzew – Białystok railway section in Poland on the Rail Baltica project, along the North Sea-Baltic Corridor. The maturity is very good because it has a strong political support, and the preparatory steps are well advanced.

The Action's impact is very good as the Action will contribute to modal shift from road to rail transport. The overall proposal is of good quality. In general, the activities are coherent with the project objectives and are appropriate to achieve them.

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|---------------------------|----------------------------|---|
| Location(s) of the action | (Coordinating) applicant | Actions implementing transport infrastructure in nodes of the core network, including urban nodes CEF-T-2019-MAP-General-1 |
| Portugal | Câmara Municipal de Lisboa | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-----------|
| Start: | January 2020 | End: | June 2023 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €864,533 | Recommended total eligible costs: | €864,533 |
| Requested funding: | €432,267 | Recommended funding: | €432,267 |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% |



RESTART is a study that will produce a framework for the successful creation of a network of mobility hubs in Lisbon. The output will be a decision-making instrument to inform investment choices and prepare future project implementation, in particular the retrofitting of five intermodal terminals in Lisbon into multimodal places of connectivity where different modes of transport come together seamlessly. More specifically, the study aims to understand the needs for adapting (from the functional and management perspectives) of the Lisbon multimodal transport hubs for passengers with a view to developing a masterplan to convert five major terminals into a network of interconnected mobility hubs in the city. The purpose is to respond to the operational needs of public transport solutions (urban, intercity and long-distance), as well as to promote a more efficient and seamless multimodal mobility of the city users. The study will also include the appraisal of different business models of the Lisbon multimodal transport hubs to ensure the dynamic and effective management of this transport infrastructures in Lisbon urban node.

Evaluation remarks:

The Action, which is a study looking at the creation of a network of mobility hubs in Lisbon, Portugal, has an excellent relevance, as it promotes sustainable urban mobility by creating multimodal transport hubs.

The Action's maturity is excellent as it demonstrates realistic duration of the implementation programme. The political commitment is secured as well as the necessary funding sources.

The Action's impact is excellent through its contribution of in-depth analysis of alternative investment solutions for the current five intermodal terminals of Lisbon. The Action will produce an important decision-making tool for future investments in the city.

The Action's quality is excellent as it displays a clear coherence between the objectives and activities planned and describes all the relevant aspects in the proposal.

Feasibility study for development of the TEN-T Core port Drobeta Turnu Severin by constructing a trimodal terminal

2019-RO-TMC-0137-S

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|---------------------------|--------------|--|---------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Romania | | Compania Nationala Administratia Porturilor Dunarii Fluviale S.A. Giurgiu(National Company "Administration of Danube River Ports" J.S. Co., Giurgiu) | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | February 2022 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €600,000 | Recommended total eligible costs: | €600,000 | |
| Requested funding: | €510,000 | Recommended funding: | €510,000 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |



Drobeta Turnu Severin is a port of the TEN-T Core network and is of national importance on the route from Central Europe to Romania being located on the South TEN-T Corridor. The scope of the proposed Action is to study as a possible solution, the construction of a trimodal terminal, for improving the handling of containers and therefore Drobeta Turnu Severin Port to benefit from its position as a transshipment point on the Danube for traffic to the North-West of Romania and from the growing demand for multimodal transport. By constructing a trimodal terminal in the Drobeta Turnu Severin port, a modern infrastructure dedicated to the handling of the containers will be provided, which will respond to current needs and modern freight logistics. Considering the positioning of the port Drobeta Turnu Severin within the Rhin- Danube - Black Sea corridor and also the location in the west of Romania, the realization of the trimodal terminal can lead to the development of new transport routes, to the increasing the attractiveness of the port for the business environment, so therefore will contribute to the local and regional development. Also, by creating new transport routes, it can contribute to remove the bottlenecks trough the taking of freight traffic from the road and its transfer on water and rail, modes of transport more environmentally friendly through much lower carbon emissions. The specific objectives of the proposed Action are: - Study of the current facilities and the port infrastructure of the Drobeta Turnu Severin port dedicated to container handling. - To identify the optimal solution for construction of the trimodal terminal such as developing multimodal facilities for handling of containers between the 3 modes of transport water, railway, roads, conections with hinterland by rail and roads. - To elaborate the feasibility study in accordance with the national legislation in force(The Governement Decision no. 907/2016) and finding the best scenario/the best solution for transforming the Drobeta Turnu Severin Port into an intermodal freight center. - To elaborate the documentation necessary for the next phases of the project: technical project, detailed design and works.

Evaluation remarks:

The Action's relevance is good as it addresses a study on the construction of a trimodal terminal for improving the handling of containers at the port of Drobeta Turnu Severin located along the Romanian pre-identified section of Danube. It addresses the scope of the Call, namely to deliver a study to upgrade the infrastructure of the port. Its maturity is good as it is ready to start. However, there is a risk that the deadline of 31/12/2023 may not be met, because of the early stage of the procurement procedures. Its impact is good as the studies will serve as decision-making tools for the works. However, information on the impact of these works on the environment has not been provided. Its quality is good as activities are well described and consistent. However, the time frame of the studies and risk management will have to be clarified.

Feasibility Study for the modernization of the Coslariu - Cluj-Napoca Railway Line

2019-RO-TMC-0162-S

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|---------------------------|---|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-Cohesion |
| Romania | Romanian National Railways Company "CFR" S.A. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | May 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €11,078,031 | Recommended total eligible costs: | €11,078,031 |
| Requested funding: | €9,416,326 | Recommended funding: | €9,416,326 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



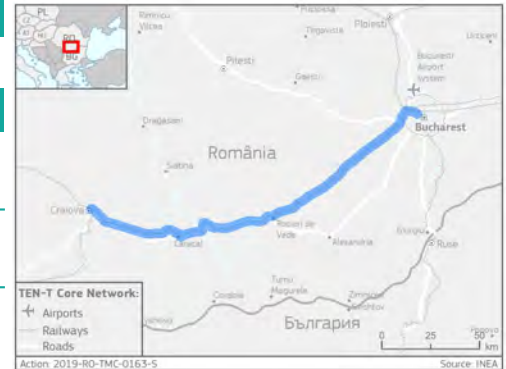
The scope of the proposed Action is to upgrade the technical parameters of the railway section Coslariu - Cluj Napoca and to improve its operational performance in line with the aims of the global projects and of the TEN-T Core Network. The overall objective of the proposed Action is to identify and prepare for implementation an optimised investment alternative, balancing between the aims of financial affordability and operational efficiency. The specific objectives of the proposed Action are: -to elaborate analyses of the current condition of the existing line Colariu - Cluj-Napoca in order to identify the bottlenecks and other deficiencies which affect the circulation of rolling stock on the route of the Global Projects; -to elaborate a feasibility study in accordance with the national legislation in force (The Government Decision no 907/29.11.2016) with the purpose to determine the optimal investment solution for upgrading the technical parameters, following the technical requirements specified in the European regulations, of the existing railway section Coslariu - Cluj-Napoca. -to elaborate/develop the documentation necessary for the next phases of the project: technical project, detailed design and works.

Evaluation remarks:

As a study looking at the upgrade of the technical parameters of the railway section Coslariu - Cluj- Napoca in Romania, this Action's relevance is very good. It addresses other sections of the Rhine-Danube Core Network Corridor. It has EU added value as it aims to improve transport connections or flows by removing bottlenecks. The maturity is good. The Action has received political commitment. There is a risk that the deadline of 31.12.2023 may be not be respected because of the early stage of procurement procedures, sizeable part of spending in 2023 and tight implementation schedule. The impact is very good, as it is a necessary step for the implementation of the Global project, contributing to interoperability and upgrade of the railway infrastructure. The quality of the Action is good in terms of its logic and completeness.

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|---------------------------|---|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Romania | Romanian National Railways Company "CFR" S.A. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | May 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €20,425,573 | Recommended total eligible costs: | €20,425,573 |
| Requested funding: | €17,361,737 | Recommended funding: | €17,361,737 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The scope of the proposed Action is to upgrade the technical parameters of the railway section Bucuresti-Craiova and to improve its operational performance in line with the aims of the global projects and of the TEN-T Core Network. The overall objective of the proposed Action is to identify and prepare for implementation an optimized investment alternative, balancing between the aims of financial affordability and operational efficiency. The specific objectives of the proposed Action are: -to elaborate analyses of the current condition of the existing line Bucuresti-Craiova in order to identify the bottlenecks and other deficiencies which affect the circulation of rolling stock on the route of the Global Projects; -to elaborate a feasibility study in accordance with the national legislation in force (The Government Decision no 907/29.11.2016) with the purpose to determine the optimal investment solution for upgrading the technical parameters, following the technical requirements specified in the European regulations, of the existing railway section Bucuresti-Craiova. -to elaborate/develop the documentation necessary for the next phases of the project: technical project, detailed design and works.


Evaluation remarks:

The Action, which is a study looking at the upgrade of the technical parameters and improve the operational performance of the railway section Bucuresti-Craiova in Romania, has a relevance as very good. It addresses a pre-identified section of the Rhine-Danube Core Network Corridor. It has EU added value as it aims to improve transport connections or flows by removing bottlenecks.

The maturity is good. The Action has received political commitment. There is a risk that the deadline of 31.12.2023 may be not be respected because of the early stage of procurement procedures, sizeable part of spending in 2023 and tight implementation schedule.

The impact of the Action is very good, as it is necessary for the implementation of the Global project, contributing to interoperability and upgrade of the railway infrastructure.

The Action's quality is good in terms of its logic and completeness.

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| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-Cohesion |
| Romania | | CASPY EUROPARKING SRL | | |
| Implementation Schedule | | | |  |
| Start: | February 2020 | End: | July 2025 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €4,175,990 | Recommended total eligible costs: | €4,175,990 | |
| Requested funding: | €3,436,840 | Recommended funding: | €3,436,840 | |
| Requested EU support: | 82.30% | Recommended EU support: | 82.30% | |

This Action aims at deploying a SSTPA servicing the TEN-T core network and the Rhine–Danube Corridor according to the requirements of the EU-Parking Standard. The location is situated in Strejnicu, west of the city of Ploiesti in the Southern part of Romania. It is of eminent importance for freight transport and plays an important role with regards to national and international freight volumes in the region. As a pioneer in the field of safe and secure parking the applicant CASPY disposes of the required experience to carry out the project and will receive support from advisors specialized in infrastructure deployment and the EU-Parking Standard. The applicant aims at contributing to improve and render more secure the Romanian transport infrastructure by developing a safe and secure parking area, in which HGVs obtain adequate parking spaces combined with service facilities. The Action focuses on the following elements: - The construction of a new SSTPA close to Ploiesti with 70 HGV parking lots. It follows ITS regulatory requirements as determined by Commission Delegated Regulation 885/2013/EU; - The implementation of a high security level (“Gold level”) according the EU-Parking Standard; - Noteworthy reduction of incidents on the TEN-T core network; - Integration of dynamic information (ITS) via a smart Parking Management System.

Evaluation remarks:

The Action’s relevance is excellent. It is located in Strejnica in the south of Romania, on the Rhine-Danube Core Network Corridor, and has European added value as it addresses gaps in relation to the safe and secure parking infrastructure quality along the Core Network Corridor. The maturity of the Action is good as it has received the necessary political commitment. Although procurement procedures have not yet been launched, the Action is expected to be completed before 31/12/2023. The financial resources are secured. The impact is good as it contributes to improved travel time, environmental and road safety benefits. The quality is good. The proposal is generally complete, clear and coherent. Nevertheless, the work plan shows shortcomings.

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|---------------------------|---|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-Cohesion |
| Romania | Romanian National Railways Company "CFR" S.A. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | May 2024 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €31,436,920 | Recommended total eligible costs: | €31,436,920 |
| Requested funding: | €26,721,382 | Recommended funding: | €26,721,382 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



The scope of the proposed Action is to upgrade the technical parameters of the railway section Apahida - Suceava and to improve its operational performance in line with the aims of the global projects and of the TEN-T Core Network. The overall objective of the proposed Action is to identify and prepare for implementation an optimised investment alternative, balancing between the aims of financial affordability and operational efficiency. The specific objectives of the proposed Action are: -to elaborate analyses of the current condition of the existing line Apahida - Suceava in order to identify the bottlenecks and other deficiencies which affect the circulation of rolling stock on the route of the Global Projects; -to elaborate a feasibility study in accordance with the national legislation in force (The Government Decision no 907/29.11.2016) with the purpose to determine the optimal investment solution for upgrading the technical parameters, following the technical requirements specified in the European regulations, of the existing railway section Apahida - Suceava. -to elaborate/develop the documentation necessary for the next phases of the project: technical project, detailed design and works, works supervision and technical assistance.

Evaluation remarks:

A study looking as the upgrade of technical parameters and operation performance of the railway section Apahida – Suceava in Romania, this Action’s relevance is very good. It addresses other sections of the Rhine-Danube Core Network Corridor. It has EU added value as it aims to improve transport connections or flows by removing bottlenecks. The maturity is good. The Action has received political commitment. There is a risk that the deadline of 31.12.2023 may be not be respected because of the early stage of procurement procedures, sizeable part of spending in 2023 and tight implementation schedule. The impact is very good, as it is necessary for the implementation of the Global project, contributing to interoperability and upgrade of the railway infrastructure. The quality is good in terms of its logic and completeness.

Feasibility study for the modernization of the railway lines and installations from the Railway Complex Bucuresti Nord

2019-RO-TMC-0232-S

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|---------------------------|---|---|
| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Romania | Romanian National Railways Company "CFR" S.A. | |

| Implementation Schedule | | | |
|-------------------------|--------------|------|------------|
| Start: | January 2020 | End: | April 2024 |

| Requested Funding | | Recommended Funding | |
|-----------------------|------------|-----------------------------------|------------|
| Total eligible costs: | €5,030,428 | Recommended total eligible costs: | €5,030,428 |
| Requested funding: | €4,275,864 | Recommended funding: | €4,275,864 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



All the important routes of the TEN-T Core network in Romania have the railway node Bucuresti as the terminus point. The Railway Station Bucuresti Nord has, through the Railway Complex Bucuresti Nord, direct lines that provide railway connections with the main railway lines of the Romanian Network no. 300, 500, 700, 800, 900 and secondary lines 700, 901, 902. According to the provisions of EU Regulation no. 1315/2013 Bucuresti city is a node of the TEN-T Central Network included in ANNEX II of the Regulation no. 1315/2013 - LIST OF NODES OF THE CENTRAL AND GLOBAL NETWORK. The general objective of the proposed Action is to modernize the railway subsystems (lines and installations) existing in the Bucuresti Nord Railway Complex by implementing a railway system that ensures the interoperability requirements established for the TEN-T central network infrastructure. The overall objective of the proposed Action is to identify and prepare for implementation an optimised investment alternative, balancing between the aims of financial affordability and operational efficiency. The specific objectives of the proposed Action are: - to elaborate analyses of the current condition of the existing railway infrastructure in order to identify the bottlenecks and other deficiencies which affect the circulation of the rolling stock on the direct lines from the Railway Complex Bucuresti Nord; - to elaborate a feasibility study in accordance with the national legislation in force (The Government Decision no 907/29.11.2016) with the purpose to determine the optimal investment solution for upgrading the technical parameters, following the technical requirements specified in the European regulations of the railway subsystems (lines and installations) existing in the Railway Complex Bucuresti Nord. - to elaborate/develop the documentation necessary for the acquisitions of contracts for the next phases of the project: technical project, detailed design and works.

Evaluation remarks:

Involving a study looking at how to modernize the railway subsystems (lines and installations) existing in the Bucuresti (Romania) Nord Railway Complex, the Action's relevance is very good. It addresses a pre-identified section of the Rhine-Danube CNC. It has EU added value as it aims to improve transport connections or flows by removing a bottleneck. The Action's maturity is very good since it received political commitment and has secured financial resources. Although the implementation schedule is tight and the procurement procedures are at early stage the Action is expected to be completed before 31/12/2023. The impact is very good, as the Action is necessary for the future implementation of works contributing to interoperability and upgrade of the railway infrastructure. The proposal's quality is good in terms of its logic and completeness.

Modernization of the railway line Bucuresti Nord - International Airport Henri Coanda Bucuresti

2019-RO-TMC-0300-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Romania | Romanian National Railways Company "CFR" S.A. | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|---------------|
| Start: | February 2022 | End: | December 2023 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €133,733,711 | Recommended total eligible costs: | €59,208,233 |
| Requested funding: | €113,673,654 | Recommended funding: | €48,367,206 |
| Requested EU support: | 85.00% | Recommended EU support: | 81.69% |



a) Financing the works from Phase I of the project "Modernization of the Bucharest North Railway Line - Henri Coanda Bucharest International Airport" remaining to be executed after the date of submission of the financing application and the supervision of the works; b) Elaboration of the necessary documentation for the implementation of Phase II of the project "Modernization of the Bucharest North Railway Line - Henri Coanda Bucharest International Airport" - technical project, execution details and works; c) Financing of the works and supervision of the works in Phase II of the project "Modernization of the Bucharest North Railway Line - Henri Coanda Bucharest International Airport".

Evaluation remarks:

The relevance of the Action's eligible part ("Modernization of the Bucharest North Railway Line - Henri Coanda International Airport Bucuresti Phase I") of the Bucharest North Railway Line - Henri Coanda Bucharest International Airport railway project - is very good as it addresses a missing link between an extension of a pre-identified section of the Rhine-Danube CNC and a the Core Budapest Interanational Airport. The maturity of the reduced scope is very good as it has received political commitment and works are ongoing. Its impact is very good. The CBA clearly demonstrates the expected positive effect of the EU financial support and socio-economic benefits of the Action. The overall quality of the proposal is good. Control procedures, quality management, ex-post monitoring and audits are generally described. However, the risk of double funding should be checked and eliminated.

New East-Coast Line ,a railway study for a 40 km long section of double track between Gävle-Kringlan

2019-SE-TM-0103-S

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|---------------------------|------------|-----------------------------------|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the other sections of the Core Network CEF-T-2019-MAP-General-1 |
| Sweden | | Trafikverket | | |
| Implementation Schedule | | | | |
| Start: November 2020 | | End: March 2024 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €7,100,000 | Recommended total eligible costs: | €7,100,000 | |
| Requested funding: | €3,550,000 | Recommended funding: | €3,550,000 | |
| Requested EU support: | 50.00% | Recommended EU support: | 50.00% | |



The East Coast Line, a 402-km long railway in Sweden, linking together the cities of Stockholm, Uppsala, Gävle and Sundsvall and also the smaller cities along the section. The Global project is a part of the East Link, the railway section between Gävle and Sundsvall, is 220 km long. The single track East Coast Line between Gävle and Sundsvall is a serious weak spot in the Swedish railway network. One of its main challenges has always been how to overcome the long distances and the East Coast line is one of the longest and most heavily congested stretches of railway in Sweden. The East Coast line forms the backbone for transport of forestry and industrial products with a catchment area that covers the northern part of Sweden. The East Coast line is a part of the CEF defined corridor Scandinavian-Mediterranean which has from 2021 been extended with the Bothnian corridor. Double-track on the section Gävle-Sundsvall is estimated to € 2,7 billion (price level 2015). Following sections of the Global project are financed in the National Plan; 1. Section Gävle – Kringlan (39 km), the Action, € 500 million (price level 2017) 2. Dingersjö meeting station (3 km), € 56 million (price level 2017) 3. Sundsvall – Dingersjö (14 km), € 215 million (price level 2017) The section Gävle – Kringlan (at Axmartavlan) is one of the sections that has received funding in National Transport Plan 2018-2029. Further, 9 other sections have not been financed in the Swedish Transport Administration's National Plan for the period 2018-2029 but will be prepared for upcoming the National plan. The Action is a part of the Swedish Transport Administration's planning process in order to establish a railway plan for double-track expansion between Gävle – Kringlan, a approximately 39 km long section. By constructing of a new double-track with strategically placed bypass tracks, the capacity increase and travel times are reduced. The rail section, a new straight railway line will become 20 km shorter from Gävle to Sundsvall which creates the conditions for higher speed limit and elimination of waiting time for trains to meet on the tracks. The Action consist of two railway plans (including EIA and Project Planning Document), for a completely new railway line with double-tracks on the East Coast Line (the Global project) between Gävle and the train meeting point called Kringlan.

Evaluation remarks:

The Action's relevance is very good. It prepares for the upgrade to railway double track of the pre-identified section Stockholm-Gävle-Sundsvall. The Action's maturity is very good, with all approvals and budget secured. The Action's impact is good. Once established, it will generate positive socio-economic benefits on the railway connection and railway flows in the East of Sweden and with Finland. The Action is of good quality, with a well-defined organizational structure and a clear cost-breakdown.

Removal of a major bottleneck between Flackarp and Arlöv on the Swedish Southern Main Line.

2019-SE-TM-0106-W

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|---------------------------|-------------|---|-------------|--|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-General-1 |
| Sweden | | Trafikverket (Swedish Transport Administration) | | |
| Implementation Schedule | | | | |
| Start: February 2022 | | End: June 2023 | | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €78,800,000 | Recommended total eligible costs: | €78,800,000 | |
| Requested funding: | €23,640,000 | Recommended funding: | €23,640,000 | |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% | |



The Southern Main Line is part of the Scan Med Corridor and is one of Sweden's most important railway lines for both international and national transportation. The stretch of the Main Line, between Malmö and Lund is one of Sweden's busiest rail routes and is maximally utilized during rush hours with approximately 460 trains operating each day. Year 2030 is estimated that the traffic will increase to 650 trains per day. To cope with a continuing increase in train traffic, the entire route between Malmö and Lund will be expanded from two to four tracks. The objective of the Action is to rebuild the railway between Flackarp and Arlöv situated between Malmö and Lund, to a four-track system, for increased capacity and thereby elimination of the existing major bottleneck, reducing noise disturbances and improving accessibility in locations along the route as well as in the Scan-Med corridor. The parts of the project comprised in the application i.e. the expansion from two to four rail tracks between the localities Flackarp and Arlöv includes the reconstruction of the platforms at Burlöv, Åkarp and Hjärup, as well as the reconstruction of bridges at the Alnarp highway junction, together with the adjacent pedestrian/cycle routes. Moreover, noise barriers will be installed along the line, and the tracks passing through and between the towns of Hjärup and Åkarp will be lowered between 4 and 6 m beneath ground level, in order to minimize noise emissions and barrier effects. The Action is characterized by its cross border dimension in relation to Fehmarnbelt connection and will contribute to elimination of a major bottleneck in a region of European importance. The new four tracks between Flackarp and Arlöv will result in better possibilities for the economic development and improved mobility of both passengers and goods. The multi-modality of the transport system will be strengthened. In terms of transport corridors the Action will help to distribute the goods with less environmental impact but it will also increase the capacity of long distance transports from Europe to Stockholm, Gothenburg and beyond. As commuting times are reduced, the labor market in Southern Sweden will expand within Lund, Malmö and the Greater Copenhagen area.

Evaluation remarks:

The Action, which involves the rebuild of the railway between Flackarp and Arlöv situated between Malmö and Lund is Sweden has an excellent relevance , contributing to the objectives and priorities of the call, addressing a major bottleneck and contributing to improve transport flows from and to Norway and Denmark and further towards Germany and other EU countries, with good EU added value. The Action's maturity is very good, being part of the National Transport Plan for infrastructure and supported by secured public funding. The Action's impact is very good, demonstrating positive environmental and socio-economic effects, including significant time-savings for passengers. The Action's quality is very good, with coherence between objectives and activities. Yet a more detailed breakdown of costs is to be required.

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|---------------------------|--------------------------|--|
| Location(s) of the action | (Coordinating) applicant | European Rail Traffic Management Systems (ERTMS) CEF-T-2019-MAP-General-2 (ERTMS) |
| Sweden | Trafikverket | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|-------------|
| Start: | February 2022 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €27,489,000 | Recommended total eligible costs: | €27,489,000 |
| Requested funding: | €9,700,000 | Recommended funding: | €9,700,000 |
| Requested EU support: | 35.29% | Recommended EU support: | 35.29% |



The Swedish Railway market is one of the most de-regulated in the world. There are a large number of RU:s acting in full commercial competition. Due to the chosen implementation strategy for ERTMS these companies are forced to install ERTMS on-board in order to be able the continue with their business. The Global Project consists of the implementation of ERTMS in Sweden. The implementation plan has been drawn up in order to meet the requirements in TSI CCS 2012/88/EU with corrigendum in Commission Regulation 2016/919/EU. The Global project contributes well to the MoU of 2016 concerning the deployment on European Corridors and the strengthening of cooperation for the management of ERTMS as well as the ERTMS Deployment plan adopted by the European Commission in January 2017. Swedish Transport Administration (Trafikverket) has calculated the cost for implementation of ERTMS to 3,4 Billion Euro for the period 2008 - 2035. Sweden has chosen the vehicle strategy for the implementation of ERTMS. The strategy implies that all vehicles operating on lines equipped with ERTMS also need installed ERTMS on-board equipment consisting of ETCS, GSMR and STM. This package of equipment allows operation on lines with the existing ATP system as well as new ERTMS lines. The total number of vehicles concerned by ERTMS in Sweden is between 1200 and 1700. Most of the vehicles need to be equipped at an early stage of the implementation process. The installation of ERTMS on-board equipment will be costly and not bring sufficient return of the investment. The Swedish ASTOC has therefore asked for state subsidies for the purchase and installation of the on-board equipment. Without state subsidies it is a risk that the installation of the ERTMS on-board equipment will be delayed. This as a consequence could delay the track side deployment on the Swedish part of Core network e.g. Iron Ore line and Scandinavian Mediterranean Corridor. This proposed Action contains activities in order to deploy ERTMS on-board on prototype vehicles in accordance with the Global Project. The Action is divided into three activities, On-board retrofitting prototype international, On-board retrofitting prototype national and On-board upgrade prototype national. The activities include procurement, type installation on prototypes, testing, installation, approval and certification for all vehicle types belonging to the companies owning the vehicles. There are 11 vehicle owners included in the proposed Action and the total number of vehicle prototypes is 15. 13 of these are retrofit and 2 are upgrade.

Evaluation remarks:

The Action's relevance is very good as it will deploy Baseline 3 on-board equipment on 15 prototype vehicles in accordance with the Global Project to roll out ERTMS in Sweden. Half of the vehicles will run internationally. The Action's maturity is good as certain contracts have already been awarded and other tenders are about to be launched. For two of the prototypes, the deployment of the equipment will start in 2022. The Action's impact is excellent, with a large number of different prototypes leading to an important serial deployment at a subsequent stage. The Action's quality is very good in terms of logic, completeness and clarity. Adequate management measures are in place.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2019-MAP-General-1</small> |
| Sweden | Trafikverket (Swedish Transport Administration) | |

| Implementation Schedule | | | |
|-------------------------|---------------|-----------------------------------|-------------|
| Start: | February 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €73,693,680 | Recommended total eligible costs: | €73,693,680 |
| Requested funding: | €22,108,104 | Recommended funding: | €22,108,104 |
| Requested EU support: | 30.00% | Recommended EU support: | 30.00% |



The City of Gothenburg is an important intermodal transport and logistics hub on the Scandinavian-Mediterranean corridor. Lack of traffic capacity in combination of high traffic volume and a large share of heavy goods vehicles (international traffic) contributes to insufficient accessibility and an unacceptable traffic safety situation on some parts of the Scandinavian-Mediterranean corridor. A crucial step towards increased attractiveness of public transport and improved reliability of transports to and from the port of Gothenburg and industries is the action proposed in this application; the construction of the West Link railway tunnel which will be located beneath central Gothenburg. The West Link railway tunnel is a planned double track railway tunnel enabling for public transport to reach further into central Gothenburg. Also for train services to go through Gothenburg without reason to stop at the Central station. This pass-by opportunity is not available today, leading to congestion of both passenger and goods transports. The public transport network will be relieved since it has reached its maximum capacity. The Action increases the capacity of the system and hence facilitates for extended commuting and increased amount of freight transports on rail. The Action covers the first section, Kvarnberget, to be carried out of the West Link railway tunnel including construction works of a 560 meters long concrete tunnel through rock and soil and a 130 meters long service tunnel in rock as well as ground reinforcement works. Being a part of an integrated transport chain (the Scandinavian-Mediterranean corridor) the Action will reinforce the importance of rail transportation in the Gothenburg region as well as substantially contribute to a sustainable development thanks to the facilitation of a modal shift from road to rail. By the construction of the West Link railway tunnel, the railway system will be reinforced, and a serious bottleneck on the Scandinavian-Mediterranean corridor will be eliminated. The Action is a prerequisite for future development of efficient railway traffic in Scandinavia, and it will also contribute positively to economic growth and regional development.

Evaluation remarks:

The West Link – Kvarnberget railway tunnel, includes construction of a 560 meter long concrete tunnel in soil and rock, a service tunnel, and ground reinforcement as well as reinforcement of the existing car tunnel passing beneath the West Link. The Action's relevance is very good. It aims at improving the connectivity and resolving a bottleneck for the traffic to the Port of Göteborg connecting Sweden with continental Europe by creating a new transport infrastructure. The Action's maturity is excellent. The preparatory works have already started, and procurement procedures have been finalised. There are no pending technical and permitting issues. The Action's impact is good. The new infrastructure is expected to have a positive impact on reduction of traffic congestion, safety and security. However, the CBA has some shortcomings. The Action's quality is good. The resources are coherent with the objectives. The Action is well presented in terms of its logic, completeness and clarity.

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| Location(s) of the action | | (Coordinating) applicant | | Safe and Secure infrastructure CEF-T-2019-MAP-Cohesion |
| Slovenia | | TRUCK TERMINAL d.o.o. | | |
| Implementation Schedule | | | | |
| Start: | January 2020 | End: | August 2021 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €4,929,224 | Recommended total eligible costs: | €4,929,224 | |
| Requested funding: | €2,760,365 | Recommended funding: | €2,513,904 | |
| Requested EU support: | 56.00% | Recommended EU support: | 51.00% | |



The project TIR TRUCK PARK SERMIN is participating in the Call Transport CEF to build safe and secure parking places for trucks in Koper in the industrial zone Sermin, which is located in the area of the core network TEN-T corridor and lies on the Mediterranean and the Baltic Adriatic Corridor. The construction will be conducted in accordance with the key elements of standards for parking places for trucks in the EU (Silver level EU standard parking). 301 parking places are planned. The priority task of the project is to ensure sustainable and efficient parking system in the long run, by promoting innovation and new technologies. The entire parking lot will be lighted, fenced, guarded by an alarm and under video surveillance. Truck drivers will be offered a cost-effective and above all safe parking with an additional offer of bathroom facilities, rest rooms, wi-fi, showers and canteens, where there will be drink vending machines with snacks and a coffee machine. The TTP Sermin project has obtained all approvals needed for a building permit (annex UE). The project is supported by the municipality Koper (annex LS). Along the Slovenian motorways there is a huge deficit of parking places for heavy goods vehicles. In accordance with the Transport Strategy 2030 it was found that by 2023 there will be a shortfall of 2,000 to 3,000 parking spaces, of which about 75 percent in the Mediterranean corridor. The value of the eligible costs of the project is 4,929,224 EUR. Eligible costs include: project documentation - detail design (PZI), project of completed work (PID), supervision, construction works related to sewerage system, plumbing, electrical installation, fecal sewage, automation of access, ICT for management and digitization, booking system, payment for services within the parking lot, fence, entrance ramp. There will be 10 mobile units for freight forwarding, rest room for drivers, toilet, control room and supervision. The applicant will provide own funds for eligible costs in the amount of 2,168,859 EUR. Expected grant of CEF Transportation is 2,760,365 EUR (56% of eligible costs). Operating revenues of the project from the collection of parking fees amount to 1,318,380 EUR per year (expected occupancy 50%, the cost of one hour of parking is 1,1 EUR).

Evaluation remarks:

The Action is located in Koper in the industrial zone Sermin. The Action's relevance is excellent, since it will provide 301 new safe and secure parking spaces for heavy goods vehicles complying with the silver level of the EU-Parking Standards. The Action's maturity is very good, as it is ready to start from a technical point of view. The Action's impact is very good. Positive socio-economic benefits will include drivers' time savings, safety and security, and to a lesser extent environmental cost savings. The Action's quality is good, as it is sound and consistent.

Ljubljana junction: preparation of project documentation for the upgrade of railway sections and stations in Ljubljana

2019-SI-TMC-0311-S

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|---------------------------|------------|-----------------------------------|------------|---|
| Location(s) of the action | | (Coordinating) applicant | | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Slovenia | | Ministry of Infrastructure | | |
| Implementation Schedule | | | | |
| Start: | April 2020 | End: | March 2023 | |
| Requested Funding | | Recommended Funding | | |
| Total eligible costs: | €9,957,000 | Recommended total eligible costs: | €9,957,000 | |
| Requested funding: | €8,463,450 | Recommended funding: | €8,463,450 | |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% | |



Ljubljana Hub is the most important railway hub at the national level and very important within the core TEN-T network. Baltic-Adriatic and Mediterranean corridors of the core TEN-T network run through it.

The Action includes elaboration of design documentation for the part of the Ljubljana Hub between the Ljubljana Šiška station, the main Ljubljana Railway Station, the Ljubljana Moste and Ljubljana Zalog station; including tracks between them. A serious bottleneck has been identified in this area, which needs to be eliminated.

The Ljubljana Railway Station was built in 1849 as the first railway station in the city and as part of the construction of the Southern Railway Vienna-Ljubljana-Trieste. It is open for the reception and transfer of passengers in domestic and international traffic and is also a freight transit station. The main Ljubljana Railway Station represents the intersection of main and regional lines for the operation of approximately 450 trains per day. In the last 20 years, there have been no upgrades implemented in this area. However, the traffic through stations and sections has been steadily increasing during this time. Consequently, the area between the Ljubljana Šiška station, the main Ljubljana Railway Station, the Ljubljana Moste and Ljubljana Zalog represents a bottleneck, which needs to be eliminated as soon as possible. The main drawbacks in the railway infrastructure at this part of the hub that need to be addressed are the following: saturation of certain areas, insufficient track length (less than 740 m), low line speed on the area of the main Ljubljana Railway Station (up to 40 km/h) mainly due to short braking distance (inadequate distance between main signals and limit track signals), simultaneous driving and intersecting of train and shunting runs and numerous changes of train direction. Technologically outdated

electrical relay signalling and safety communication devices are installed in the bottleneck area and the situation is not adequate with regard to the TSI provisions.

The goal of the Action is to produce design documentation, which is a condition for the start of the main works for the reconstruction and upgrading of the bottleneck on the railway infrastructure between the Ljubljana Šiška station, the main Ljubljana Railway Station, the Ljubljana Moste and Ljubljana Zalog station. The goal of this Action and Global project is to increase the capacity of the railway line, to enable axle load of D4 Category (22,5 t/axle) for freight transport, higher speed and to provide for the possibility of transporting 740 m long trains for freight transport and to enable standards as required by regulation on TSI.

Evaluation remarks:

The Action's relevance is very good. It meets the requirements of the Call by contributing to remove a bottleneck.

The Action's maturity is very good. It has received political support and demonstrates technical and administrative maturity.

The Action's impact is very good. The outcomes of the studies will be used as an important decision-making tool for the subsequent implementation of the Global project.

The Action's quality is very good. The activities are coherent with the project objectives and are appropriate to achieve them. The implementation plan is well described and sound.

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Slovakia | Verejné prístavy, a.s. | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €2,647,270 | Recommended total eligible costs: | €1,576,470 |
| Requested funding: | €2,250,180 | Recommended funding: | €1,340,000 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



Objective of the proposed action is to plan the modernization of the core IWW Bratislava port at the Rhine-Danube corridor. The Project consists of following main activities: 1.Activity: Project management including publicity, external audit and public procurement 2.Activity: Feasibility study which is considered to be a fundamental methodical (systematic) document for further development and investments into Port’s development. The study will consist of the assessment of the feasibility of different alternatives, analysis of the most suitable arrangement including technical and financial analysis, cash flow, CBA, Environmental impact evaluation, etc. The basic project structure reflects the needs and visions of the Bratislava port. Project activities are interconnected and they are also intended to provide the analytical framework for development and subsequent investments into port development. While first Activity will take place throughout the whole project, tasks of second Activity may begin after selecting the best offer for procurement. The aim of the project is to encourage the feasibility and sustainability of the solutions proposed in the documents and to multiply the synergies of the Bratislava port activities in order to achieve the development of the Danube waterways with positive impact on the socio-economic life of the society.

Evaluation remarks:

The Action’s relevance is good. It addresses the objectives of the Call, as it aims to study the upgrade of the infrastructures of the port of Bratislava. Its maturity is very good as it is technically ready to start. Its impact is good as it will serve as a decision making tool for the future works. However, its impact in terms of riparian countries IWW traffic and externalities is missing. Its quality is good. Sound control procedures are sufficiently described. However, costs will be reduced during grant agreement preparation because they have been over estimated.

ŽSR, Modernisation of the corridor, state border CZ/SK - Cadca - Krásno nad Kysucou (outside), railway line, stage 3

2019-SK-TMC-0143-W

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| Location(s) of the action | (Coordinating) applicant | Pre-identified projects on the Corridors of the Core Network CEF-T-2019-MAP-Cohesion |
| Slovakia | Železnice Slovenskej republiky | |

| Implementation Schedule | | | |
|-------------------------|--------------|-----------------------------------|-------------|
| Start: | January 2020 | End: | July 2025 |
| Requested Funding | | Recommended Funding | |
| Total eligible costs: | €71,613,945 | Recommended total eligible costs: | €46,921,455 |
| Requested funding: | €60,871,853 | Recommended funding: | €39,883,237 |
| Requested EU support: | 85.00% | Recommended EU support: | 85.00% |



This project addresses the improvement of the technical infrastructure of the railway section. The Regulation of the European Parliament and Council (EU) No. 1316/2013 of 11 December 2013 establishing the Connecting Europe Facility, defined sections of the core network. Within the Rhine - Danube corridor, the following directions were defined: München / Nürnberg - Prague - Ostrava / Prerov - Žilina - Košice - border with Ukraine. The following section of the railway line is defined as a global project: Žilina - Krásno nad Kysucou - Cadca - the Czech / Slovak state border. The submitted project solves the section: Cadca - state border CR / SR. The application is submitted under the following title: "ŽSR, Modernization of the corridor, state border CZ / SK - Cadca - Krásno nad Kysucou (outside), Railway line, stage 3. ("ŽSR, Modernizácia koridoru, štátna hranica CR/SR - Cadca - Krásno nad Kysucou(mimo), železnická trať, 3.etapa"). The purpose of the construction is to modernize the existing double-track railway. In particular, this includes the modernization of safety and signaling equipment, the modernization of railway track construction, overhead contact line and electrical installations, the construction of platforms, the construction and reconstruction of railway bridges, culverts, subways as well as further modernization in order to increase reliability and safety of railway infrastructure; increase speed, comfort level and attractiveness of railways. From a technical point of view, the current track parameters in this section allow the maximum line speed of 80 km / h. The modernization of the track will achieve the required speed of 120 km / h on the integrated part of the UCS 08 construction in the section Cadca - state border of the Czech Republic and Slovakia in the total original length of approximately 4900m. At a length of approximately 1700 m, the track will be run on a new railway structure. The line following the modernization will meet TSI requirements for ETCS. Following the modernization of stage 3, the level ETCS LO/LSTM will be provided on the section state border SR/CR - Cadca /outside/. Only after the complex modernization of section state border SR/CR - Cadca - Krásno nad Kysucou /outside/, the existing ETCS and GSM-R will be comprehensively modified to the state after modernization, which is elaborated in the project documentation as a separate comprehensive project part. Following a comprehensive modification of ETCS and GSM-R to the state after modernization, ETCS L2 level will be provided.

Evaluation remarks:

The Action's relevance is good as it meets the provisions of the Call. It aims at improving the quality of the existing rail infrastructure and it has cross border dimension, as it will improve the railway connection between Slovakia and the Czech Republic. However, the section Svrinovec - state border CZ/SK, which is not located on a pre-identified section, is not relevant to the Call. The Action's maturity is very good. There are no pending administrative and legal issues and all building permits were awarded. The Action's impact is good as it will contribute to increased reliability of railway transport. The Action's quality is good as it is consistent from a technical point of view.

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