

TEN-T **2013 Annual Call**

Proposal for an Implementing Decision on the selection of projects

July 2014

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

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

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Introduction

Since 1995, the European Union has the possibility of granting financial aid to projects of common interest included in the EU Guidelines for the development of the Trans-European Transport Network (TEN-T). The TEN Regulation¹ of the European Parliament and of the Council, adopted in 2007, enables the Commission to contribute more efficiently and effectively to the financing of the highest priorities of the TEN-T. Under the 2007-2013 financing framework, the entire €8,013 million budget has been allocated to date. The allocated funds have been contributing to the gradual implementation of this network.

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

Under the Annual Work Programme (15 to 20% of the available budget) the TEN Regulation provides the financing of a large number of smaller projects covering the different modes of transport. These projects also have significant effects on the achievement of the EU's objectives in this area, notably through project pipeline preparation (feasibility studies, impact assessment and design studies). Much has thus already been achieved through the joint funding of important TEN-T projects by Member States and the EU.

On this basis the Commission, in coordination with then TEN-T Executive Agency/now Innovation and Networks Executive Agency (INEA), published on 11 December 2013 an Annual Call for proposals² targeting two specific priorities. This call is based on the TEN Regulation as well as the specific Commission Implementing Decision on an Annual Work Programme for grants in the field of the TEN-T network for 2013³, which was adopted through the Comitology procedure in December 2013. In parallel with the publication of the 2013 Call for proposals, two new Regulations and Guidelines⁴ on TEN-T Policy were also adopted on 11 December 2013. Whereas both will be the legal basis for future calls under the Connecting Europe Facility (CEF) Transport Programme, they have no legal effect on the 2013 Calls. For these, the previous Regulations and Guidelines that were repealed on 11 December 2013 remain the legal basis.

Under these calls, a total of 81 project proposals were received, of which 75 fulfilled the formal eligibility criteria. In evaluating these proposals, the Commission, in collaboration with INEA, strictly applied the criteria set out in the TEN Regulation and in the 2013 Annual Work Programme. The involvement of external experts in the evaluation of all eligible proposals enhanced the objectivity and technical quality of the overall selection process.

The Commission, with the support of INEA, has completed the evaluation and selection process of proposals on the basis of the TEN-T 2013 Annual Work Programme. It intends to adopt a Decision that sets out the results of this process, i.e. a Decision that, in accordance with Article 9 of the TEN Regulation, establishes the projects to be selected under the 2013 Annual Work Programme and the amounts of financial aid to be granted to these projects.

The Commission is confident that the funding proposal outlined on the following pages responds, in the best possible way, to key transport and TEN-T policy objectives, and that it contributes to supporting EU action in the field of the Trans-European Transport Network.

The first part of this brochure sets the legal framework and political context of the 2013 Annual Call. The second part presents the key elements of the proposals received under the Call. It contains information on the selection process and its outcome as well as information about the individual proposals including maps for the proposals recommended for funding. It also includes lists of proposals recommended and not recommended for funding.

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

2 EN Official Journal of the European Union C 361/7, 11 December 2013 amended by EN Official Journal of the European Union C 378/38, 24 December 2013

3 Commission Decision C(2013) 1029 as amended by Commission Decision C(2013) 8744

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

1. The legal framework and political context of the 2013 Annual Call for Proposals

In coherence with Regulation (EC) No 680/2007 of the European Parliament and the Council laying down general rules for the granting of EU financial aid in the field of Trans-European Networks (the 'TEN Regulation'), the Commission Decision C(2013) 1029 as amended by Commission Decision C(2013) 8744 of 10 December 2013, established the 2013 Annual Work Programme for granting financial aid in the field of the Trans-European Transport Network (TEN-T). This Annual Work Programme led to the publication on 11 December 2013 of a Call for proposals in the framework of TEN-T (published in the Official Journal of the European Union C 361/7 on 11 December 2013 and amended as C 378/38 on 24 December 2013).

The amended Work Programme includes a total amount of **€70 million** for the allocation of grants under the following priorities:

- Priority 1: Studies concerning the acceleration/facilitation of the implementation of TEN-T projects — indicative budget of €20 million
- Priority 2: Measures to promote innovation and new technologies for transport infrastructure and facilities contributing to decarbonisation or the reduction of the external costs in general — indicative budget of €50 million

The objectives of each of the two priorities were defined in the amended 2013 Annual Work Programme:

Priority 1. Studies concerning the acceleration/facilitation of the implementation of TEN-T projects

This priority addresses studies concerning the development of projects of common interest with the aim of creating a mature project pipeline for 2014 and beyond, to be implemented *inter alia* under the Regulation establishing the CEF. In particular, under this priority TEN-T support will be granted to preparatory studies that will accelerate the implementation of projects for all modes.

Priority 2. Measures to promote innovation and new technologies for transport infrastructure and facilities contributing to decarbonisation or the reduction of the external costs in general

l) the reduction of environmental costs in general and aiming at oil substitution and decarbonisation in particular.

As the general objective, as stated in the Europe 2020 strategy, recalled in the Communication from the Commission¹ "Clean Power for Transport: A European alternative fuels strategy, Union aid shall support studies addressing technologies that reduce external costs, including mitigation and adaptation to climate change in the areas of freight and/or passenger transport". These technologies need to demonstrate that they have the highest potential for rapid deployment across the TEN-T network, thereby creating the necessary critical mass.

A specific objective shall be the development of the necessary TEN-T infrastructure and facilities, including ICT as well as infrastructure-vehicle interfaces and upgrading/adaptation of already existing alternative fuels infrastructure, that will support the use of alternative fuels and propulsion replacing fossil fuels, including, electric propulsion of any type, hydrogen, CNG, LNG, including LNG bunkering vessels, and biofuels as well as any combination thereof. Facilities may also include emissions reduction and energy storage equipment installed in the vehicles, energy demand management and traveller information systems enabling data collection aiming at the functioning of the alternative fuels infrastructure.

Particular attention shall be paid to the use of alternative fuels or of technologies for the reduction of emissions from transport beyond the existing emission mandatory standards in view of preparing compliance with future standards. TEN-T follows a "market-oriented" instead of a "research-oriented" approach by focussing on new technologies and innovation ready for deployment, i.e. no research is supported. The mastering of long distances is for TEN-T an essential element and therefore should be covered in the study (including in its deployment part, if any).

The scope of studies shall be the testing of new technologies and shall integrate a clearly elaborated consumer-

¹ COM(2013) 17 final of 24 January 2013

oriented business-model, because in such cases innovation for technology should be accompanied by innovation of processes, i.e. on how the new technology is introduced into the market with a clear objective to become viable, at least in medium or long term. A business model aiming at short term viability, i.e. at the end of the EC support, would be ideal, but is not a requirement, given the various degrees of readiness of the different technologies and problems facing their market introduction. Clearly, the potential user of the infrastructure has to be in the focus of the trial (and study).

Priority will be given to studies that include pilot deployment of the technologies and/or of enabling infrastructure and facilities, i.e. incorporating a real-life trial (rather than just a demo). At the end of the trial, as part of the study, an analysis shall be presented which shows how to scale-up the trial to mass application, i.e. how to roll-out the technology with the then optimised business-client relation onto the entire country, corridor or even the entire TEN-T network.

A further specific objective shall be the development of the necessary TEN-T infrastructure and facilities, including ICT as well as infrastructure-vehicle interfaces, to reduce noise. Studies with the possibility of integrated deployment shall be elaborated and supported in a similar way as for the previous objective, except that it is sufficient to aim for cost effectiveness instead of viability.

II) The development and deployment of a new generation of smart/connected transport towards integrated traffic management and improved road safety.

Another specific objective shall be the development of the necessary TEN-T infrastructure and technologies, including infrastructure-vehicle communication interfaces and upgrading/adaptation of already existing infrastructure, to enhance safety and reliability of the network as well as traffic efficiency, therefore also contributing to emission reduction. Studies with the possibility of interoperable and integrated deployment shall be elaborated and supported in a similar way as for the abovementioned general objective.

Three types of studies are envisaged:

(a) Studies without deployment

(b) Studies with regional or local pilot deployment in at least one Member State

(c) Studies with deployment on a scale of a trajectory/corridor of at least 500 km serving at least two Member States. For type (c) the roaming functionality and interoperability of solutions, including cross-borders, should be clearly addressed.

2. Key elements of proposals received under the 2013 Annual Call for Proposals

1. General overview

81 proposals were received in response to the 2013 Annual Call for proposals. 75 of these proposals were eligible and addressed the EU and transport priorities set out in the amended Annual Work Programme 2013.

2. Budgetary features

The total amount requested by applicants for the 2013 Annual Call in the eligible proposals was €123,571,978, while the total indicative budget for the call was €70 million for all two priorities.

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

Priority	Indicative budget (€)	Number of eligible proposals	Requested TEN-T funding (€)	Oversubscription
Priority 1	20,000,000	39	37,197,987	1.86
Priority 2	50,000,000	36	86,373,990	1.73
TOTAL	70,000,000	75	123,571,977	1.76

As evidenced above, Priorities 1 and 2 were largely oversubscribed.

3. The selection of proposals

The selection process was carried out in three steps:

1. An external evaluation of proposals was organised by INEA. The technical appraisal of each proposal against four blocks of award criteria (relevance, maturity, impact and quality) was made individually by at least three external experts. These experts then discussed each proposal and agreed on a consensus recommendation for or against funding and on a score for each of the four blocks of award criteria. This evaluation by external experts, which did not take into consideration the budgetary constraints, led to the recommendation of 58 proposals representing a total TEN-T requested funding of €108,431,368 which was 1.55 times more than the available budget (€70 million).
2. An appraisal in relation to the EU transport policy priorities and the objectives and restrictions set by the 2013 Annual Call was undertaken internally by the Commission, on the basis of the policy-related aspects mentioned in the 'final selection process' section of the call texts. An Internal Evaluation Panel, composed of representatives of DG MOVE, INEA and DG ENV reviewed each proposal individually, to cut any costs and/or activities that would not be eligible or not recommended for funding. It also considered each proposal in view of the TEN-T objectives and priorities and its compliance with EU environmental law.
3. Finally, the Evaluation Committee composed of DG MOVE and INEA Directors confirmed the recommendation of the Internal Evaluation Panel.

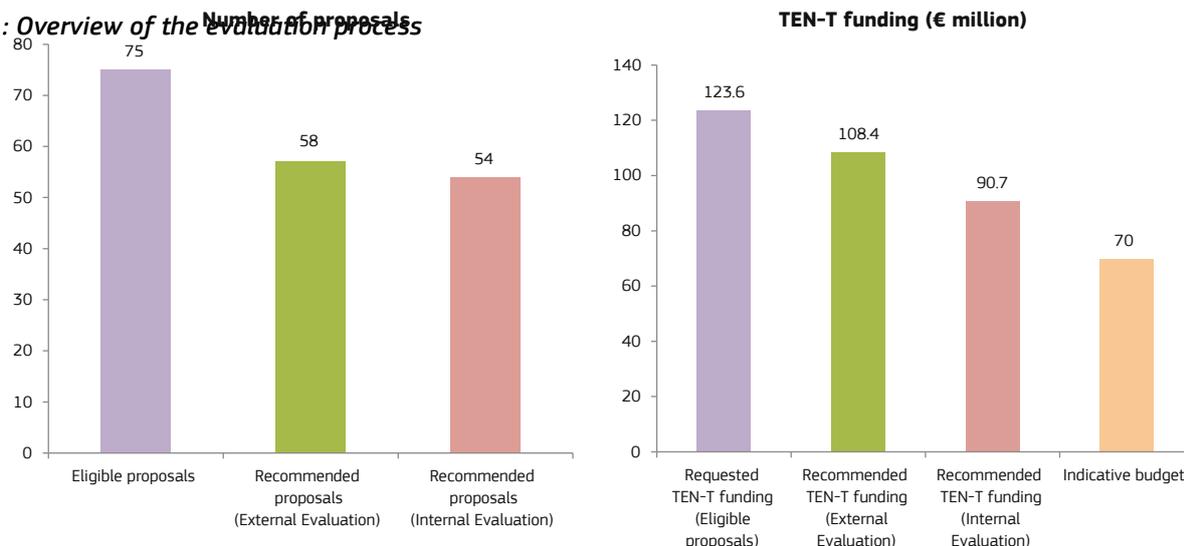
Overall, the external and internal evaluation process resulted in recommending 54 proposals representing a total TEN-T funding of €90,706,299 (see Figure 1). This was made possible by using the flexibility of 20% provided in the respective 2013 Work Programme and its amendment. In practice this would allow the use of up to €113,000,000, if available. Only proposals receiving a positive recommendation from the external evaluation were recommended for funding.

In line with the requirements of the Work Programme and the Call for proposals, only proposals addressing studies were submitted and are recommended for funding under the 2013 Annual Call for proposals.

The Evaluation Committee noted that, compared to 2012, under this Call there were comparatively fewer proposals submitted under Priority 1. Overall, in 2013 there was almost an equal number of proposals submitted for both Priority 1 and Priority 2. This might be due to project promoters already preparing proposals for the first calls under the CEF, as well as an increased interest in Priority 2. One proposal (2013-IT-92019-S) was transferred from Priority 2 to Priority 1 (integrated and multimodal transport system) during the external evaluation according to the new procedure established for these calls. Even despite a slight oversubscription after the internal evaluation, the demand of all proposals that were recommended for funding by the Panel could be met due to a transfer of funds from the

Multi-Annual Work Programme, which was undersubscribed.

Figure 1: Overview of the evaluation process



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

Table 2: Proposals eligible/recommended for funding by priority/transport mode

Field	Number of eligible proposals	Requested TEN-T funding (€)	Number of proposals recommended for funding	Recommended TEN-T funding (€)
Priority 1				
Air transport	2	1,511,500	1	500,000
Inland waterways	6	4,108,988	5	3,508,988
Integrated and multimodal transport system	8	6,615,953	6	5,600,000
Maritime	9	10,305,741	7	8,039,592
Rail	9	9,317,182	6	7,212,290
Road	5	5,338,624	2	2,178,700
Priority 1 – TOTAL	39	37,197,987	27	27,039,570
Priority 2				
Decarbonisation/reduction of noise	3	6,891,000	2	6,244,250
Decarbonisation/oil substitution or environmental cost reduction	30	71,777,622	23	50,277,656
Development of a new generation of smart/connected transport	3	7,705,368	2	7,144,823
Priority 2 –TOTAL	36	86,373,990	27	63,666,729
TOTAL	75	123,571,977	54	90,706,299

Figure 2: Recommended proposals and TEN-T funding by priority

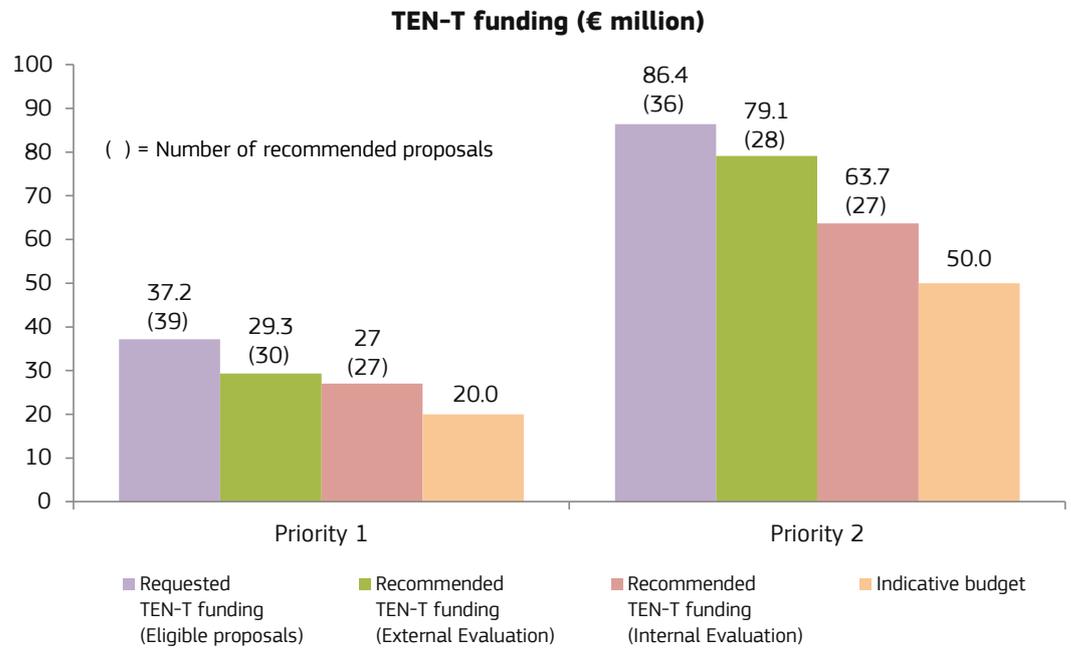


Figure 3. Recommended proposals and TEN-T funding per transport mode in Priority 1

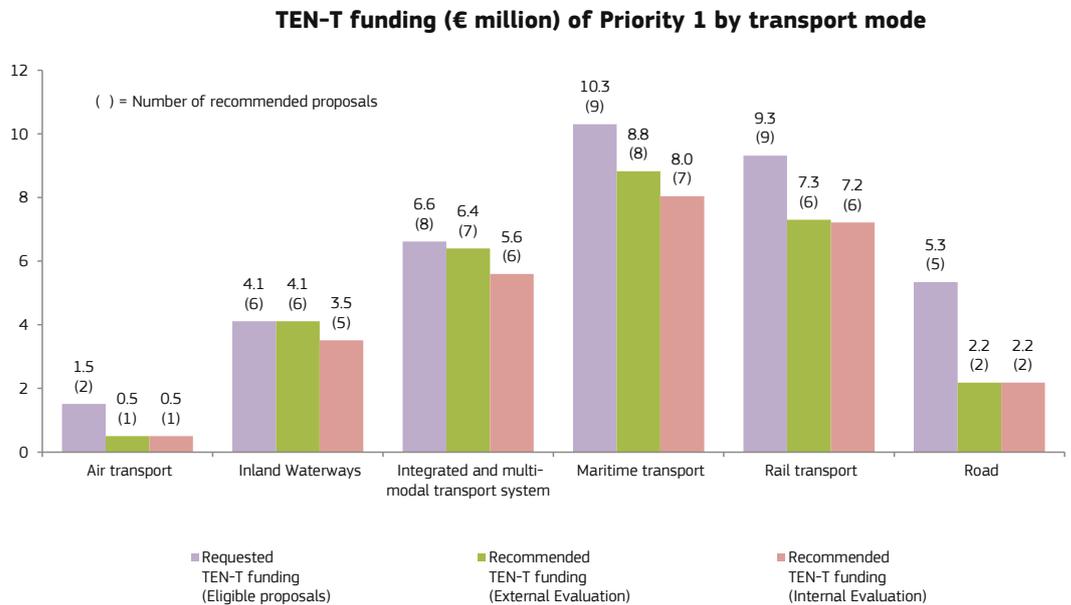
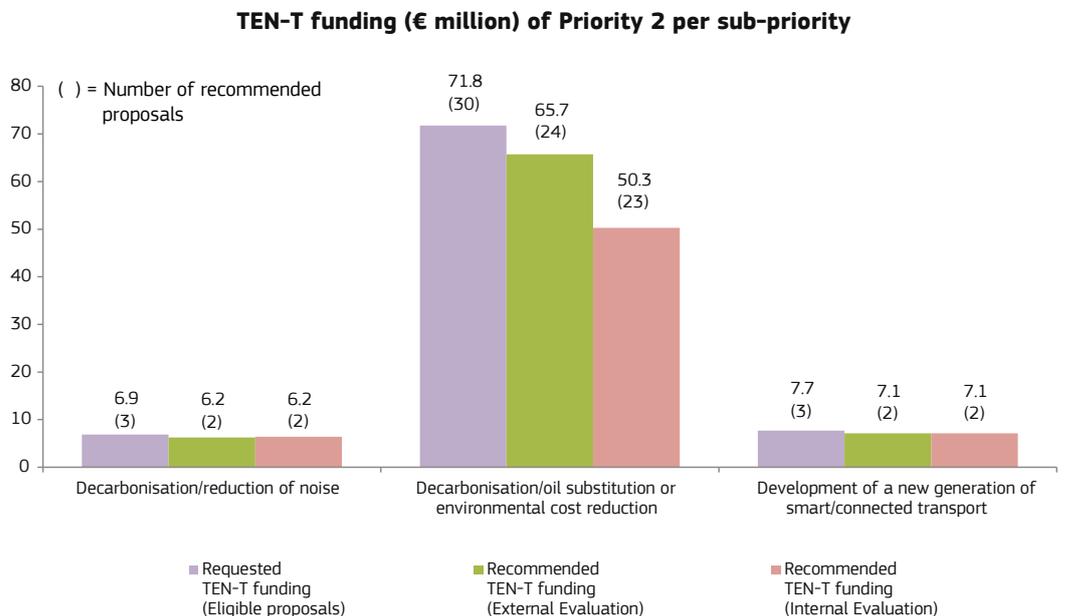
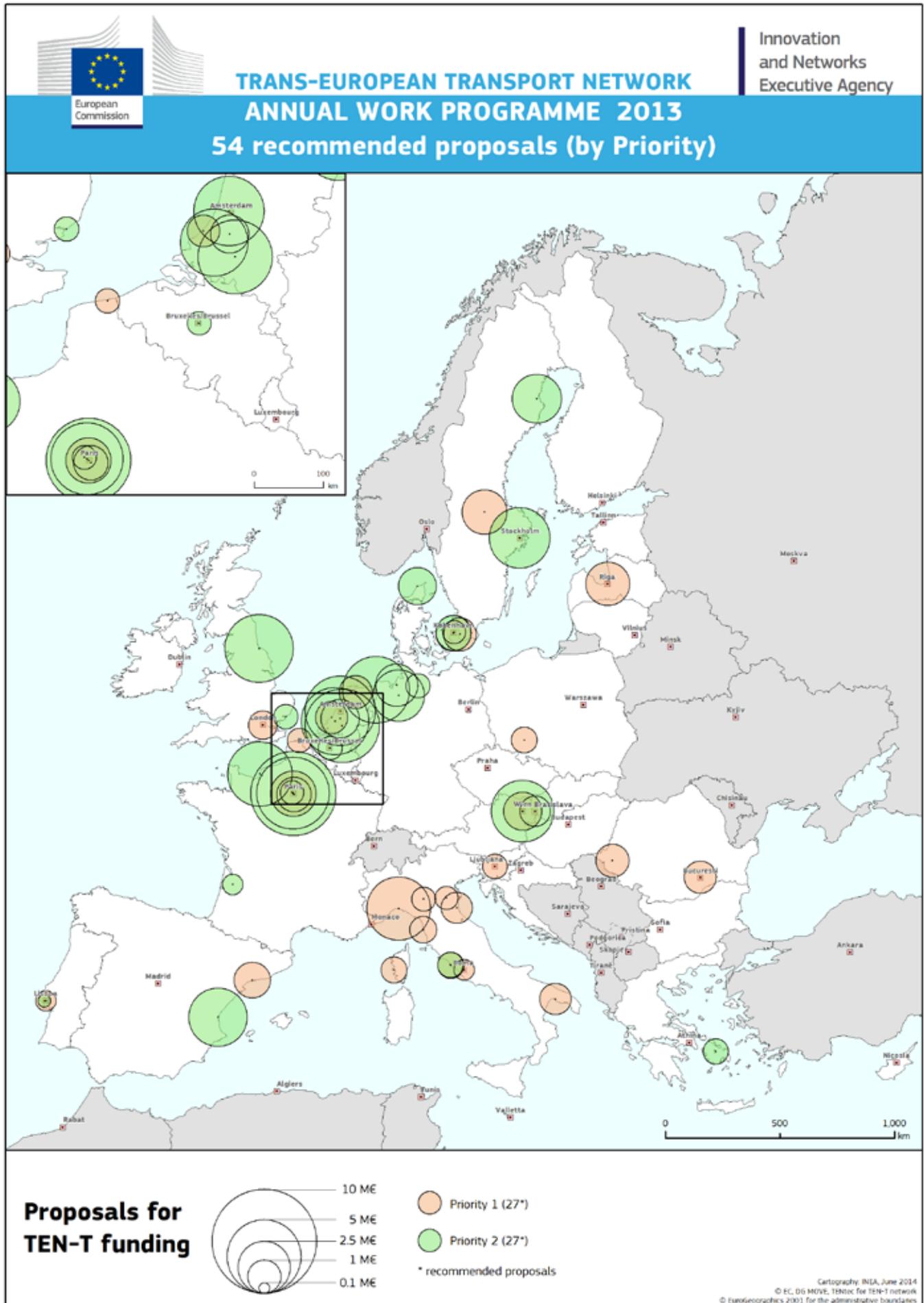


Figure 4. Recommended proposals and TEN-T funding per sub-priority in Priority 2



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

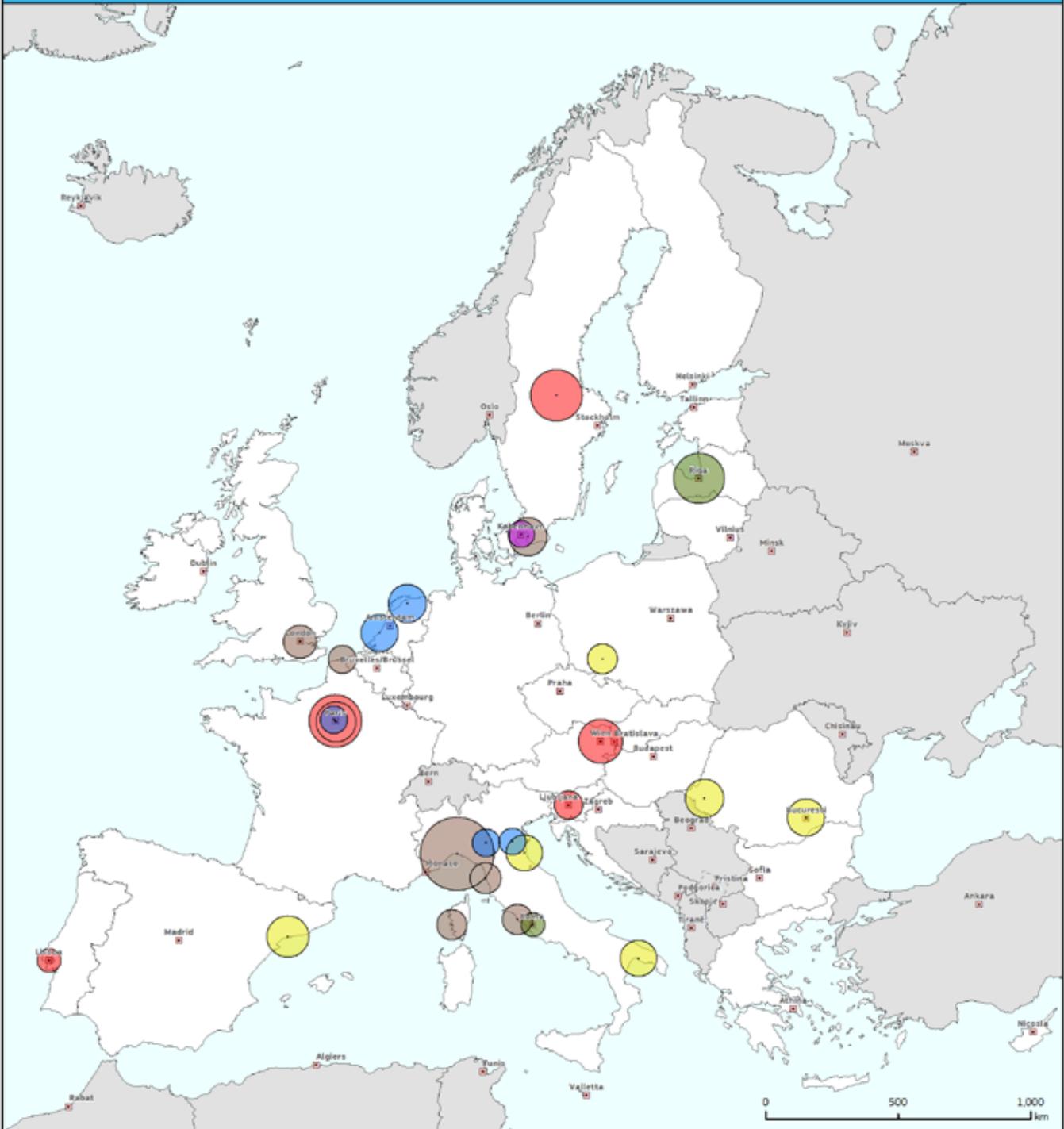




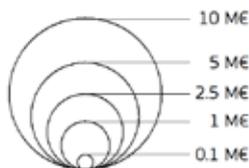
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Priority 1: 54 recommended proposals (by mode)



Proposals for TEN-T funding



- Inland Waterways (5*)
- Maritime (7*)
- Integrated and Multi-Modal Transport System (6*)
- Road (2*)
- Rail (6*)
- Airports (1*)

* recommended proposals

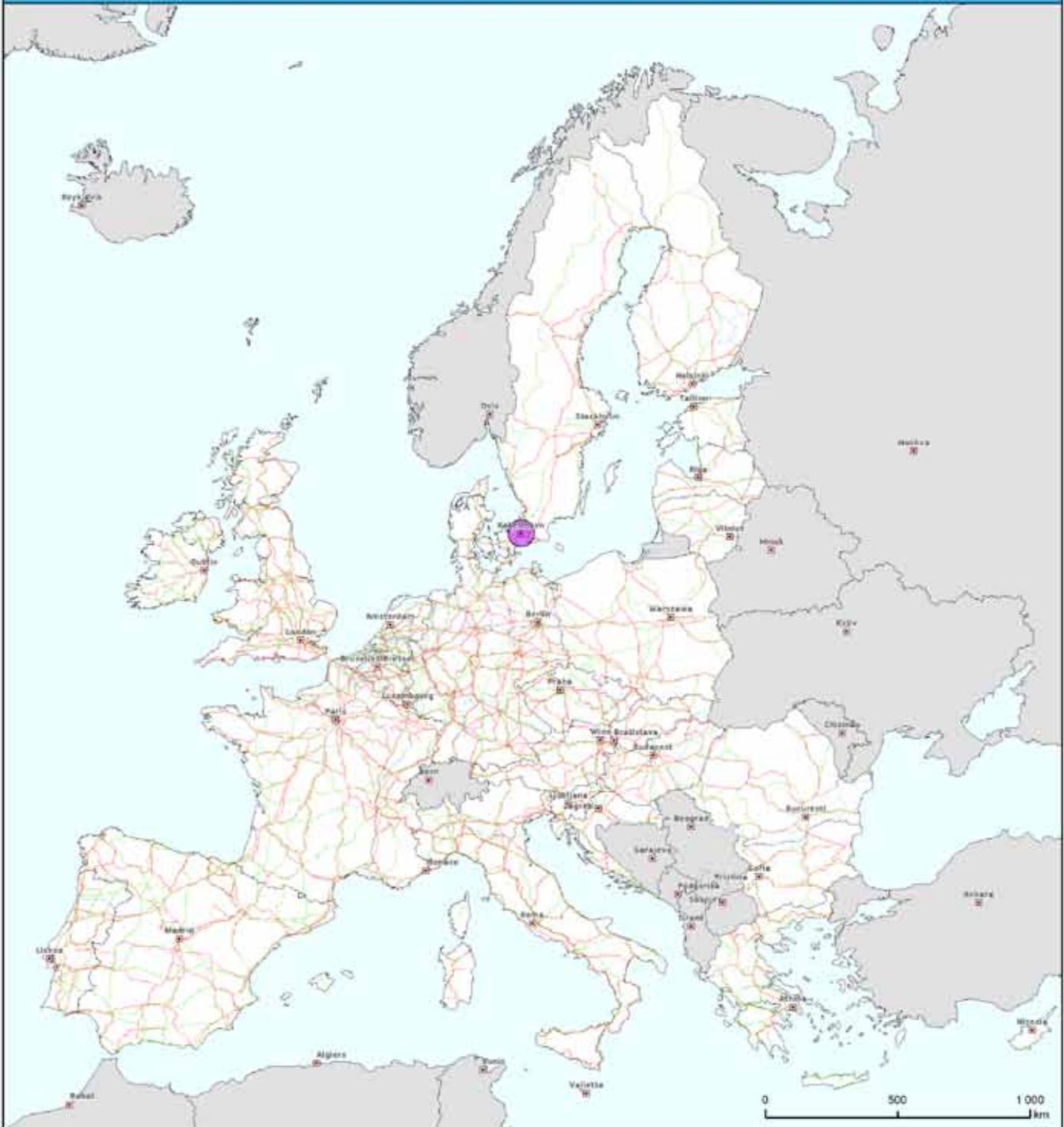
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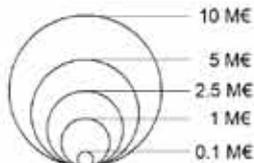
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Priority 1 - Air transport: 1 recommended proposal



Proposals for TEN-T funding



TEN-T network

- Road
- Railway
- Inland waterway

Air transport proposal (1 recommended proposal)

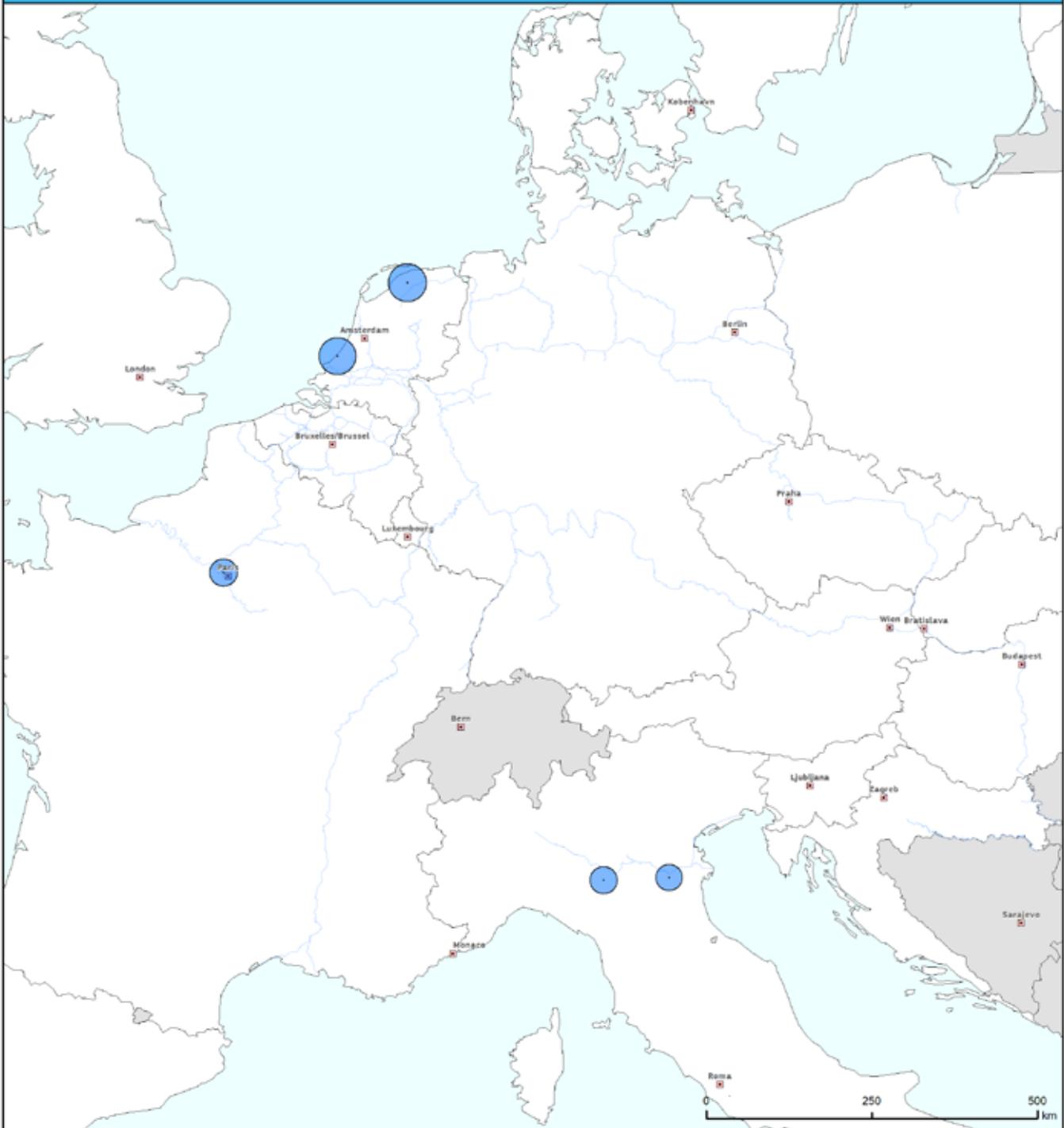
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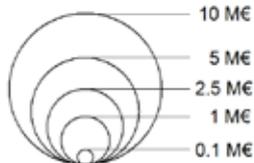
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Priority 1 - IWW: 5 recommended proposals



Proposals for TEN-T funding



Inland Waterways proposals (5 recommended proposals)

TEN-T network
 Inland waterway

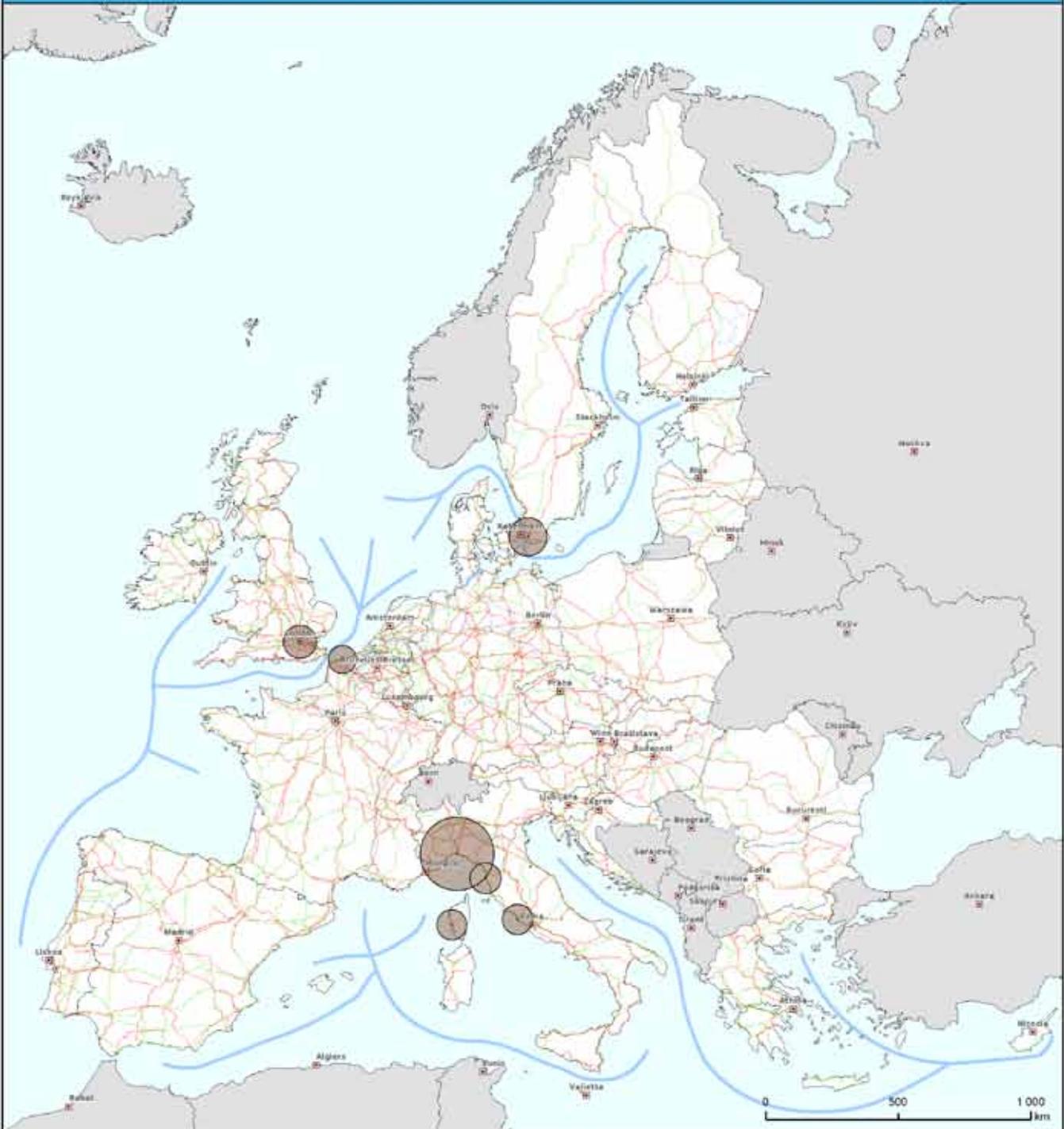
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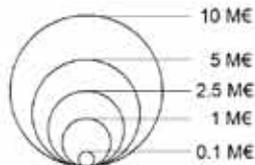
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Priority 1 - Maritime: 7 recommended proposals



Proposals for TEN-T funding



TEN-T network

- Road
- Railway
- Inland waterway
- Motorway of the Sea

Maritime transport proposals
(7 recommended proposals)

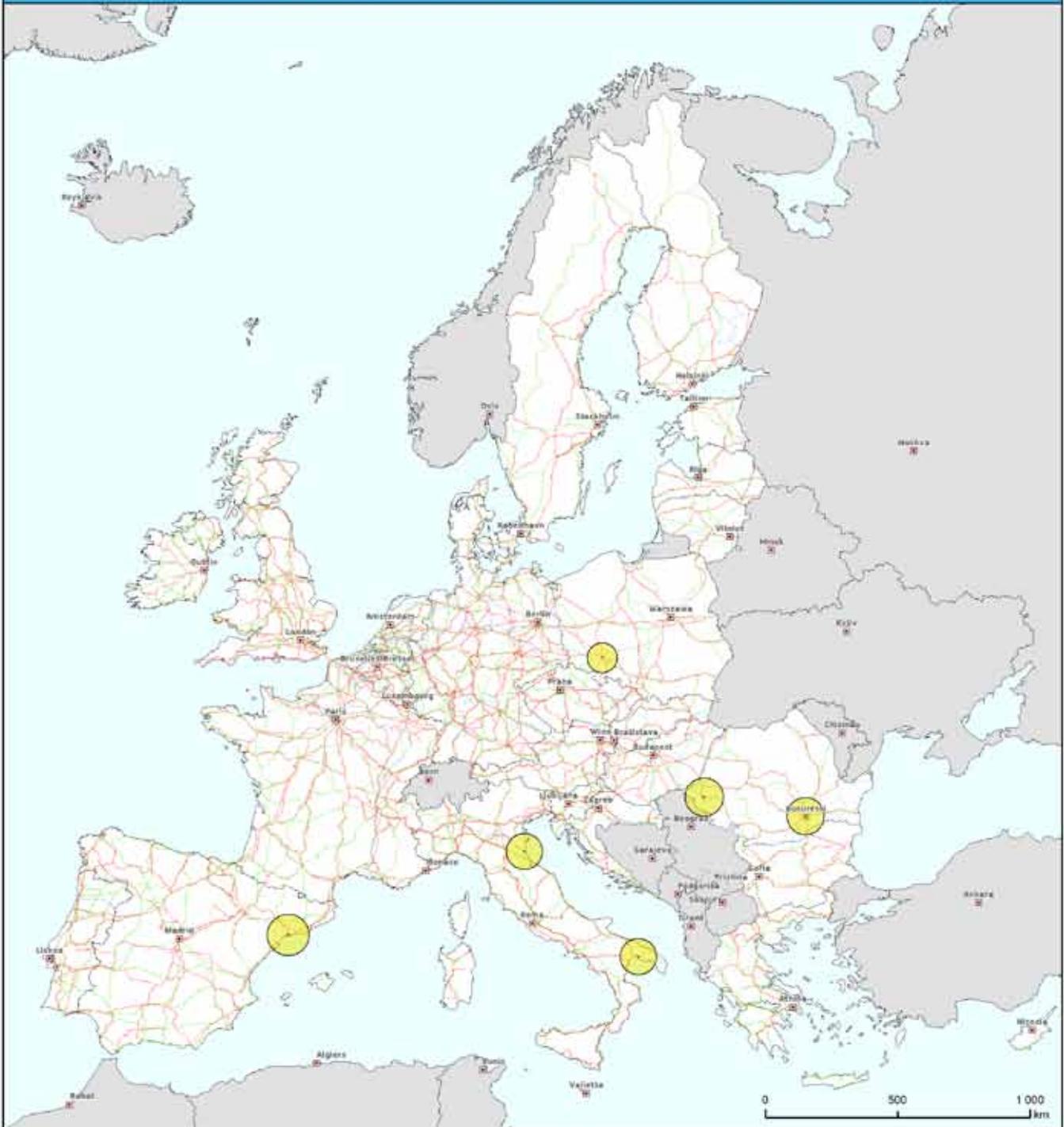
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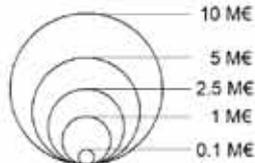
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Priority 1 - Multimodal: 6 recommended proposals



Proposals for TEN-T funding



TEN-T network

- Road
- Railway
- Inland waterway

Integrated and Multi-Modal
Transport System proposals
(6 recommended proposals)

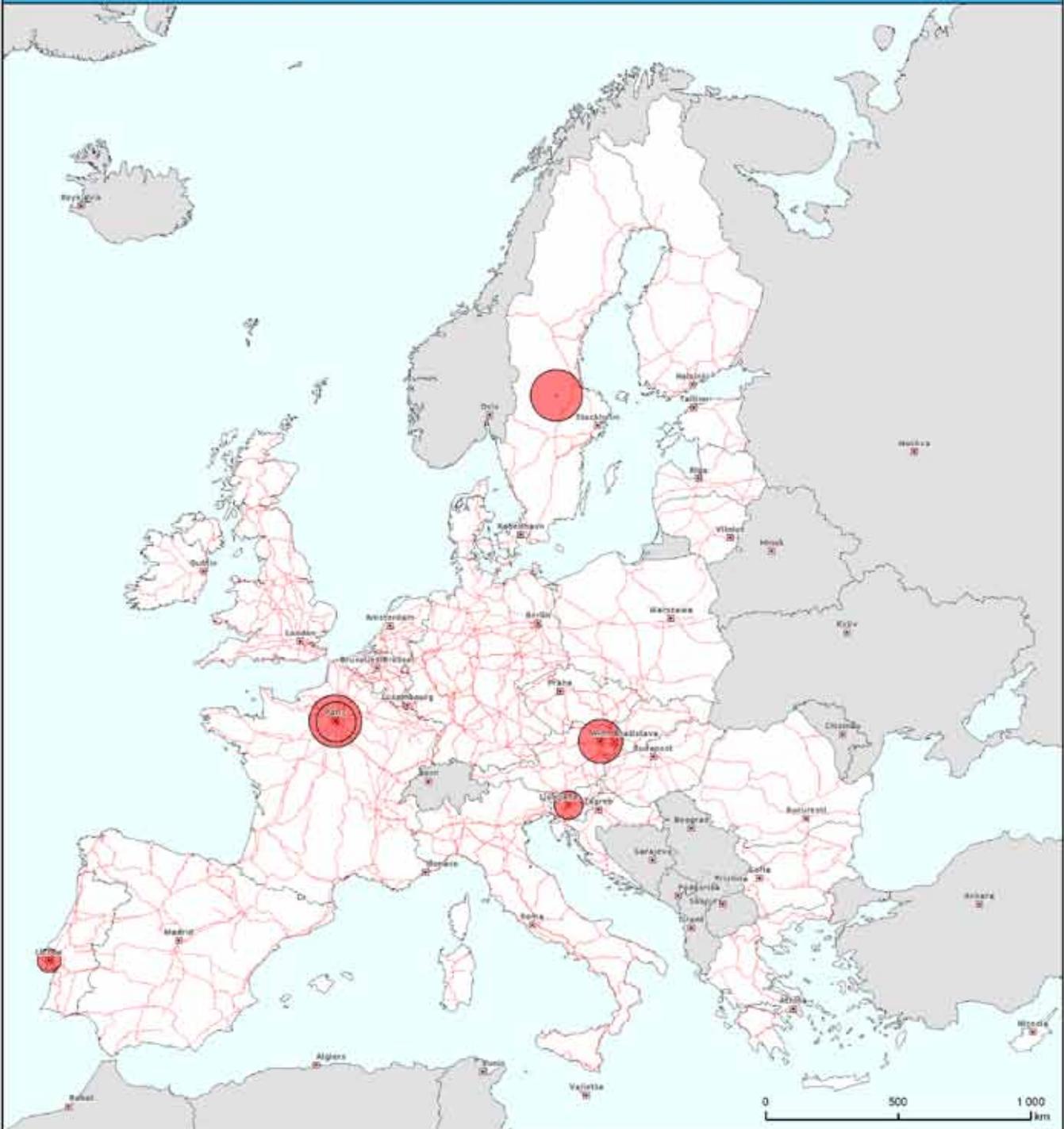
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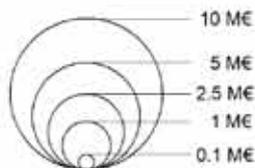
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Priority 1 - Rail: 6 recommended proposals



Proposals for TEN-T funding



● Rail proposals (6 recommended proposals)

TEN-T network
— Railway

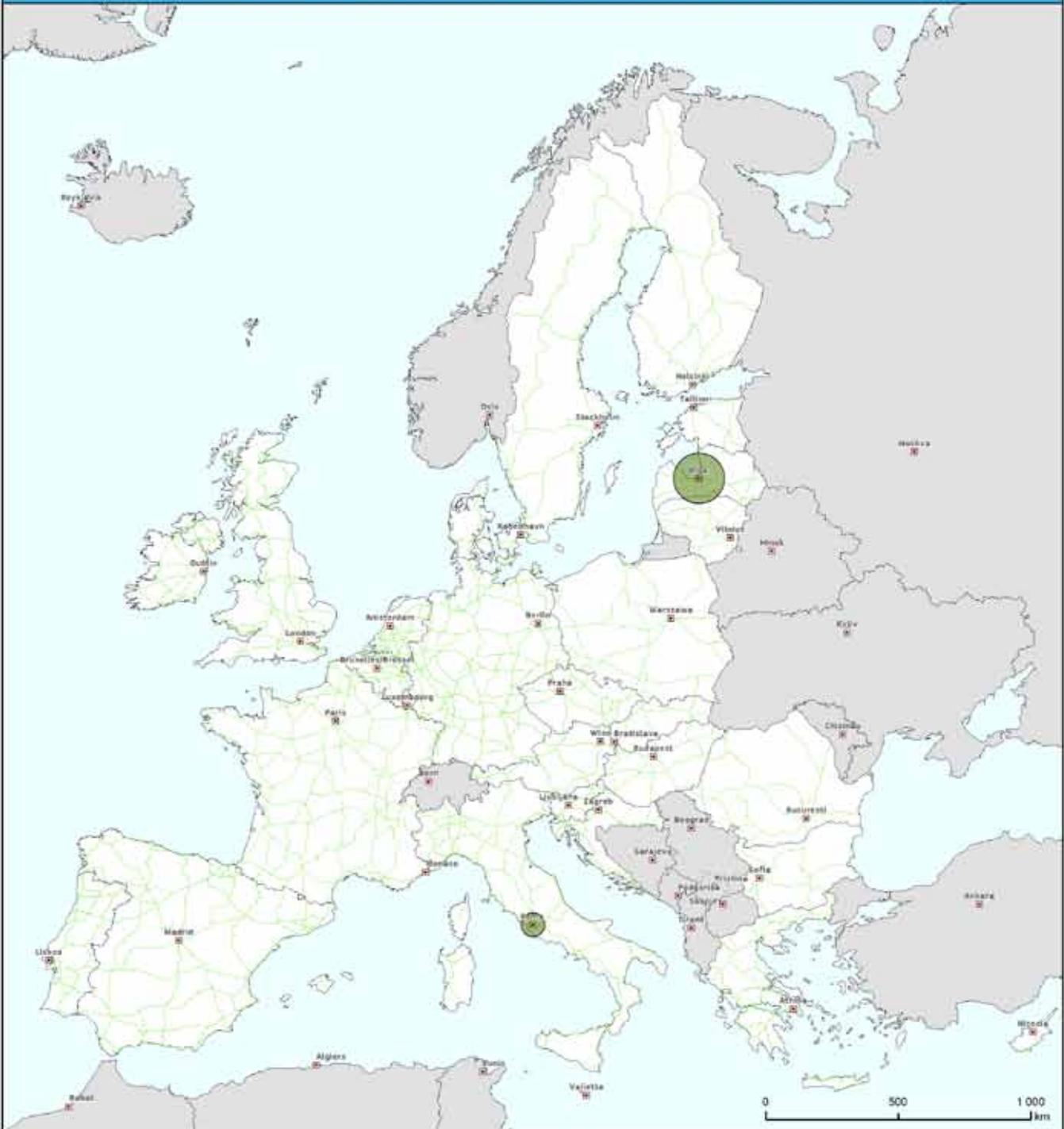
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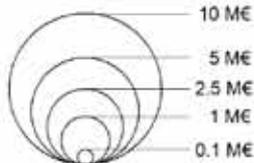
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Priority 1 - Road: 2 recommended proposals



Proposals for TEN-T funding



● Road proposals (2 recommended proposals)

TEN-T network
— Road

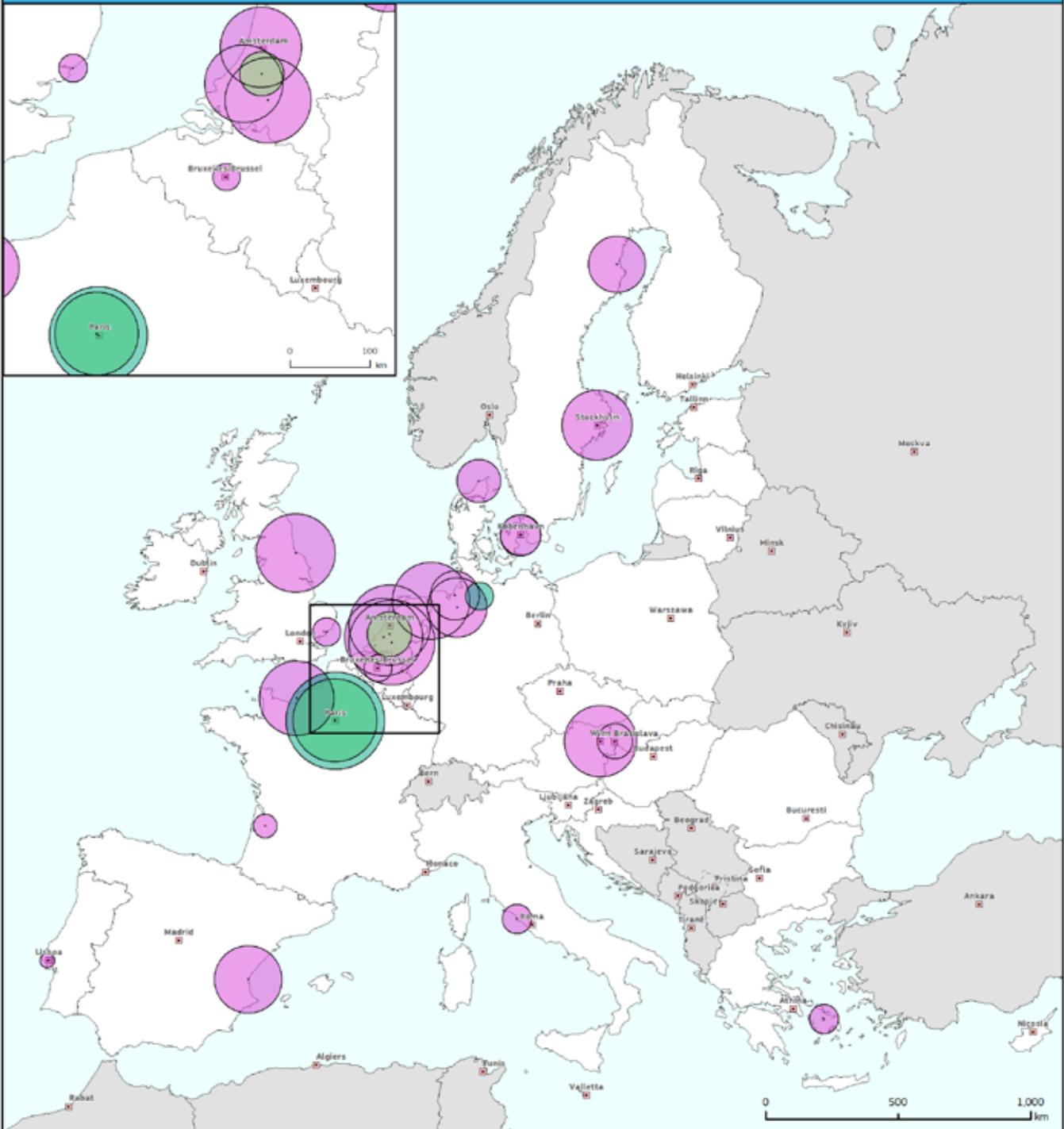
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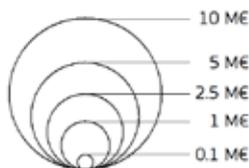
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Priority 2: 27 recommended proposals (by sub-priority)



Proposals for TEN-T funding



- Decarbonisation/
Reduction of noise (2)*
- Decarbonisation through oil substitution
or reduction of environmental costs (23*)
- Development of a new generation
of smart/connected transport (2*)

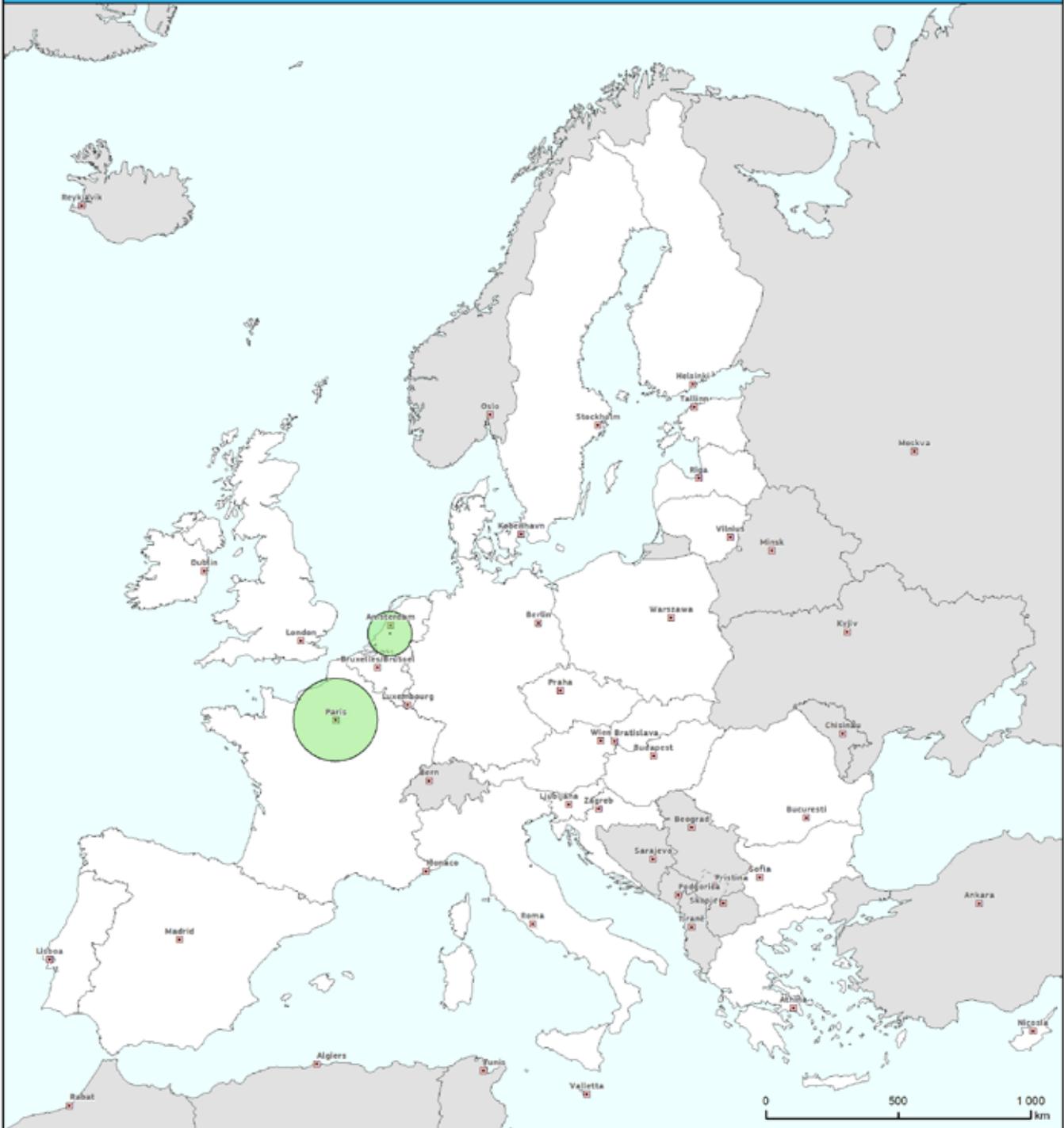
* recommended proposals



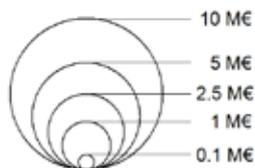
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Priority 2: Decarbonisation/Reduction of noise: 2 recommended proposals



Proposals for TEN-T funding



Decarbonisation/Reduction of noise
(2 recommended proposals)

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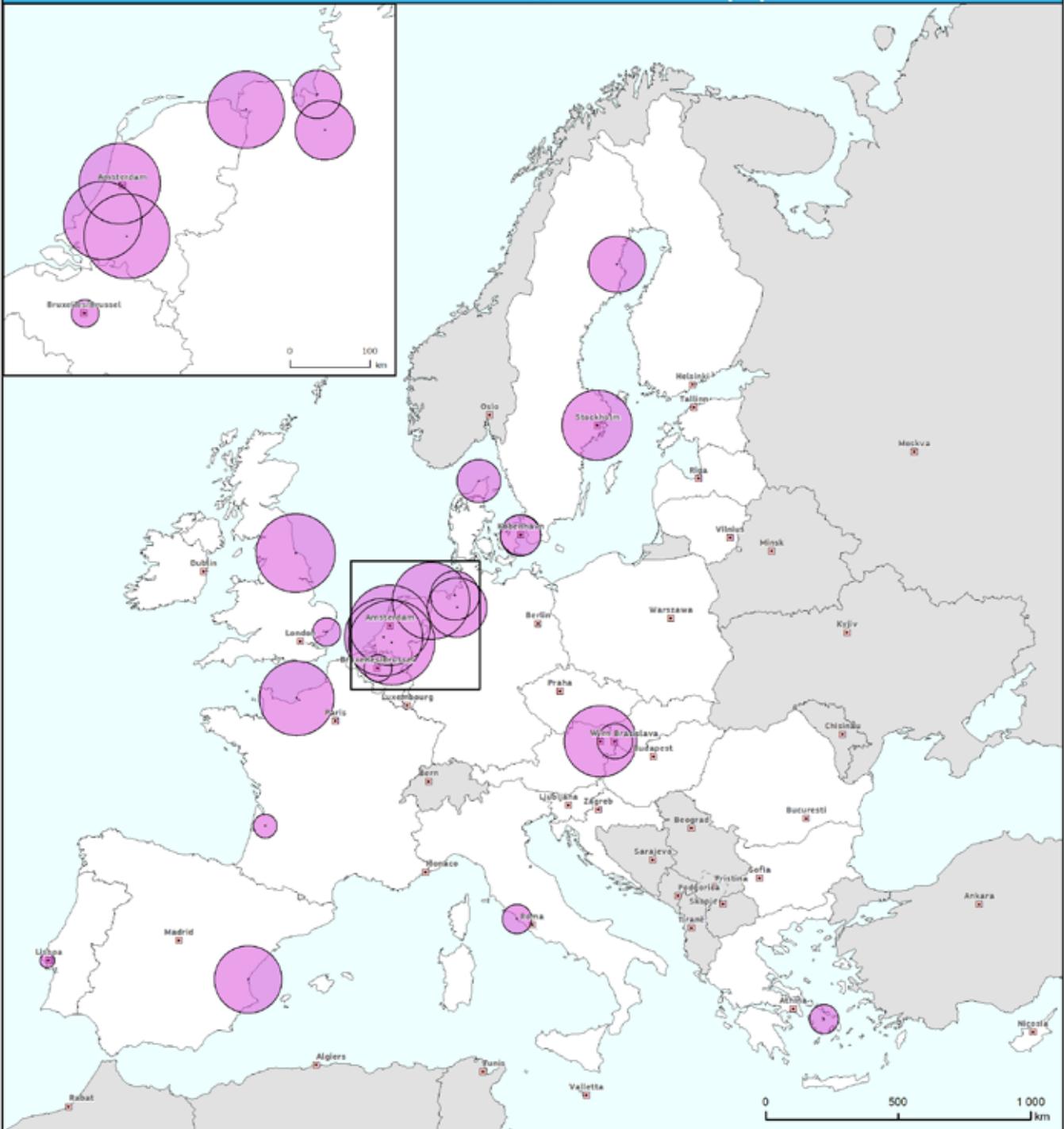


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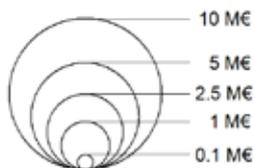
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Priority 2: Decarbonisation (oil substitution/
reduction of environmental costs): 23 recommended proposals

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Proposals for TEN-T funding



Decarbonisation through oil substitution
or reduction of environmental costs
(23 recommended proposals)

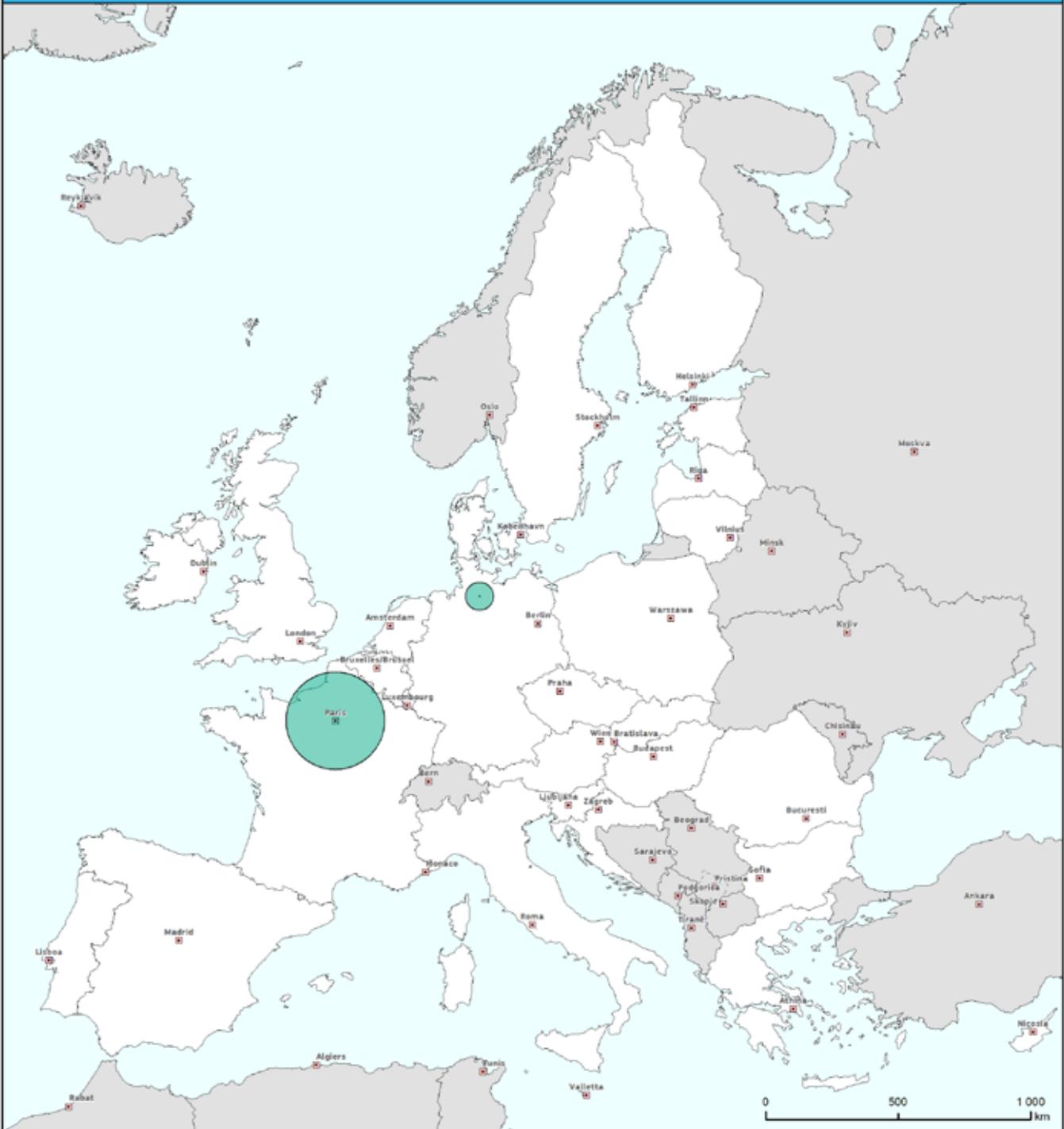


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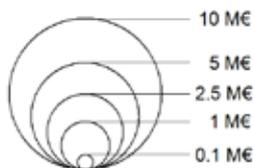
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Priority 2: New generation of smart/connected transport: 2 recommended proposals



Proposals for TEN-T funding



Development of a new generation of smart/connected transport (2 recommended proposals)

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5. Proposals recommended under the 2013 TEN-T Annual Call for Proposals

Priority 1 – Air transport

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-DK-91034-S	New Railway Connection to Aalborg Airport (studies)	Banedanmark (Rail Net Denmark)	DK	Study	1,000,000	500,000	50%	1,000,000	500,000	50%

Priority 1 – Inland waterways

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-FR-91063-S	Études sur la téléconduite des écluses de la Moselle à grand gabarit - dans le domaine du réseau transeuropéen de transport (RTE-T)	Ministère de l'Ecologie, du Développement Durable et de l'Energie	FR	Study	1,012,000	506,000	50%	1,012,000	506,000	50%
2013-IT-91061-S	New Milano - Cremona canal: studies for the improvement of the Northern Italy Waterway System	Agenzia Interregionale per il Fiume Po	IT	Study	1,040,000	520,000	50%	1,040,000	520,000	50%
2013-IT-91064-S	Idrovia Ferrarese e collegamento con il sistema idroviario Padano-veneto: Studio per il superamento del bottleneck "Città di Ferrara"	Provincia di Ferrara	IT	Study	1,005,000	502,500	50%	1,005,000	502,500	50%
2013-NL-91025-S	Facilitation of implementation up-grading "Twente kanaal fase2"	Ministry of Infrastructure and the Environment	NL	Study	1,910,000	955,000	50%	1,910,000	955,000	50%
2013-NL-91026-S	Study to prepare the construction of a new lock and deepening waterway IJsselmeer to improve better access to the TEN-T inland waterway network.	Province of Fryslân	NL	Study	2,050,976	1,025,488	50%	2,050,976	1,025,488	50%

Priority 1 – Maritime

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-FR-91002-S	Project design studies providing safe maritime access to the Atlantic basin in the port of Dunkirk	Grand Port Maritime de Dunkerque	FR	Study	1,090,000	545,000	50%	1,090,000	545,000	50%
2013-FR-91013-S	Preparatory studies for the acceleration of the implementation of the development of Port of Bastia	Collectivité Territoriale de Corse	FR	Study	1,256,000	628,000	50%	1,256,000	628,000	50%
2013-IT-91033-S	Rail Access from Coast to Corridor 'RACCORDO'	Autorità Portuale di Livorno	IT	Study	1,357,403	678,701.50	50%	1,357,403	678,701.50	50%
2013-IT-91049-S	The new port master plan and the new breakwater to improve the competitive position of the Genoa port as Southern gate of the European core network	Autorità Portuale di Genova	IT	Study	7,630,000	3,815,000	50%	7,630,000	3,815,000	50%
2013-IT-91054-S	Studio per lo sviluppo dell'intermodalità tra il Porto di Civitavecchia e le reti TEN-T attraverso la riorganizzazione del sistema ferroviario all'interno del porto	Autorità Portuale di Civitavecchia	IT	Study	1,240,000	620,000	50%	1,240,000	620,000	50%
2013-SE-91031-S	Preparatory Studies for construction of a rail and road bridge in Port of Malmö	City of Malmö	SE	Study	2,000,780	1,000,390	50%	2,000,780	1,000,390	50%
2013-UK-91075-S	Improving port capacity on the TEN-T Network: An Environmental Impact Assessment and Modelling to support the development of Aberdeen Harbour	Department for Transport	UK	Study	1,505,000	752,500	50%	1,505,000	752,500	50%

Priority 1 – Multimodal transport system

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-ES-91023-S	Study for establishment of a new intermodal terminal at BASF ESPAÑA, SL in Tarragona –Spain- for modal shift between rail and road	BASF ESPAÑA, SL	ES	Study	2,375,000	1,187,500	50%	2,375,000	1,187,500	50%
2013-IT-91021-S	Study for the creation of the integrated intermodal logistic system in Port of Taranto back area	Autorità Portuale di Taranto	IT	Study	1,865,000	932,500	50%	1,865,000	932,500	50%

2013-IT-92019-S	Port of Ravenna Fast Corridor	Autorità portuale di Ravenna	IT	Study	1,840,000	920,000	50%	1,840,000	920,000	50%
2013-PL-91065-S	Technical and environmental documentation for modal integration of Wrocław Airport.	Wrocław Airport Co.	PL	Study	1,220,000	610,000	50%	1,220,000	610,000	50%
2013-RO-91014-S	Cargo Tim - Study for the Development of the Infrastructure of the Intermodal Freight Transport at the Timisoara International Airport	S.N. Aeroportul Internațional Timisoara – Traian Vuia S.A.	RO	Study	2,000,000	1,000,000	50%	2,000,000	1,000,000	50%
2013-RO-91042-S	The BIMH - Bucharest-Ifov Multimodal Hub: preparatory studies	Consiliul Județean Ifov (Ifov County Council)	RO	Study	1,900,000	950,000	50%	1,900,000	950,000	50%

Priority 1 - Rail

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-AT-91005-S	Baltic-Adriatic Core Network Corridor; Design study and Environmental Impact Assessment (EIA) to implement the gap-closure along "Potten-dorfer Line" (Vienna – Wiener Neustadt) between "Münchendorf and Wampersdorf" (via Ebreichsdorf)	Bundesministerium für Verkehr, Innovation und Technologie (Federal Ministry for Transport, Innovation, and Technology)	AT	Study	2,782,000	1,391,000	50%	2,782,000	1,391,000	50%
2013-EU-91053-S	Regulation (EU) 913/2010, (EU) 1315/2013 and (EU) 1316/2013 - Acceleration/facilitation of the implementation of the Atlantic Corridor	European Economic Interest Grouping « EEIG CFM4 »	DE, FR	Study	2,247,000	1,123,500	50%	2,247,000	1,123,500	50%
2013-FR-91018-S	Amélioration des performances de la LGV Paris – Lyon (Haute Performance Grande Vitesse Sud – Est)	Ministère de l'écologie, du développement durable et de l'énergie	FR	Study	3,850,000	1,925,000	50%	3,850,000	1,925,000	50%
2013-PT-91039-S	Elaboração de Normativo Técnico para uma Infraestrutura a 3 Carris (Elaboration of Technical Norms for an infrastructure with 3 rails)	DGAE-Direção-Geral das Atividades Económicas (Ministério da Economia)	PT	Study	800,000	400,000	50%	800,000	400,000	50%
2013-SE-91030-S	Bothnian Corridor - Double Triangle Supporting Sundsvall's Logistics Park	Trafikverket	SE	Study	3,791,864	1,895,932	50%	3,622,080	1,811,040	50%
2013-SI-91059-S	Preparation of the preliminary design, pre-investment study, environmental report, environmental impact report and geodesy for construction of the second track on the Maribor-Sentilj section of the railway line and upgrading of the existing track	Ministry of Infrastructure and Spatial Planning of the Republic of Slovenia	SI	Study	1,123,500	561,750	50%	1,123,500	561,750	50%

Priority 1 – Road

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-IT-91027-S	Study for the acceleration of the implementation of safe and secure Parking Areas for professional drivers along the Italian TEN-T network	ANAS S.p.A.	IT	Study	1,210,000	605,000	800,000	400,000	50%
2013-LV-91035-S	Integration of Riga city and Freeport of Riga into TEN-T network: Detail design studies for 3rd and 4th segment of the Riga Northern transport corridor	Riga City Council	LV	Study	3,557,400	1,778,700	3,557,400	1,778,700	50%

Priority 2 – Decarbonisation/reduction of noise

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-EU-92055-S	CORRI-DOOR	Electricité de France SA	DE, FR	Study	10,000,000	5,000,000	9,706,500	4,853,250	50%
2013-NL-92070-S	Electricity Connection Points – Greening the European temperature controlled transport network	Nomad Power B.V.	NL	Study	2,782,000	1,391,000	2,782,000	1,391,000	50%

Priority 2 – Decarbonisation/oil substitution or environmental cost reduction

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-BE-92037-S	Greening road transport - LNG refuelling infrastructure network deployment	Fluxys SA	BE	Study	1,040,000	520,000	1,040,000	520,000	50%
2013-DE-92041-S	Innovative LNG-powered hopper barge deployed under real-life conditions in the ports of Bremen and Bremerhaven	Stadtgemeinde Bremen handelnd für das Sondervermögen Hafen	DE	Study	3,307,500	1,653,750	3,307,500	1,653,750	50%
2013-DE-92056-S	Realizing, real-life demonstration and market introduction of a scalable, multi-modal LNG-terminal in the seaport of Bremen for the reliable supply of LNG as alternative fuel to all transport modes	HGM Energy GmbH	DE	Study	4,950,000	2,475,000	4,950,000	2,475,000	50%

2013-DE-92079-S	Pilot- Entwicklung eines LNG-Antriebssystems für den kombinierten Personen- und Frachtverkehr für die ganzjährige Versorgung der peripheren Region Helgoland	EMS AG	DE	Study	8,350,000	4,175,000	50%	8,350,000	4,175,000	50%
2013-DK-92032-S	Greening NEAR - Greening Northern European Road Corridors	E.ON Denmark A/S	DK	Study	2,300,000	1,150,000	50%	2,300,000	1,150,000	50%
2013-DK-92046-S	Nationwide Fast Charge network - upgrade of existing network to meet European standards	Clever A/S	DK	Study	2,335,926	1,167,963	50%	2,335,926	1,167,963	50%
2013-DK-92060-S	Pilot Project to promote the use of LNG fuel: Installation of 200 tons LNG tank and filling facility at the port of Hirtshals, Denmark for fuelling of passenger/cargo vessels with a view to later establishment of a larger tank at the port	Fjord Line Danmark A/S	DK	Study	2,818,800	1,409,400	50%	2,610,748	1,305,374	50%
2013-ES-92006-S	LNG Feeders, a Solution for Archipelagos far from LNG Storage Plants	Autoridad Portuaria de Santa Cruz de Tenerife	ES	Study	1,387,041.00	693,520.50	50.00%	979,121.00	489,560.50	50%
2013-EU-92020-S	Boxreload: Sustainable Road Freight	The Felixstowe Dock and Railway Company	NL, UK	Study	1,138,536	569,268	50%	1,138,536	569,268	50%
2013-EU-92043-S	European Long-distance Electric Clean Transport Road Infrastructure Corridor (ELECTRIC)	ABB B.V.	DE, DK, NL, SE	Study	14,803,054	7,401,527	50%	8,422,150	4,211,075	50%
2013-EU-92045-S	LNG uptake in the UK: a real-life trial with the first small scale bunkering infrastructure in Teesport and innovative LNG vessels	SABIC Petrochemicals UK limited	NL, UK	Study	8,604,024	4,302,012	50%	8,604,024	4,302,012	50%
2013-EU-92058-S	Smart Energy Efficient and Adaptive Port Terminals (Sea Terminals)	Fundación de la Comunidad Valenciana para la Investigación, Promoción y Estudios Comerciales de Valenciaport (Fundación Valenciaport)	EE, ES, IT, NL	Study	6,273,897	3,136,948	50%	6,273,897	3,136,948.50	50%
2013-EU-92069-S	Central European Green Corridors - Fast Charging Cross Border Infrastructure for Electric Vehicles, Connecting Austria, Slovakia, Slovenia, Germany and Croatia	VERBUND AG	AT, DE, FR, HR, SI, SK	Study	13,184,000	6,592,000	50%	7,124,000	3,562,000	50%
2013-EU-92077-S	HIT-2-Corridors	Sweco International AB	BE, DK, FI, FR, LV, NL, PL, SE	Study	15,278,860	7,639,430	50%	6,778,666	3,389,333	50%
2013-EU-92080-S	Sustainable Maritime Transport with LNG between Greek mainland and islands in the Archipelagos (ARCHIPELAGO-LNG)	South Aegean Region	EL	Study	1,151,825	575,912.50	50%	1,151,824	575,912	50%
2013-FR-92008-S	SAFE SECA - Study for Alternative Fuels and Experiment in the SEine and Channel Area	Grand Port Maritime du Havre	FR	Study	7,650,000	3,825,000	50%	7,650,000	3,825,000	50%

2013-FR-92010-5	PEEPOS	Grand Port Maritime de Bordeaux	FR	Study	2,677,300	1,338,650	50%	813,200	406,600	50%
2013-IT-92050-5	Study for the development of the green mobility in the port of Civitavecchia through the implementation of the pilot technology REWEC 3	Autorita' Portuale di Civitavecchia	IT	Study	1,215,000	607,500	50%	1,215,000	607,500	50%
2013-NL-92007-5	Pilot deployment of emissions reduction technologies on general cargo vessels on North Sea and Baltic MoS corridors	Splithoff's Bevrachting-skantoor B.V.	NL	Study	9,058,218	4,529,109	50%	9,058,218	4,529,109	50%
2013-NL-92062-5	Study including pilot deployment to determine the viability of LNG as an alternative fuel for medium and long distance road transport (LNG4Haul)	Rolande LNG B.V.	NL	Study	10,000,000	5,000,000	50%	10,000,000	5,000,000	50%
2013-PT-92081-5	LNG_PT - Fast tracking the deployment of a European low carbon transport system: the Portuguese Roadmap for LNG in TEN-T corridors	ADENE - Agência para a Energia	PT	Study	306,088	153,044	50%	306,088	153,044	50%
2013-SE-92044-5	Biomethane and LNG in the North for growth and competitiveness in EU (BioGaC)	Skellefteå kommun	SE	Study	4,442,438	2,221,219	50%	4,442,438	2,221,219	50%
2013-SK-92040-5	Commercial deployment of inter-urban EV freight logistics infrastructure, including comparison study of battery swap and fast charge technology	GreenWay Operator a.s.	SK	Study	3,145,669	1,572,834	50%	1,703,976	851,988	50%

Priority 2 - Smart & connected transport

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding
2013-DE-92024-5	Parking Space Management in the Port of Hamburg	Hamburg Port Authority AöR	DE	Study	1,100,000	550,000	50%	1,100,000	550,000	50%
2013-FR-92004-5	SCOOP@F - Part 1	Ministère de l'écologie, du développement durable et de l'énergie (MEDDE)	FR	Study	13,189,646	6,594,823	50%	13,189,646	6,594,823	50%

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

Priority 1 – Air transport

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-IT-91048-S	Feasibility Study and preliminary design for Rome Fiumicino Airport connection to Rome City Centre and Tiburtina high speed railway Station	Società Italiana per Condotte d'Acqua S.p.A.	IT	Study	2,023,000	1,011,500	50%	No

Priority 1 – Inland waterways

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-FR-91047-S	Faisabilité d'une offre fluviomaritime polyvalente et industrielle sur le corridor Mer du Nord- Méditerranée	Ministère de l'Écologie, du Développement durable et de l'Énergie	FR	Study	1,200,000	600,000	50%	Yes

Priority 1 – Maritime

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-PL-91066-S	Dokumentacja projektowa i srodowiskowa dla inwestycji zlokalizowanych na terenie Prawobrzeznego Portu Wewnetrznego w Gdansk	Zarząd Morskiego Portu Gdansk SA	PL	Study	2,352,298	1,176,149	50%	No
2013-SE-91036-S	Upgrading Ports of Mälaren for increasing cargo transport capacity in Eastern Sweden	Västerås kommun	SE	Study	2,180,000	1,090,000	50%	Yes

Priority 1 – Multimodal transport system

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-EU-91072-S	Multibrige Infrastructures Action Plan	Port Authority of Gijon	ES, FR, PT	Study	1,594,317.66	797,158.83	50%	Yes
2013-PT-91051-S	Run Portugal Action Plan	IMT – Instituto da Mobilidade e dos Transportes, I.P.	PT	Study	437,588	218,794	50%	No

Priority 1 – Rail

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-FR-91016-S	Amélioration de la ligne entre La Souterraine et Le Palais Création d'Installations Permanentes de Contre-Sens (IPCS)	Ministère de l'écologie, du développement durable et de l'énergie	FR	Study	1,340,000	670,000	50%	No
2013-FR-91017-S	Amélioration de la ligne entre Toury et Cercottes: Création d'Installations Permanentes de Contre-Sens (IPCS)	Ministère de l'écologie, du développement durable et de l'énergie	FR	Study	1,000,000	500,000	50%	No
2013-IT-91038-S	Raddoppio Pescara-Bari: Progettazione definitiva Raddoppio tratta Ripalta-Lesina.	Ministero delle Infrastrutture e dei Trasporti	IT	Study	1,700,000	850,000	50%	No

Priority 1 – Road

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-BE-91071-S	Studies for the accelerated upgrade of the E34 (axis Zeebrugge – Antwerp)	Flemish Government	BE	Study	1,073,838	536,919	50%	No
2013-ES-91074-S	European network E-9. Implementation of a third reversible lane on the C-16, from the KP 96 +500 to 117 +300. Section: Berga - Bagà	Department of Territory and Sustainability, Government of Catalonia	ES	Study	1,424,634	712,317	50%	No
2013-MT-91052-S	MINA: A study to accelerate the implementation of the planned road link between Malta and Gozo as part of the Islands' TEN-T Comprehensive Network	Authority for Transport in Malta (Transport Malta)	MT	Study	3,411,375	1,705,687.50	50%	No

Priority 2 – Decarbonisation/reduction of noise

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-IT-92028-S	INSONOR - T Innovative Solutions for Noise Reduction by traffic management along the TEN-T road network	ANAS S.p.A.	IT	Study	1,048,225	500,000	47.70%	No

Priority 2 – Decarbonisation/oil substitution or environmental cost reduction

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-DE-92009-S	LNG Traffic and Road Network Germany	Hellmann Worldwide Logistics GmbH & Co. KG	DE	Study	2,549,330	1,274,665	50%	No
2013-ES-92067-S	Blue Carrier	NAVICAR, S.A.	ES	Study	8,200,000	4,100,000	50%	Yes
2013-ES-92073-S	Planning and design study of a demonstration high-speed maglev railway connecting airport and seaport infrastructures in Tenerife	Instituto Tecnológico y de Energías Renovables, S.A.	ES	Study	1,000,000	500,000	50%	No
2013-ES-92078-S	Study and implementation of a pilot e-car scheme in the island of Tenerife	Instituto Tecnológico y de Energías Renovables, S.A.	ES	Study	1,002,000	501,000	50%	No
2013-FR-92015-S	Med-Atlantic LNG Fuel Hub	Elengy SA	FR	Study	1,605,000	802,500	50%	No
2013-IT-92011-S	Freight corridor No. 1 - Feasibility study for a plant for the maintenance and cleaning up of rail wagons for transportation of chemicals and dangerous goods	Trenitalia S.p.A	IT	Study	1,016,500	508,250	50%	No
2013-NL-92057-S	Gradual expansion of LNG in the Wadden Sea	Stichting Energy Valley	NL	Study	2,764,240	1,382,120	50%	No

Priority 2 – Smart & connected transport

Proposal Number	Title	(Coordinating) Applicant	MS	Study/ Works/ Mixed	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation Recommendation
2013-EU-92076-S	COOP-CORDEM (cooperative dematerialised corridor)	Transports Terrestres Promotion	ES, FR	Study	1,121,089	560,545	50%	No

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

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

1. Proposals recommended for funding

54 project info sheets starting on page 34

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2. Proposals NOT recommended for funding

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**Annual Call 2013
Projects recommended for funding**

P1

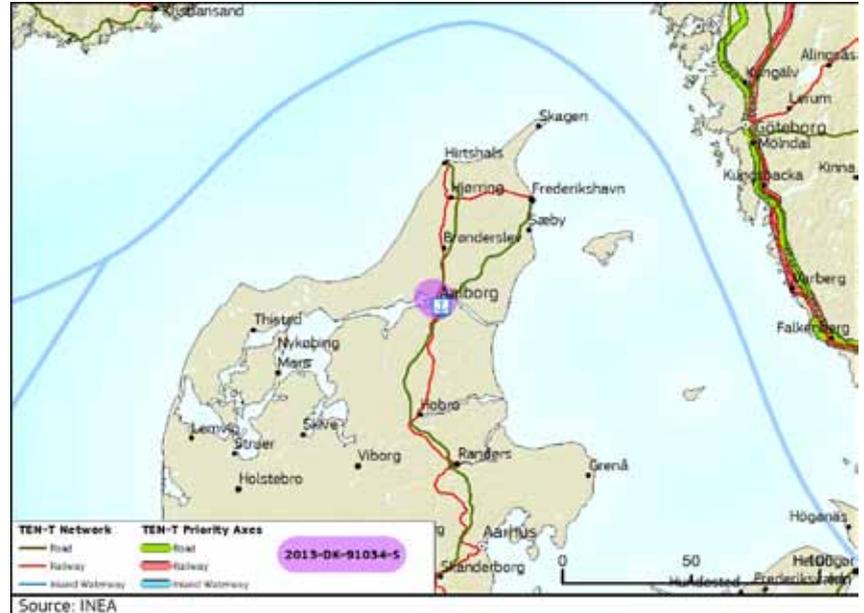
**Acceleration/facilitation of the
implementation of TEN-T projects**

**Air transport
Inland Waterways
Maritime
Multimodal
Rail
Road**

New Railway Connection to Aalborg Airport (studies)

2013-DK-91034-S

P1 - AIR TRANSPORT	
Member States involved: Denmark	
Applicant: Banedanmark (Rail Net Denmark)	
Requested funding	
Total eligible costs	€1,000,000
TEN-T requested funding:	€500,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,000,000
TEN-T recommended funding:	€500,000
TEN-T funding:	50%



The proposed Action involves the preliminary technical and environmental studies necessary for the development of a 3 km single-track rail link between the Aalborg airport and Denmark's main railway network.

The construction of the railway will contribute to the Global Project by connecting the airport to the improved TEN-T railway network, thereby attracting more passengers to the regional public transport network and the airport itself, as well as reduce road traffic to and from the airport.

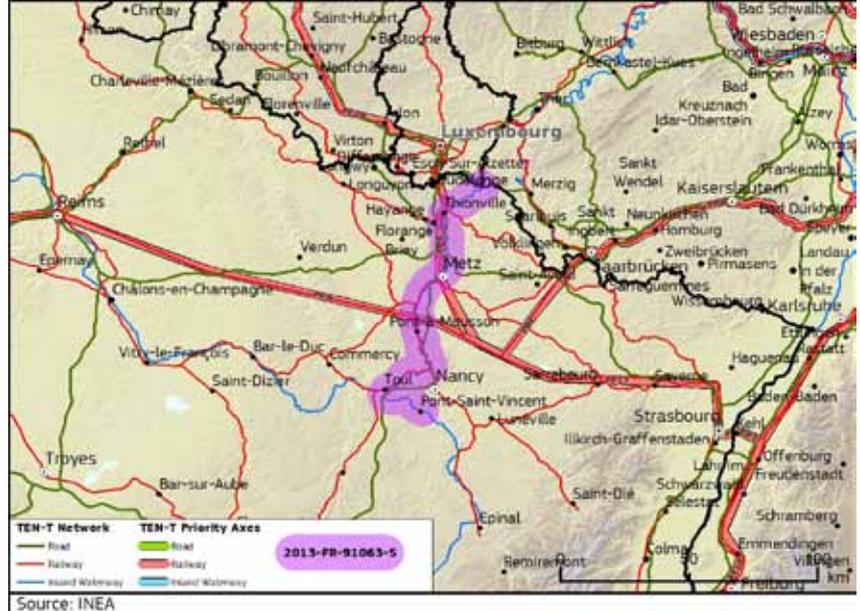
Evaluation remarks

The proposed Action is relevant to the Call. It is very well prepared and contributes to TEN-T policy objectives. It is sufficiently mature and has high potential impact for the development of the Global Project. Overall, the quality of the proposal is good.

Studies on the lock's telecontrol of the large gauge network of the Moselle river in the scope of the Trans-European Transport Network

2013-FR-91063-S

P1 - IWW	
Member States involved: France	
Applicant: Ministère de l'Écologie, du Développement Durable et de l'Énergie	
Requested funding	
Total eligible costs	€1,012,000
TEN-T requested funding:	€506,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,012,000
TEN-T recommended funding:	€506,000
TEN-T funding:	50%



The proposed Action is a set of studies looking at how to modernise the locks on the Moselle river to increase their safety and improve service to users. The economic development of the Lorraine region is dependent on this increased traffic on the Moselle. To reinforce competitiveness, it is necessary to install modern facilities and equipment to manage the various structures on the river, as well as traffic and information required by users of a Vb class waterway.

These studies will form the basis for the development of the river's telecontrol system, and will include studies on the lock remote control system, safety and human resources management.

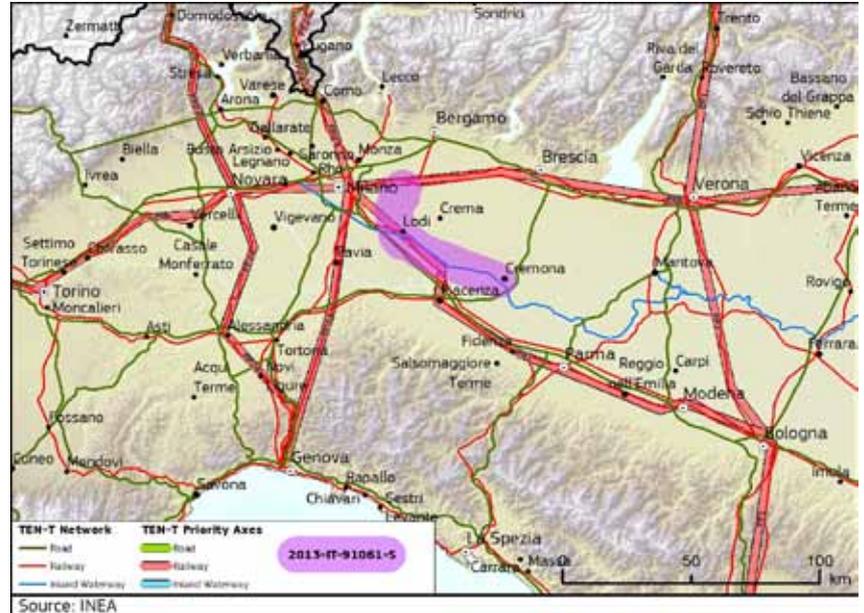
Evaluation remarks

The proposed Action is very relevant. By contributing to modernisation of locks of the TEN-T inland waterway network to allow an unhindered passage of vessels on the Moselle river, it delivers high EU added-value. The proposed Action is mature as it is ready to start. The impact is good: it will serve as a decision-making tool and will provide a necessary basis for the works phase of the Global Project. The quality of the proposal is good.

New Milano-Cremona canal: studies for the improvement of the Northern Italy Waterway System

2013-IT-91061-S

P1 - IWW	
Member States involved: Italy	
Applicant: Agenzia Interregionale per Il Fiume Po	
Requested funding	
Total eligible costs	€1,040,000
TEN-T requested funding:	€520,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,040,000
TEN-T recommended funding:	€520,000
TEN-T funding:	50%



The proposed Action aims at establishing stable navigation conditions in the Milan-Cremona section of the Northern Italy Waterway System. The new Milan-Cremona Canal is included in the Waterway System's master development plan. The Action consists of the necessary studies to plan the construction of the new canal, linking Milan with the Core Network Inland Port of Cremona. They include a feasibility study to design this new infrastructure to eliminate identified bottlenecks on the section, and will also provide the basis for further decision-making at regional and national levels.

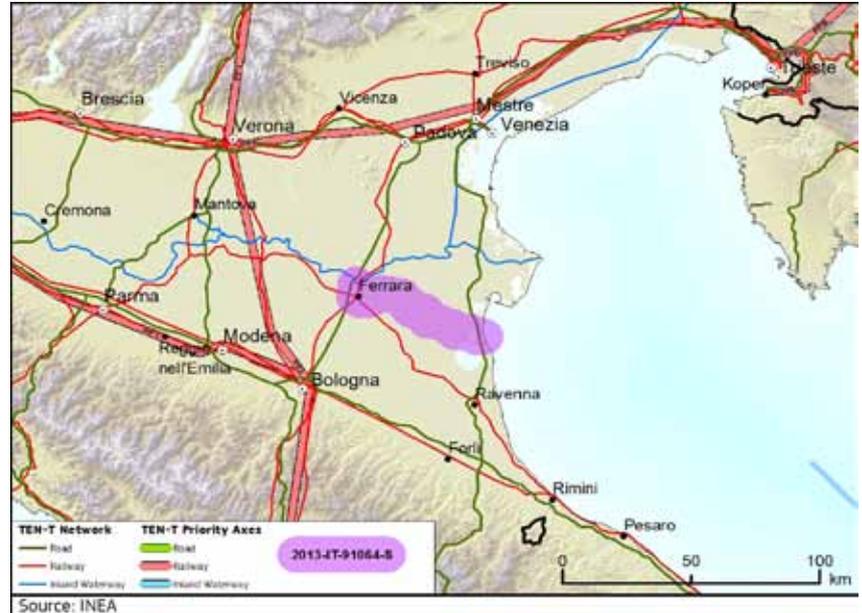
Evaluation remarks

The proposed Action is highly relevant since it addresses the Call priorities and delivers significant EU added-value. It is mature and technically ready to start. The expected impact in terms of best practice development for engineering solutions for hydraulic analysis is very positive. The quality of the proposal is good.

The link between Idrovia-Ferrarese and the Padano-Veneto waterway system: study to address the city of Ferrara bottlenecks

2013-IT-91064-S

P1 - IWW	
Member States involved: Italy	
Applicant: Provincia di Ferrara	
Requested funding	
Total eligible costs	€1,005,000
TEN-T requested funding:	€502,500
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,005,000
TEN-T recommended funding:	€502,500
TEN-T funding:	50%



The proposed Action aims at improving fairway conditions and capacity on the Ferrarese waterway linking the Po river to the Adriatic Sea at Porto Garibaldi by removing three bottlenecks hampering the growth of inland waterway transport: the existing railway bridge on the Bologna-Padua line, Porta Reno and the San Giorgio bridge. It includes specific studies leading to works for upgrading the capacity of existing sections of Canale Boicelli and Po di Volano, as well as making it fully adapted to Class V vessels.

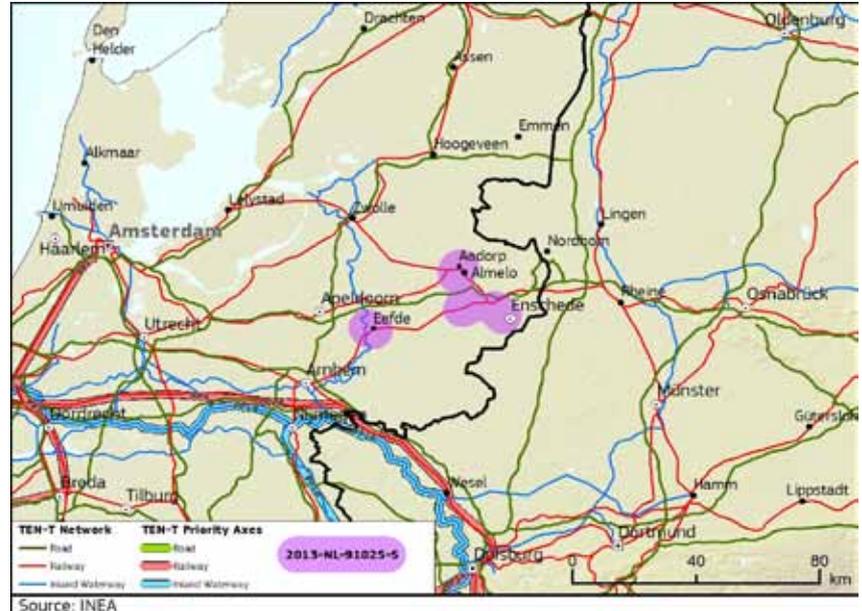
Evaluation remarks

The proposed Action is highly relevant since it addresses the Call priorities and delivers significant EU added-value. It is mature and technically ready to start. The impact is high since the studies are expected to contribute to the socio-economic and regional development. The quality of the proposal is good.

Facilitation of implementation upgrading “Twente kanaal fase2”

2013-NL-91025-S

P1 - IWW	
Member States involved: The Netherlands	
Applicant: Ministry of Infrastructure and the Environment	
Requested funding	
Total eligible costs	€1,910,000
TEN-T requested funding:	€955,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,910,000
TEN-T recommended funding:	€955,000
TEN-T funding:	50%



The proposed Action belongs to the North-Sea Baltic Corridor, and is part of the Global Project for the upgrade of the inland waterway section between Twente canals and the Eefde lock, aiming at improving the inland waterway hinterland connections of the large North Sea ports and facilitating the modal shift by optimising the existing infrastructure and improving important access routes to (core) inland ports.

It involves studies of phase two of the project to upgrade the Twente canals to a class Va waterway. Activities include the preparation of the required documentation — technical, financial and contractual — for the launch of the subsequent construction phase in 2016.

Evaluation remarks

The proposed Action is highly relevant as it concerns studies for the improvement of fairway conditions of some sections of the Twente canals, leading directly to implementation. The added value of EU funding is very well demonstrated. The proposed Action is very mature and ready to start. It is expected to have a very good impact as its outputs will be used as a decision-making tool. The quality is very high, the proposed activities are very well described and they are coherent with the proposed Action's objectives.

Study to prepare the construction of a new lock and deepening waterway IJsselmeer to improve better access to the TEN-T inland waterway network

2013-NL-91026-S

P1 - IWW	
Member States involved: The Netherlands	
Applicant: Province of Fryslân	
Requested funding	
Total eligible costs	€2,050,976
TEN-T requested funding:	€1,025,488
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,050,976
TEN-T recommended funding:	€1,025,488
TEN-T funding:	50%



The proposed Action addresses bottlenecks on the corridor North Sea-IJsselmeer that prevent the optimal use of the waterway. The Lorentz Locks, in the Afsluitdijk, are outdated and their size doesn't allow the traffic of large container vessels and coasters. Similarly, the depth of the IJsselmeer waterway is not sufficient for container vessels and coasters.

The Dutch authorities have decided to further investigate the option of a new lock at the current location, the deepening of the IJsselmeer waterway and the realisation of a fish migration river. The Action concerns studies to further develop the identified option and to prepare the start of the new lock's construction. It comprises the following activities: design, environmental impact analysis, a fish migration river study, permits and strategic procurement plan, and project management.

Evaluation remarks

The proposed Action is very relevant as it contributes to the removal of a bottleneck along the corridor North Sea-IJsselmeer, connecting several important waterway sections of the TEN-T network. It is very mature and is ready to start. Its impact is high as the outcome of the studies will be the basis for a final decision on the start of the works. Overall, the quality of the proposal is very good.

Project design studies providing safe maritime access to the Atlantic basin in the Port of Dunkirk

2013-FR-91002-S

P1 - MARITIME	
Member States involved: France	
Applicant: Grand Port Maritime de Dunkerque	
Requested funding	
Total eligible costs	€1,090,000
TEN-T requested funding:	€545,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,090,000
TEN-T recommended funding:	€545,000
TEN-T funding:	50%



The proposed Action consists of technical design and safety studies to adapt the nautical access for the operation of ultra-large container ships in the Port of Dunkirk's West container terminal. It is phase four of the five Actions in the framework of the Global Project, leading to construction works.

Evaluation remarks

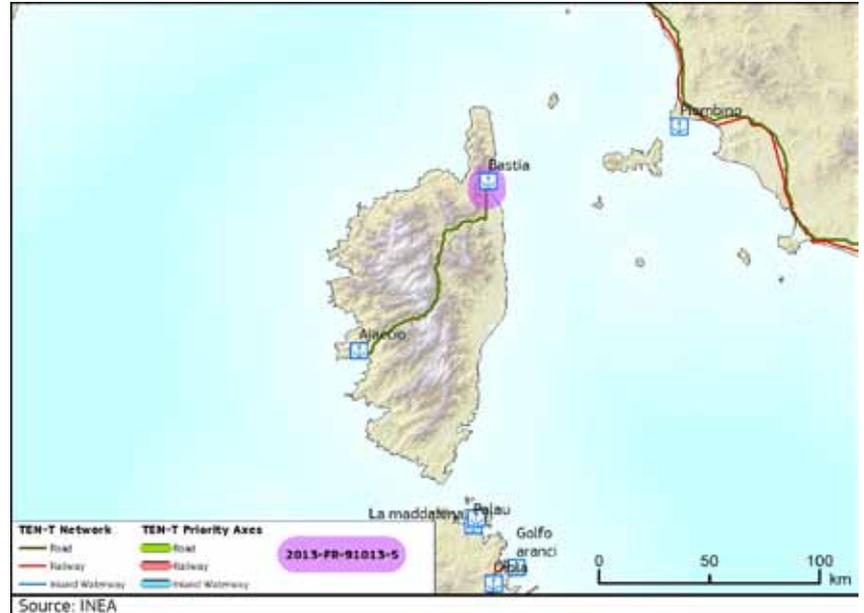
The proposed Action is of good relevance and maturity. It looks at port improvements of basic access and facilities, in line with the Call requirements. The impact is very good, as the proposed Action's findings and procurement procedures will determine the eventual implementation of the foreseen works. Overall, the quality of the proposal is good.



Preparatory studies for the acceleration of the implementation of the development of Port of Bastia

2013-FR-91013-S

P1 - MARITIME	
Member States involved: France	
Applicant: Collectivité Territoriale de Corse	
Requested funding	
Total eligible costs	€1,256,000
TEN-T requested funding:	€628,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,256,000
TEN-T recommended funding:	€628,000
TEN-T funding:	50%



The proposed Action involves market and technical design studies to extend the Port of Bastia facilities in Corsica. The studies will serve as a decision-making tool for the Corsican authorities, as a response to the steady traffic increase of the Port and its non-compliance with current vessel dimensions.

Evaluation remarks

The proposed Action is very relevant, as it will contribute to linking the island of Corsica to the rest of Europe and significantly improving the safety conditions in the port. It is highly mature as political commitments are already in place and it is technically ready to start. The impact is very good as the project outputs will serve as a decision-making tool for the relevant authorities for the subsequent phases of the Global Project. Overall, the quality of the proposal is good.

P1 - MARITIME	
Member States involved: Italy	
Applicant/Coordinator: Autorità Portuale di Livorno	
Requested funding	
Total eligible costs	€1,357,403
TEN-T requested funding:	€678,701.50
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,357,403
TEN-T recommended funding:	€678,701.50
TEN-T funding:	50%



The proposed Action aims at the completion of studies (preliminary and final designs) to improve the freight rail accessibility of the Livorno Logistic Node to its hinterland and the Scandinavian-Mediterranean Corridor. The Livorno Logistic Node is the result of the on-going integration between the Port of Livorno and the Guasticce Freight Village, both nodes of the TEN-T Core Network.

The full integration of the Livorno Logistic Node within the TEN-T network requires the completion of some missing rail links to overcome bottlenecks and establish efficient and reliable multimodal railway services between the Port of Livorno and its hinterland.

In particular, these missing links are:

- Direct rail connection from the Port of Livorno to the Guasticce Freight Village (4 km)
- Rail connection of the Guasticce Freight Village to the Pisa-Collesalvetti-Vada railway line (6 km)
- Pisa railway station bypass for complete freight trains (10 km)

Evaluation remarks

The proposed Action is very relevant to the Call. It is mature since the project has already received formal approval at national and regional level. The impact is high as the proposed Action will have a positive impact as a decision-making tool. The quality of the proposal is very good.



The new port master plan and the new breakwater to improve the competitive position of the Genoa port as Southern gate of the European core network

2013-IT-91049-S

P1 - MARITIME	
Member States involved: Italy	
Applicant: Autorità Portuale di Genova	
Requested funding	
Total eligible costs	€7,630,000
TEN-T requested funding:	€3,815,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€7,630,000
TEN-T recommended funding:	€3,815,000
TEN-T funding:	50%



The proposed Action forms a part of the Global project which aims at increasing the capacity, efficiency, safety and interoperability of the Port of Genoa, identified by the TEN-T Guidelines as a “category A” port. It involves preparatory studies covering infrastructural, logistic and economic analysis, as well as the strategic environmental assessment. It also includes studies for a preliminary and final design of the Sampierdarena port basin’s new breakwater. The outcomes will serve as a basis for the Port’s Master Plan and construction of the new breakwater, thus contributing to Port’s overall development.

Evaluation remarks

The proposed Action is highly relevant as it concerns optimisation of the capacity and efficiency of the port infrastructure and promotion of intermodality. It is mature and technically ready to start. The proposed Action will have a high impact as a decision-making tool, since the outputs will constitute a basis for the new Port Master Plan. The quality of the proposal is good.



Study for the development of international transport facilities between the Port of Civitavecchia and TEN-T network through the reorganisation of the rail system within the Port

2013-IT-91054-S

P1 - MARITIME	
Member States involved: Italy	
Applicant: Autorità Portuale di Civitavecchia	
Requested funding	
Total eligible costs	€1,240,000
TEN-T requested funding:	€620,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,240,000
TEN-T recommended funding:	€620,000
TEN-T funding:	50%



The proposed Action involves the feasibility study, cost-benefit analysis and preliminary design for the new rail access to the Port of Civitavecchia and a market study for maritime and rail transport flow forecasts, including identification of origins/destinations.

Evaluation remarks

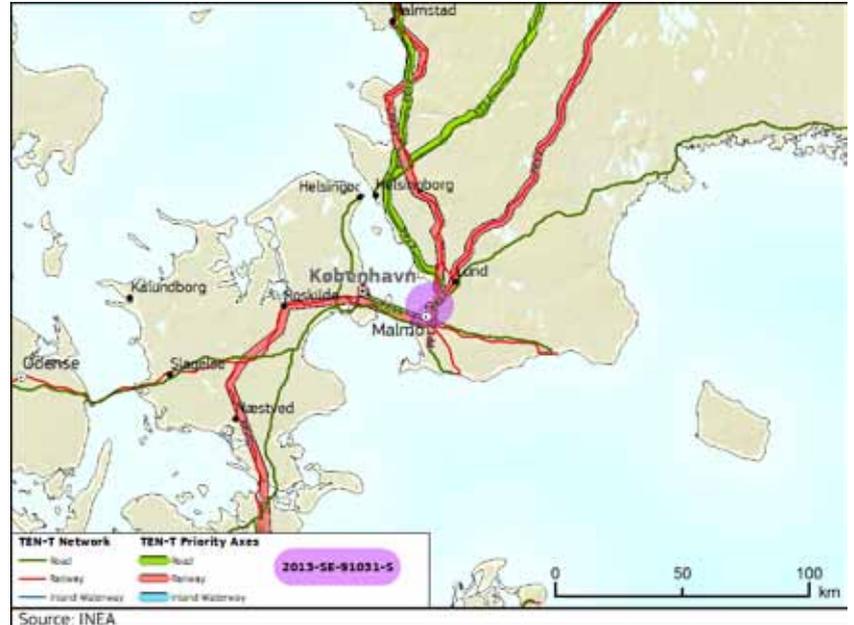
The proposed Action is very relevant since it addresses TEN-T Guidelines and Call priorities by eliminating bottlenecks and promoting intermodality. Its maturity is good as the proposed Action is technically ready to start. It will have a very high impact as the outputs will be useful for decision-making on the future development of the port. The quality of the proposal is good.



Preparatory Studies for construction of a rail and road bridge in Port of Malmö

2013-SE-91031-S

P1 - MARITIME	
Member States involved: Sweden	
Applicant: City of Malmö	
Requested funding	
Total eligible costs	€2,000,780
TEN-T requested funding:	€1,000,390
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,000,780
TEN-T recommended funding:	€1,000,390
TEN-T funding:	50%



The proposed Action consists of preparatory studies in the Port of Malmö for a road and rail bridge over a harbour and the adaptation of the rail and road infrastructure in the harbour area. They will clarify the overall layout of the new transport network in the port area and provide detailed plans for the bridge — including an environmental and public welfare study.

The studies will also prepare investment to increase rail capacity and flexibility for cargo operations including new public roads in the harbour. The Action has a significant importance for the national and EU rail freight capacity, since the port is closely linked to the TEN-T rail network.

Evaluation remarks

The proposed Action is very relevant since it addresses TEN-T priorities by eliminating a bottleneck, optimising capacity and efficiency, promoting intermodality and improving the connection between the category A Port of Malmö and its hinterland connections. Its maturity is very good. The study has a very high impact as a decision-making tool. The quality of the proposal is very good.



Improving port capacity on the TEN-T Network: An Environmental Impact Assessment and Modelling to support the development of Aberdeen Harbour

2013-UK-91075-S

P1 - MARITIME	
Member States involved: United Kingdom	
Applicant: Department for Transport	
Requested funding	
Total eligible costs	€1,505,000
TEN-T requested funding:	€752,500
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,505,000
TEN-T recommended funding:	€752,500
TEN-T funding:	50%



The Action aims at the elaboration of an EIA (Environmental Impact Analysis) and physical modelling for a new harbour to be developed at Nigg bay as part of the expansion of the Port of Aberdeen in Scotland, as a response to the identified harbour bottleneck and the significant traffic growth forecast.

Evaluation remarks

The proposed Action is of very high relevance since it addresses the TEN-T priorities and the Call objectives and priorities, enabling and facilitating the environmental assessment and physical modelling of the harbour. The maturity is high as it is ready to start technically and the necessary financial resources have already been committed. The impact is good as the results will serve as a decision-making tool and as a guideline for best practice. The quality of the proposal is very good since it is realistic, clear and consistent.



Study for establishment of a new intermodal terminal at BASF ESPAÑOLA SL in Tarragona, Spain for modal shift between rail and road

2013-ES-91023-S

P1 - MULTIMODAL	
Member States involved: Spain	
Applicant: BASF ESPAÑOLA SL	
Requested funding	
Total eligible costs	€2,375,000
TEN-T requested funding:	€1,187,500
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,375,000
TEN-T recommended funding:	€1,187,500
TEN-T funding:	50%



The proposed Action concerns the necessary engineering studies to start the construction of an open access intermodal road-rail terminal in Tarragona, Spain, owned and to be operated by BASF Spain.

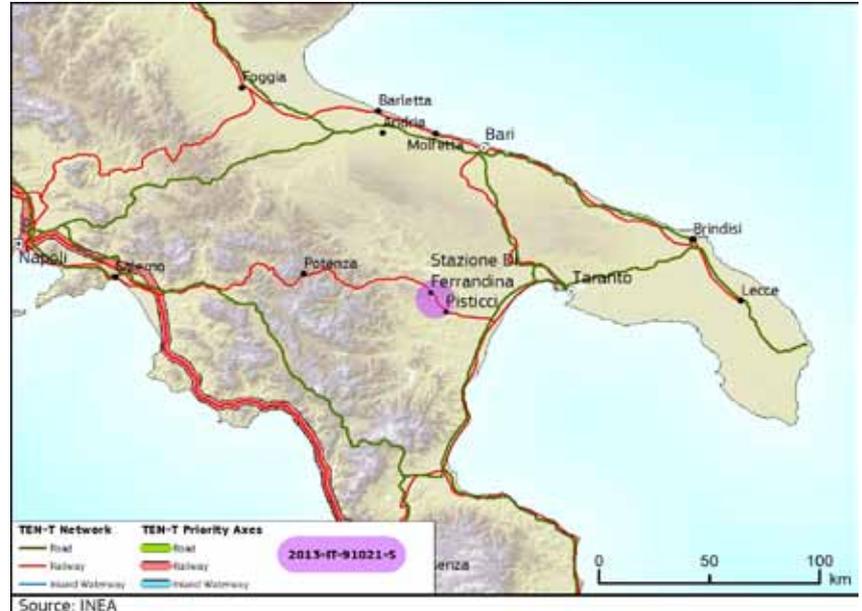
Evaluation remarks

The proposed Action is of very high relevance, as it fully addresses the objectives and priorities of the Call. It is very mature, ready to start and all the necessary basic engineering studies have been completed. Its expected impact is very high, as decisions will be based on the results of the preliminary studies and it will serve as a best practice model. The quality of the proposal is very good, and it is coherent and technically realistic.

Study for the creation of the integrated intermodal logistic system in Port of Taranto back area

2013-IT-91021-S

P1 - MULTIMODAL	
Member States involved: Italy	
Applicant/Coordinator: Autorità Portuale di Taranto	
Requested funding	
Total eligible costs	€1,865,000
TEN-T requested funding:	€932,500
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,865,000
TEN-T recommended funding:	€932,500
TEN-T funding:	50%



The proposed Action aims to develop an integrated intermodal logistics system in the Port of Taranto and its back area to promote its evolution to a third generation port and support the development of commercial traffic.

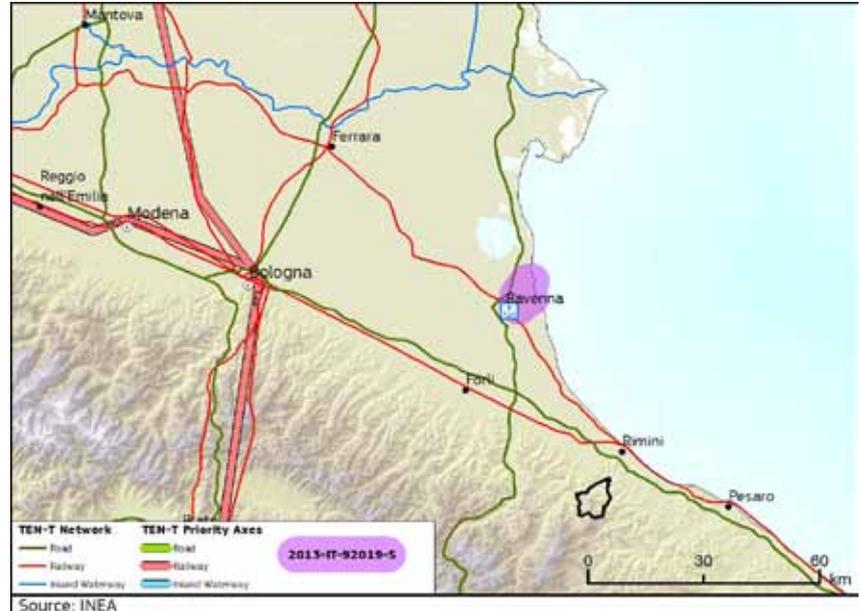
More specifically, it aims to re-design the intermodal logistics system of the pilot Ferrandina infrastructure. This system should contribute to the increase of modal shift from road to other modes of transport (sea/rail) and will relieve the Port of Taranto of some congestion, making goods handling more efficient and facilitating improved logistics solutions.

The Action will include all the necessary steps from market feasibility studies required for the port logistic system to final planning and the attainment of building authorisations and publishing of the call for tenders to implement the infrastructure. The study will also assess the feasibility of financing such works through the establishment of a PPP scheme.

Evaluation remarks

The proposed Action is relevant as it meets the TEN-T and Call priorities as regards to multimodal transport. Its maturity is very good as it benefits from strong political support at the regional and local level. The proposed Action is technically ready to start. It will have a high impact as it leads directly to construction works. The quality of the proposal is also good.

P1 - MULTIMODAL	
Member States involved: Italy	
Applicant/Coordinator: Autorità portuale di Ravenna	
Requested funding	
Total eligible costs	€1,840,000
TEN-T requested funding:	€920,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,840,000
TEN-T recommended funding:	€920,000
TEN-T funding:	50%



The proposed Action includes activities to carry out a market-oriented study for the implementation of specific ICT solutions, port gate automation and the use of customs controlled corridors through a pilot deployment in the Port of Ravenna. More specifically, the objectives are to:

- Define guidelines and technical/functional requirements of the software and hardware components for the interoperability between the Port Community System and the ICT systems of the inland network nodes
- Carry out the pilot implementation of the studied automation process and interoperability technologies
- Report on the possibility of extending the tested solutions to other ports and inland terminals
- Test and trial the new services
- Evaluate the possibility of interoperability between trans-European network corridors and Motorways of the Sea.

Evaluation remarks

The proposed Action is of high relevance to the Call as it addresses the e-freight developments of the port. It is very mature and technically ready to start. The proposed Action will have significant socio-economic and environmental impact by promoting modal shift from road to rail and increasing freight efficiency and capacity. The quality of the proposal is very good.

Technical and environmental documentation for modal integration of Wrocław Airport

2013-PL-91065-S

P1 - MULTIMODAL	
Member States involved: Poland	
Applicant: Wrocław Airport Co.	
Requested funding	
Total eligible costs	€1,220,000
TEN-T requested funding:	€610,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,220,000
TEN-T recommended funding:	€610,000
TEN-T funding:	50%



The proposed Action aims at the development of the Wrocław Airport as an element of the TEN-T network, in view of its handling of a greater number of air operations via the creation of a link with the rail network. The Action plans to draw up the environmental documentation, followed by the construction and execution designs, as well as all legally required documents. An audit will be carried out by an external company selected through a full tender procedure. It will involve controls on quality, project expenditures and management procedures.

The completion of this Action will directly contribute to and facilitate the transition to the investment stage and direct execution of TEN-T priorities, such as interoperability, intermodality and elimination of bottlenecks

Evaluation remarks

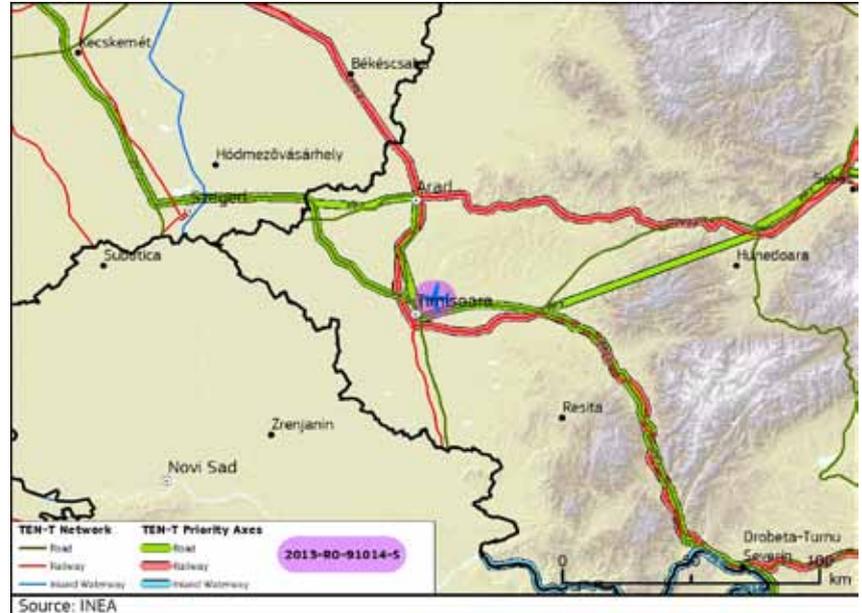
The relevance of the proposed Action concerning an air/rail link is good. Its maturity is good as it is ready to start. The impact is good as the studies will serve as a decision making tool. The quality of the proposal is good.



Cargo TIM - Study for the Development of the Infrastructure of the Intermodal Freight Transport at the Timisoara International Airport

2013-RO-91014-S

P1 - MULTIMODAL	
Member States involved: Romania	
Applicant: S.N. Aeroportul International Timisoara – Traian Vuia S.A.	
Requested funding	
Total eligible costs	€2,000,000
TEN-T requested funding:	€1,000,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,000,000
TEN-T recommended funding:	€1,000,000
TEN-T funding:	50%



The proposed Action is part of a Global Project covering the construction of an intermodal terminal at Timisoara International Airport in order to integrate and facilitate freight and passenger transport with other TEN-T networks (air, rail and road).

It covers a feasibility study as well as technical, economic and environmental studies necessary for the integration of intermodal passenger and freight transportation systems. The outcomes will form the basis for further development of the Global Project, namely the design and construction phase.

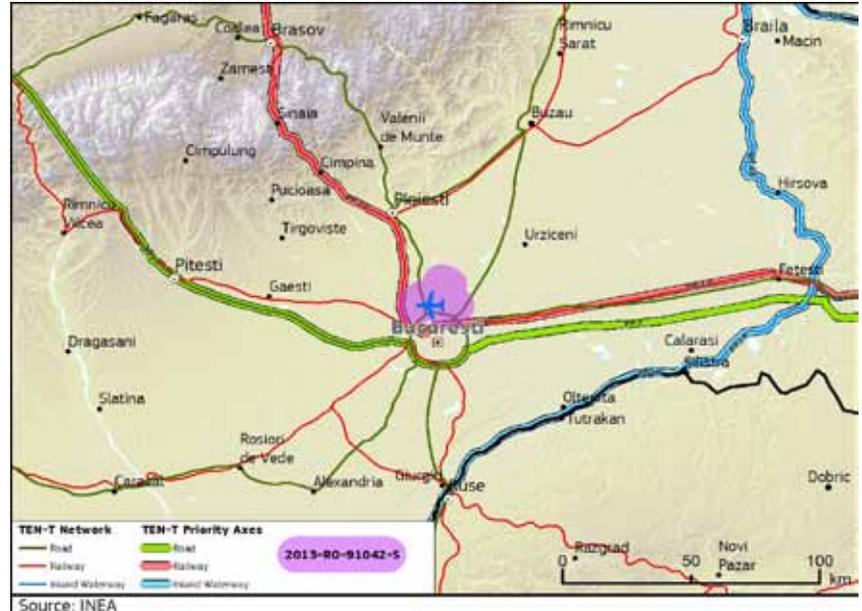
Evaluation remarks

The relevance of the proposed Action is good since it directly addresses objectives and priorities stipulated by TEN-T Guidelines and the Call in terms of development of intermodal platforms and interconnection nodes with different modes of transport. It is mature and ready to start from a technical point of view. The impact is very good as the outcomes of the proposed Action will be used as a decision-making tool for further development of the intermodal terminal at Timisoara International Airport. The quality of the proposal is good.

The BIMH - Bucharest-Ilfov Multimodal Hub: preparatory studies

2013-RO-91042-S

P1 - MULTIMODAL	
Member States involved: Romania	
Applicant: Consiliul Judetean Ilfov (Ilfov County Council)	
Requested funding	
Total eligible costs	€1,900,000
TEN-T requested funding:	€950,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,900,000
TEN-T recommended funding:	€950,000
TEN-T funding:	50%



The proposed Action is part of a Global Project which covers the construction of a multimodal hub for freight and passenger traffic in Bucharest-Ilfov region. More specifically, this will be located near the town of Otopeni at the intersection of two TEN-T Priority Projects (7 and 22) and it will connect the Henri Coanda Airport, the Brasov-Bucharest-Slobozia-Constanta railway and the Romanian motorway network. It will gradually reach a freight capacity of about 1 million tonnes annually by developing both infrastructure and information systems for passenger and freight transport.

The Action encompasses a feasibility study, technical studies necessary to design and select the best option, studies for obtaining environmental and planning approvals and the activities to prepare a general procurement. As a result, it will determine the technical and financial dimensions of the multimodal hub and provide the necessary legal and technical documentation in order to launch the successive phases of design and construction.

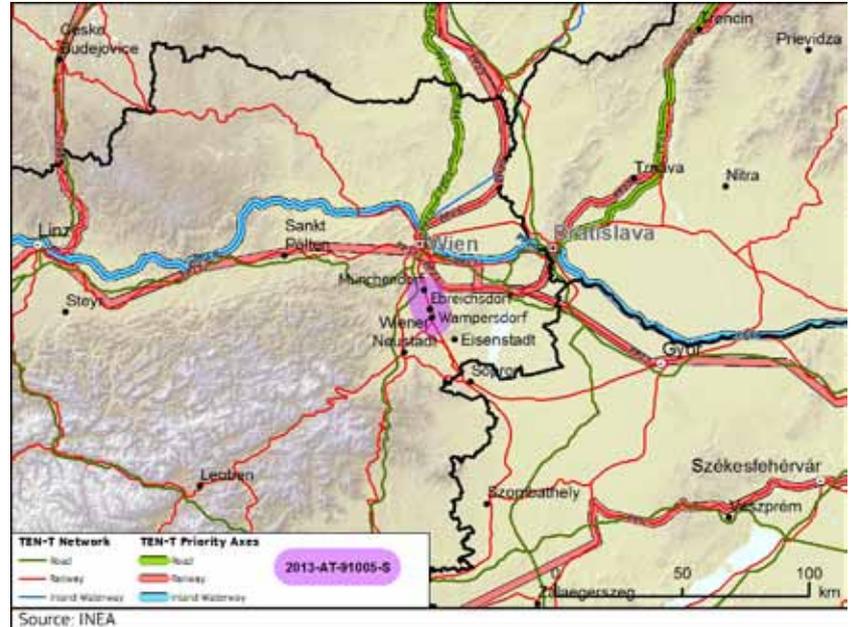
Evaluation remarks

The proposed Action is very relevant as it concerns studies to develop the Bucharest-Ilfov Multimodal Hub and its multimodal connections to various transport modes belonging to the TEN-T network. Its maturity is very good since the proposed Action is ready to start as political and financial commitments have already been made, and the necessary preliminary consultations have been completed. The impact is very good as the outcomes of the proposed Action will be used as a decision-making tool both at the regional and national levels. The quality of the proposal is good.

Baltic-Adriatic Core Network Corridor; Design study and Environmental Impact Assessment (EIA) to implement the gap-closure along Pottendorfer Line (Vienna-Wiener Neustadt) between Münchendorf and Wampersdorf (via Ebreichsdorf)

2013-AT-91005-S

P1 - RAIL	
Member States involved: Austria	
Applicant: Federal Ministry for Transport, Innovation, and Technology	
Requested funding	
Total eligible costs	€2,782,000
TEN-T requested funding:	€1,391,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,782,000
TEN-T recommended funding:	€1,391,000
TEN-T funding:	50%



The proposed Action is a study aiming at removing a bottleneck by enabling a two-track operation on the Münchendorf-Wampersdorf section of the Pottendorfer Line (Vienna-Wiener Neustadt) — one of the few remaining single track sections on that line. The 50.9 km continuously electrified Pottendorfer Line constitutes a significant bottleneck to freight and passenger transport on the Baltic-Adriatic corridor.

It comprises three activities:

1. A decision on the route and route optimisation
2. Environmental Assessment (EIA) planning and proceedings
3. Environmental protection procedures.

Evaluation remarks

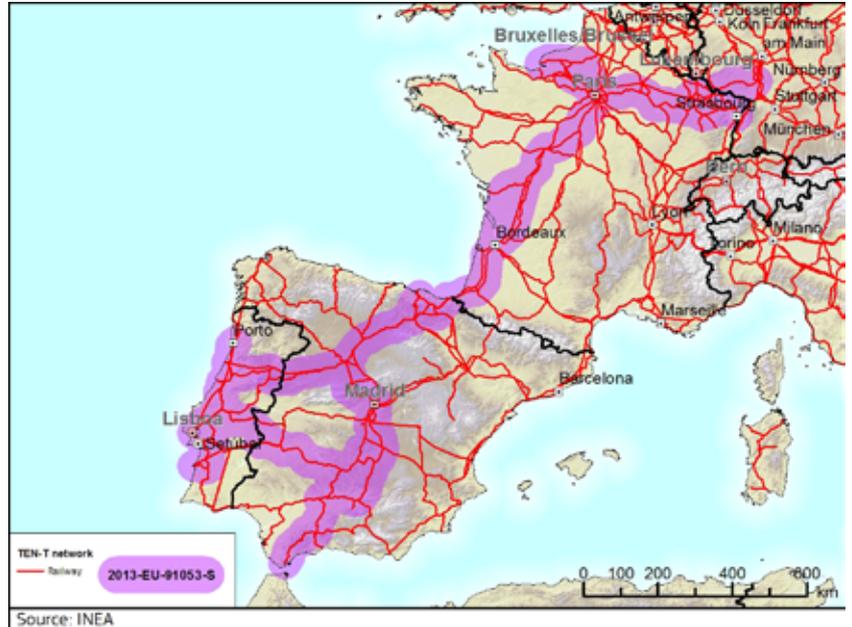
The proposed Action is highly relevant to the Call objectives as it addresses the removal of a bottleneck. It is very mature, given that it is ready to start and already received the necessary approvals. The impact of the proposed Action is expected to be high, since the activities foreseen are essential stages in the process leading to final design. Overall, the quality of the proposal is very good in terms of its logic, completeness and clarity.



Regulation (EU) 913/2010, (EU) 1315/2013 and (EU) 1316/2013 - Acceleration/facilitation of the implementation of the Atlantic Corridor

2013-EU-91053-S

P1 - RAIL	
Member States involved: Germany, France	
Applicant/Coordinator: European Economic Interest Grouping "EELG CFM4"	
Requested funding	
Total eligible costs	€2,274,000
TEN-T requested funding:	€1,123,500
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,247,000
TEN-T recommended funding:	€1,123,500
TEN-T funding:	50%



The proposed Action concerns the improvement and extension of Rail Freight Corridor 4 (“Atlantic corridor”) linking Portugal, Spain, France and Germany.

It consists of market studies and the selection of technical solutions for the corridor’s management and operation. The main expected outcomes will be the enhanced competitiveness of rail freight transport on the corridor, the establishment of the corridor’s framework and preparation of its extension to Germany.

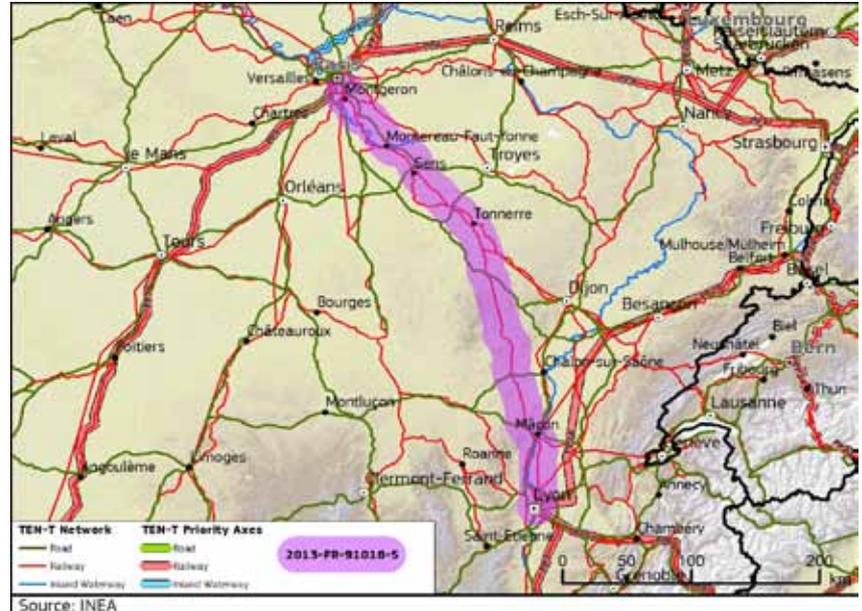
Evaluation remarks

The proposed Action is highly relevant to the Call’s priorities, as it concerns the improvement and extension of the Rail Freight Corridor 4 (‘Atlantic Corridor’). It is very mature as political commitment at national and European level is ensured. The procurement procedures are well defined and the proposed Action is ready to start. Its impact is expected to contribute to the decision-making by defining the infrastructure projects and services necessary to improve operational procedures. The quality of the proposal is good, realistic and consistent from a technical point of view.

Performance enhancement on the Paris-Lyon HSL (High performance high speed south-east)

2013-FR-91018-S

P1 - RAIL	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable et de l'énergie	
Requested funding	
Total eligible costs	€3,850,000
TEN-T requested funding:	€1,925,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€3,850,000
TEN-T recommended funding:	€1,925,000
TEN-T funding:	50%



The proposed Action relates to preliminary studies to improve the performance of the Paris-Lyon high speed line, part of the TEN-T Core Network. Currently, traffic on the line has reached its maximum of 13 trains per hour at peak traffic times.

The foreseen studies will identify potential developments in demand for services on the Paris-Lyon corridor and specify the steps to leverage the achievement of the Global Project's performance targets. They also aim to help remove an equipment-related bottleneck and optimise capacity utilising ERTMS in the future.

Evaluation remarks

The proposed Action is relevant as it addresses the TEN-T priorities and the Call objectives, as it aims at removing a bottleneck and is expected to contribute to the internal market and Europe 2020 strategy. The proposed Action is mature and technically ready to start, and it has also received a political commitment. Its impact is high because the results will be used to decide upon the next phase of the Global Project. The quality is good since the overall proposal is realistic and consistent from a technical and financial point of view.

Elaboration of technical norms for an infrastructure with 3 rails

2013-PT-91039-S

P1 - RAIL	
Member States involved: Portugal	
Applicant: DGAE-Direção-Geral das Atividades Económicas (Ministério da Economia)	
Requested funding	
Total eligible costs	€800,000
TEN-T requested funding:	€400,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€800,000
TEN-T recommended funding:	€400,000
TEN-T funding:	50%



The proposed Action is part of a Global Project involving the development of a high-capacity freight and passenger railway axis linking Portugal to Spain and via France to the rest of Europe. It is a study to define the technical norms which, when implemented, will allow a three rail track system to be developed to enable both standard and Iberian gauge trains to operate on the same route, thus ensuring the gradual implementation of interoperable railway lines.

Evaluation remarks

The proposed Action is very relevant, aiming at producing technical standards that contribute to the removal of bottlenecks along the Portuguese rail network. The proposed Action is mature and ready to start from the technical point of view. An indirect, but high impact is expected on decision making and policy, as well as in terms of contribution to the Global Project. Overall, the proposal is good in terms of logic and clarity.



Bothnian Corridor - Double Triangle Supporting Sundsvall's Logistics Park

2013-SE-91030-S

P1 - RAIL	
Member States involved: Sweden	
Applicant: Trafikverket	
Requested funding	
Total eligible costs	€3,791,864
TEN-T requested funding:	€1,895,932
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€3,622,080
TEN-T recommended funding:	€1,811,040
TEN-T funding:	50%



The proposed Action is a railway study for a section of the East Coast Line of Sweden at Sundsvall. The line is part of the TEN-T network and part of the future Core rail network.

The outcome will be a plan for two triangular junctions and the electrification of a connecting line to the category A Port of Sundsvall. The scope is to eliminate a technical bottleneck of the Line, ensuring a better connectivity to the port and its hinterland, while improving the traffic fluidity on the East Coast Line.

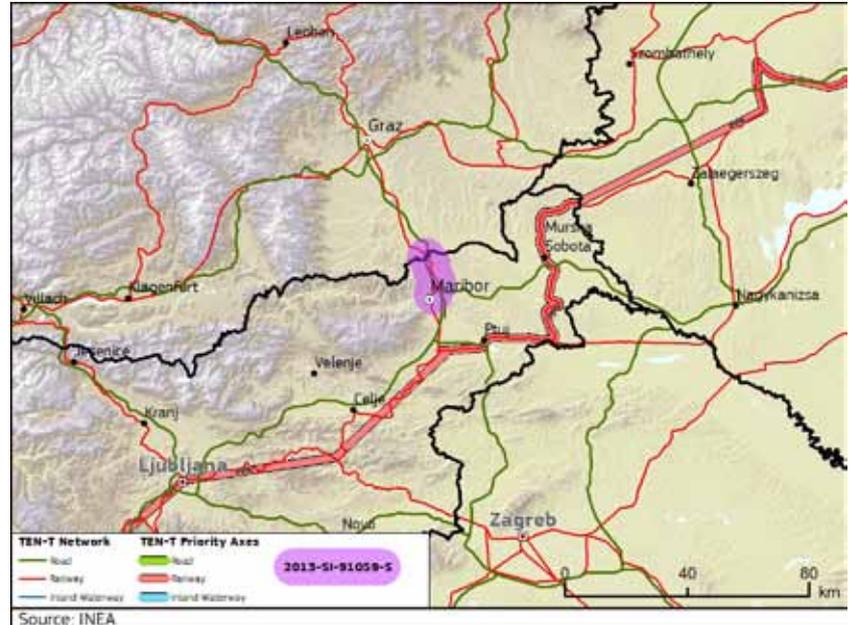
Evaluation remarks

The proposed Action is very relevant to the Call as it addresses priorities by eliminating a bottleneck, improving intermodality, developing routes for freight traffic and improving the connection to a TEN-T port. The proposed Action has a very good maturity because it is ready to start from a technical point of view. Its impact is very good as the results of the study will be used for decision-making. Overall, the quality of the proposal is good.

Preparation of the preliminary design, pre-investment study, environmental report, environmental impact report and geodesy for construction of the second track on the Maribor-Šentilj section of the railway line and upgrading of the existing track

2013-SI-91059-S

P1 - RAIL	
Member States involved: Slovenia	
Applicant: Ministry of Infrastructure and Spatial Planning	
Requested funding	
Total eligible costs	€1,123,500
TEN-T requested funding:	€561,750
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	1,123,500
TEN-T recommended funding:	€561,750
TEN-T funding:	50%



The proposed Action refers to the Global Project focused on the construction of the second track and upgrading of the existing track of the Maribor-Šentilj railway line which is a part of Slovenian TEN-T network. It concerns studies covering the preparation of preliminary design, a pre-investment study, environmental report, and geodesy for construction of the second track and upgrading of the existing track. The outcomes of the studies will be used as a basis for the completion of spatial location, adoption of the National Spatial Plan, acquisition of land/building permits and finalisation of the executive design.

Evaluation remarks

The proposed Action is very relevant to the Call's objectives and priorities as it concerns preparatory studies for a double-tracking of the single track section Maribor-Šentilj which represents an important bottleneck in railway connection between Slovenia and Austria. It is very mature and ready to start. The impact is good since, as part of the Global Project, the proposed Action will eliminate an important bottleneck and contribute to facilitating traffic flows and shifts in modal split. Overall, the quality of the proposal is good.

Study for the acceleration of the implementation of safe and secure parking areas for professional drivers along the Italian TEN-T network

2013-IT-91027-S

P1 - ROAD	
Member States involved: Italy	
Applicant: ANAS S.p.A.	
Requested funding	
Total eligible costs	€1,210,000
TEN-T requested funding:	€605,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€800,000
TEN-T recommended funding:	€400,000
TEN-T funding:	50%



The proposed Action concerns preparatory studies and designs for a network of safe and secure parking areas for professional truck drivers on main TEN-T road sections in Campania, Calabria and Sicily.

A preparatory study will be carried out to identify:

- Existing parking areas with the capacity for easy upgrade
- Potential new sites

The design phase will follow to provide the establishment of an intelligent information service on secure parking areas for trucks and commercial vehicles, equipped with the following services:

- Reliable information about location and added services
- Pre-booking systems for the reservation of parking spaces
- A data communication system harmonized at European level and complying with the ITS criteria
- CCTV surveillance systems, perimeter fencing and barriers at entries and exits, in order to achieve adequate security levels
- Fire prevention systems

Evaluation remarks

The proposed Action is very relevant. By supporting the development of safe and secure parking areas, it addresses Priority 1 of the Call very well. Furthermore, it contributes to the creation of a mature project pipeline for 2014 and beyond. The proposed Action is mature since it is ready to start from a technical point of view. Having only a regional focus, the impact of the proposed Action is good but expected more at the regional rather than national or EU level. The quality of the proposal is good.

Integration of Riga city and Freeport of Riga into TEN-T network: Detail design studies for 3rd and 4th segment of the Riga Northern transport corridor

2013-LV-91035-S

P1 - ROAD	
Member States involved: Latvia	
Applicant: Riga City Council	
Requested funding	
Total eligible costs	€3,557,400
TEN-T requested funding:	€1,778,700
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€3,557,400
TEN-T recommended funding:	€1,778,700
TEN-T funding:	50%



The proposed Action is part of the Global Project which aims at the construction of the Northern Corridor to connect Freeport of Riga to the TEN-T road network in order to improve the overall transport infrastructure system of Riga and its metropolitan area. It involves the necessary detailed design studies for Segments 3 and 4 of the Northern Corridor, at a total length of 14.4 kilometres.

Evaluation remarks

The proposed Action fully addresses the objectives, priorities and expected results of the Call. By enabling access to the port of Riga, the proposed Action will enhance interoperability/multimodal transport. Globally, its maturity is demonstrated by political support, an advanced state of preparation and approved financial commitment. It will have an important impact on further development of the Global Project. The quality of the proposal is very good in terms of its logic, completeness and clarity.

Annual Call 2013
Projects recommended for funding

Priority 2

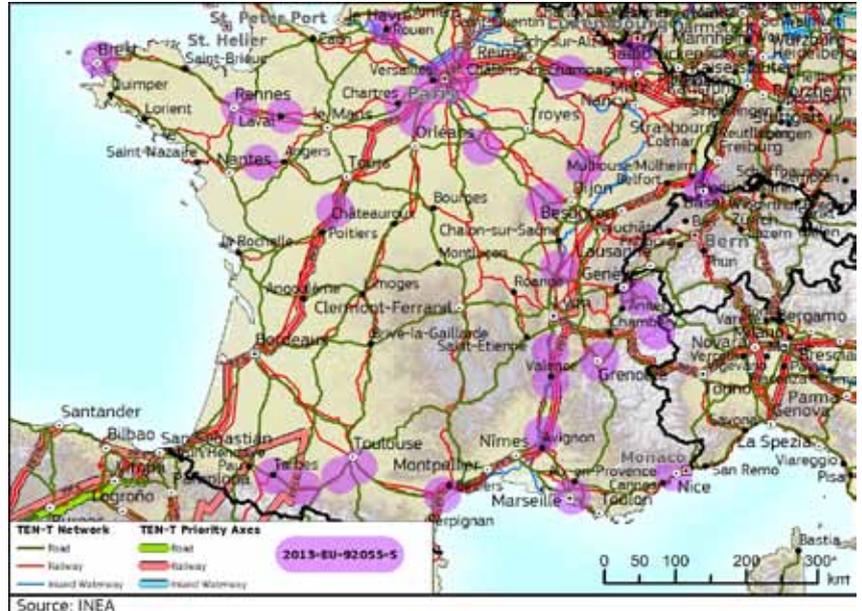
**Measures to promote innovation and
new technologies for transport
infrastructure**

Decarbonisation (reduction of noise)

**Decarbonisation (oil substitution or
environmental cost reduction)**

**New generation of smart/connected
transport**

P2 - Decarbonisation/reduction of noise	
Member States involved: Germany, France	
Applicant/Coordinator: Electricité de France S.A.	
Requested funding	
Total eligible costs	€10,000,000
TEN-T requested funding:	€5,000,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€9,706,500
TEN-T recommended funding:	€4,853,250
TEN-T funding:	50%



The proposed Action is a study with a pilot deployment of 200 charging points for Electric Vehicles (EV) in France over a 21-month period. It aims to accelerate the deployment of EV charging infrastructure and enable the uptake of the EV market. The study focuses on interconnectivity related issues by addressing cross-border aspects and dissemination measures. It also prepares business models and plans putting into perspective new sustainable and profitable models to a large panel of stakeholders. In addition, it addresses European deployment readiness of customer-oriented services, available on the Corri-door fast charging network and the already existing charging infrastructure.

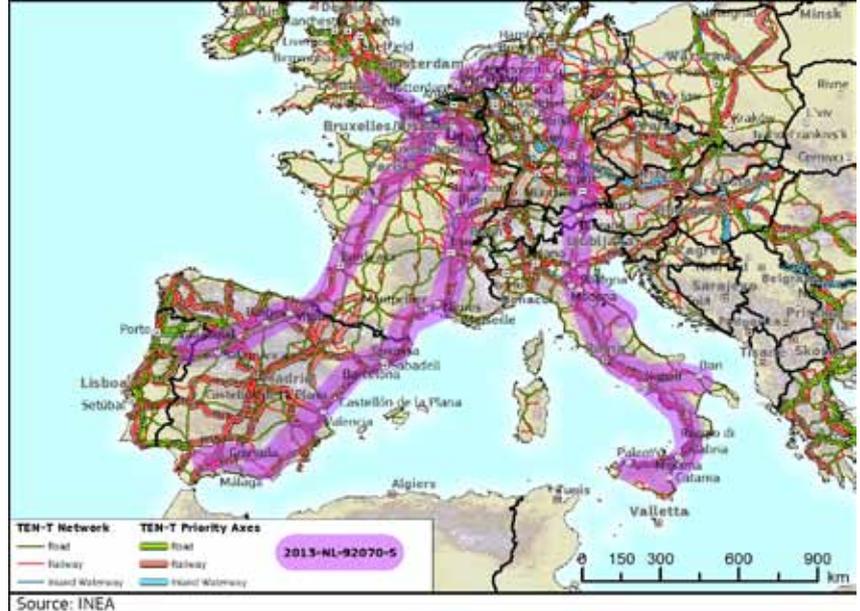
Evaluation remarks

The proposed Action is relevant to the Call since it is studying a solid business model through the deployment of 200 new fast charging points for electric vehicles. The proposed Action is very mature as it can start immediately. Overall, the impact and the quality of the proposal are good.

Electricity Connection Points - Greening the European temperature controlled transport network

2013-NL-92070-S

P2 - Decarbonisation/reduction of noise	
Member States involved: The Netherlands	
Applicant: Nomad Power B.V.	
Requested funding	
Total eligible costs	€2,782,000
TEN-T requested funding:	€1,391,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,782,000
TEN-T recommended funding:	€1,391,000
TEN-T funding:	50%



The proposed Action's main objective is the completion of a feasibility study — including a real life trial — to assess the viability of a European network of electricity connection points (ECPs) for supplying electricity to trucks with temperature-controlled cargo during (un)loading and resting periods, as a replacement for the current use of on-board diesel generators or diesel engines. The expected benefits are a 65% reduction of CO₂, 95% of NO_x, close to 99% of particle emission, as well as a reduction in energy costs of 30-40%.

The trial will cover the main area of the temperature-controlled transport network on the UK-Spain and Netherlands-Italy-Germany axes. The knowledge gained will lead to the development of a roadmap towards the deployment of a pan-European open access network of ECPs for temperature-controlled transport. The project results will be disseminated widely at the local, national and European levels.

Evaluation remarks

The proposed Action is very relevant because it concerns a rarely addressed niche sector of road transport that can lead to significant energy savings, noise and pollution reduction. The proposed Action is overall very mature as it is ready to start and is based on existing and tested technology. Its expected impact is very good as the results have large potential to be used as best practice by decision makers in other countries. The quality of the proposal is good.

Greening road transport - LNG refuelling infrastructure network deployment

2013-BE-92037-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Belgium	
Applicant: Fluxys SA	
Requested funding	
Total eligible costs	€1,040,000
TEN-T requested funding:	€520,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,040,000
TEN-T recommended funding:	€520,000
TEN-T funding:	50%



The proposed Action involves the development and testing of LNG refuelling infrastructure for trucks. A publicly accessible pilot refuelling station will be developed in Veurne (Belgium), on a corridor linking The Netherlands, Belgium, Germany, UK, Luxembourg and France. Since future LNG infrastructure also needs to meet high safety and security standards, the station will also serve as reference for the further development of national standards and safety legislation. Its results will be shared with all stakeholders (authorities, transport companies, fuel station and fuel card operators, fire brigades).

Based on the lessons learned, the objective is to build two other fuelling stations in Belgium and France. The TEN-T funding will accelerate this deployment, allowing the creation of an LNG corridor and helping to solve the “chicken and egg” stand-off in the deployment of small-scale LNG infrastructure.

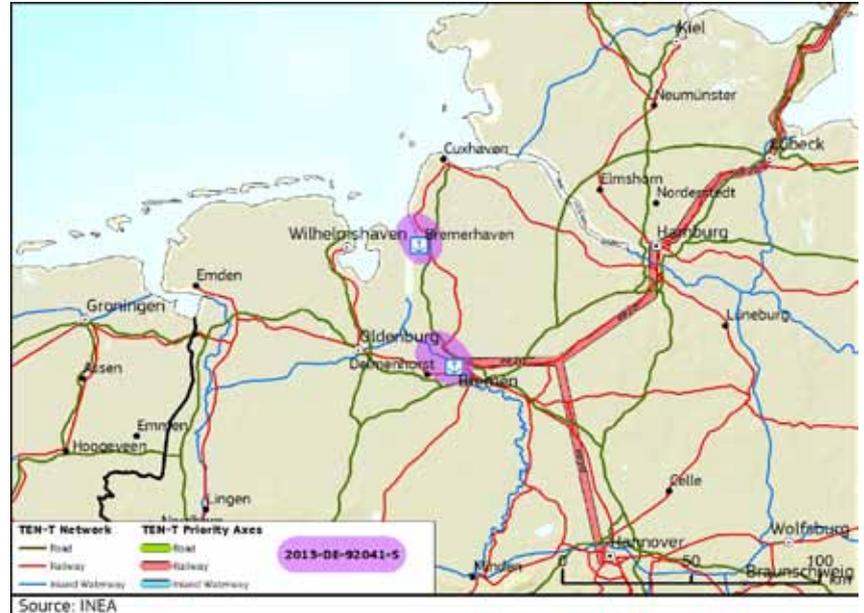
Evaluation remarks

The proposed Action is relevant to the priorities of the Call as it contributes to the decarbonisation of freight transport and thus the EU 2020 Strategy. Its overall maturity is good, with formal support received by the Flemish government and the environmental and building permits for the development of the pilot have already been granted. Although the immediate impact of the proposed Action on policy-making is limited, the study has a good potential to have a wider impact on the decision-making process and to serve as an example of best practice. The quality of the proposal is satisfactory.

Innovative LNG-powered hopper barge deployed under real-life conditions in the ports of Bremen and Bremerhaven

2013-DE-92041-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Germany	
Applicant: Stadtgemeinde Bremen on behalf of Sondervermögen Hafen	
Requested funding	
Total eligible costs	€3,307,500
TEN-T requested funding:	€1,653,750
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€3,307,500
TEN-T recommended funding:	€1,653,750
TEN-T funding:	50%



The proposed Action features the construction of an LNG-powered hopper barge in Bremerhaven and Bremen, which will be tested in a market-oriented approach. Activities include planning and engineering, classification and approvals, LNG equipment and related components, operation, testing and analysis and project management.

Evaluation remarks

The proposed Action is very relevant as a real life pilot project with no previous similar experiences in Europe. It is mature and has the support of the relevant regional authorities. The impact of the results is good and it is expected to pave the way for a larger roll out and provide input to other larger scale projects. The quality of the proposal is very good.



Realizing, real-life demonstration and market introduction of a scalable, multi-modal LNG-terminal in the seaport of Bremen for the reliable supply of LNG as alternative fuel to all transport modes

2013-DE-92056-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Germany	
Applicant: HGM Energy GmbH	
Requested funding	
Total eligible costs	€4,950,000
TEN-T requested funding:	€2,475,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€4,950,000
TEN-T recommended funding:	€2,475,000
TEN-T funding:	50%



The proposed Action is a study for the implementation, testing and market introduction of a flexible, multi-modal LNG-terminal in the seaport of Bremen to provide a reliable supply of LNG. It covers planning, design and engineering, as well as the practical investigation of a facility whose productive size can be adjusted to market demand.

Evaluation remarks

The proposed Action is very relevant in addressing the market side innovation under the priorities of the current Call. It is mature since formal approvals and political commitments have already been given. The impact of the action is very good, since successful operation will trigger other stations to be built. Depending on the results, the proposed Action is expected to be a reference as a good practice. The quality of the proposal is very good as the activities are coherent with the proposed Action's objectives and are adequate to achieve them.

Pilot development of an LNG propulsion system for combined passenger and freight transport with a view to provide year-round supply to the peripheral region of Helgoland

2013-DE-92079-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Germany	
Applicant/Coordinator: EMS AG	
Requested funding	
Total eligible costs	€8,350,000
TEN-T requested funding:	€4,175,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€8,350,000
TEN-T recommended funding:	€4,175,000
TEN-T funding:	50%



The proposed Action involves the construction of a combined passenger and freight ferry using an innovative LNG-propulsion system. Activities include project management, the innovative concept and design, implementation and installation of the LNG-propulsion system and its required components, as well as the compilation of the pilot study.

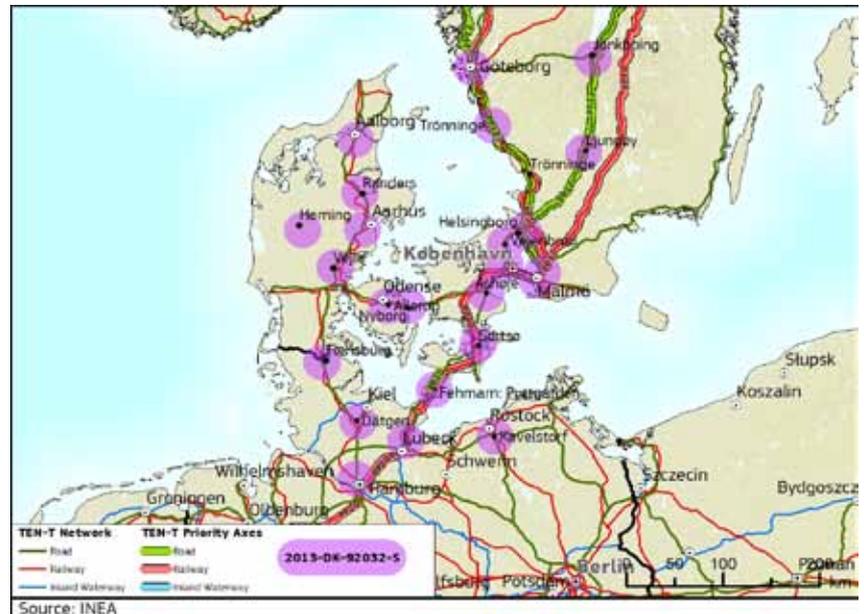
Evaluation remarks

The proposed Action is very relevant to TEN-T priorities and to the Call priorities, especially as it will contribute to reducing sulphur emissions in the SECA zone. It is very mature. The impact is very good since further socio-economic effects are seen on the rationalisation of traffic concentration passenger and freight on the same vessel. The quality of the proposal shows some weaknesses as the management structure is not well described.

Greening NEAR - Greening Northern European Road Corridors

2013-DK-92032-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Denmark	
Applicant: E.ON Denmark A/S	
Requested funding	
Total eligible costs	€2,300,000
TEN-T requested funding:	€1,150,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,300,000
TEN-T recommended funding:	€1,150,000
TEN-T funding:	50%



The proposed Action will carry out extensive feasibility studies around consumer preferences and user acceptance of modern electric vehicles and the related charging infrastructure, as well as the supporting consumer services. It will also look at the deployment of fast charging infrastructure (Combined Charging System (CSS), CHAdeMO and Type 2 Mennekes AC connector) along the main TEN-T roads of southern Sweden (E20, E6 and E22), Denmark (E20, E45 and E55) and northern Germany (E45 and E22).

The key objective is to clearly demonstrate the market readiness of fast charging technologies, serving multiple types of electric vehicles at same locations — and their consumer acceptance in a wider northern European cross-border context.

Evaluation remarks

The proposed Action is very relevant as the pilot deployment of fast charging station for electric vehicles along two major corridors in Denmark strengthens the business-client relations contributing to market-side innovation. The proposed Action is very mature as the technology is available and tested. The impact is expected to be very good as by removing barriers for long distance electric driving, the proposed Action is expected to have a multiplier effect as best practice. The quality of the proposal is good.



Nationwide Fast Charge network - upgrade of existing network to meet European standards

2013-DK-92046-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Denmark	
Applicant: CLEVER A/S	
Requested funding	
Total eligible costs	€2,335,926
TEN-T requested funding:	€1,167,963
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,335,926
TEN-T recommended funding:	€1,167,963
TEN-T funding:	50%



The proposed Action aims at transforming charging stations in Denmark into multi-standard and interoperable facilities. As a pilot deployment, it would help develop the electric vehicle infrastructure in the rest of Europe and foster drivers' acceptance of electric vehicles. It will upgrade 40 of the 46 charging stations in Denmark to meet the coming European standards and to achieve compatibility with other EU countries. Empirical evidence on technical challenges and how to roll out an efficient national network will be collected and reported to other Member States facing the same challenges.

Evaluation remarks

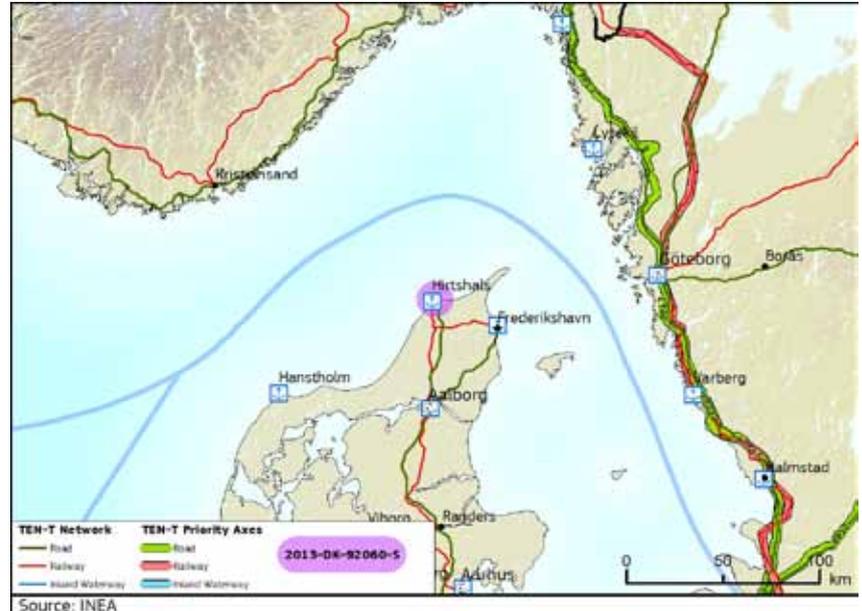
The proposed Action is very relevant as it strengthens the business-client aspects in favour of the use of electric vehicles. The proposed Action is very mature since it is an upgrade of a recently established national fast charging network and the technology is available and tested. Its impact is expected to have a multiplier effect as best practice and will contribute to promoting similar activities in other countries and make seamless travelling across borders possible. The quality of the proposal is good.



Pilot Project to promote the use of LNG fuel: Installation of 200 tons LNG tank and filling facility at the port of Hirtshals, Denmark for fuelling of passenger/cargo vessels with a view to later establishment of a larger tank at the port

2013-DK-92060-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Denmark	
Applicant: Fjord Line Danmark A/S	
Requested funding	
Total eligible costs	€2,818,800
TEN-T requested funding:	€1,409,400
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€2,610,748
TEN-T recommended funding:	€1,305,374
TEN-T funding:	50%



The proposed Action covers a pilot project for installation of a 200 tonne/500 m³ LNG storage tank and bunkering facility. If successful, a larger (3000-5000 m³) LNG tank and bunker facility will be established at the Port of Hirtshals in order to make LNG fuel readily available for ships within and outside the EU, as well as regional consumers including road transport.

The pilot project will be the first of its kind in Denmark and one of the first in the EU. As such it will serve as a model for other prospective LNG consumers. LNG bunkering facilities would be an attractive asset for ports in northern Europe which function as feeder ports. The establishment of LNG bunkering facilities will be the first step towards creating an LNG supply infrastructure and will be an incentive to consumers considering making the switch from HFO/MDO to LNG.

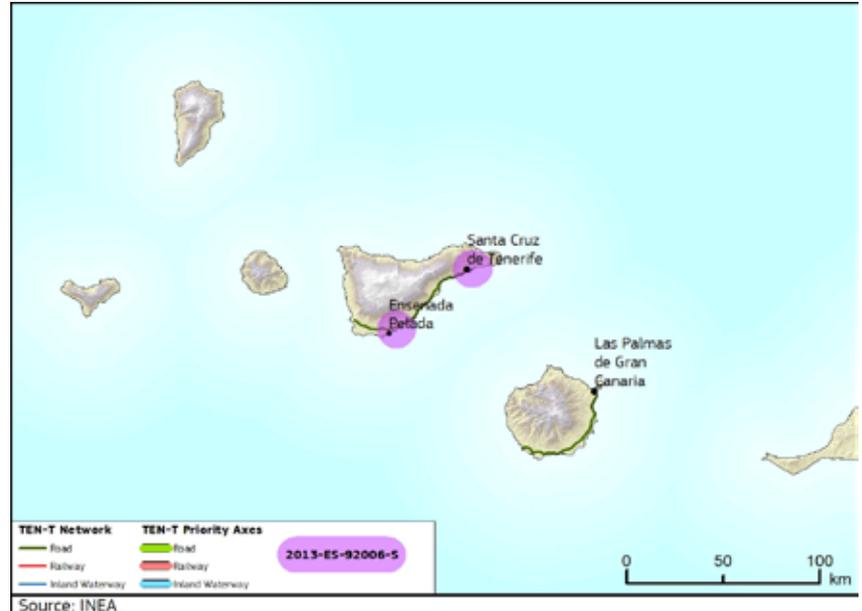
Evaluation remarks

The proposed Action is highly relevant since it is expected to contribute to a large extent to EU policy by enhancing the availability of LNG supply in a SECA area. It is mature as it is ready to start and the implementation schedule is advanced, realistic and does not bear significant risks. The proposed Action has a satisfactory level of expected impacts. The quality of the proposal is good.

LNG Feeders, a solution for archipelagos far from LNG storage plants

2013-ES-92006-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Spain	
Applicant: Autoridad Portuaria de Santa Cruz de Tenerife	
Requested funding	
Total eligible costs	€1,387,041
TEN-T requested funding:	€693,520.50
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€979,121
TEN-T recommended funding:	€489,560.50
TEN-T funding:	50%



The proposed Action's main objective is to study the possibilities of introducing LNG in the Canary Islands as a way of breaking the current dependence on oil, contributing to a reduction in energy costs and improvement in air quality.

In particular, the Action will implement the following main activities:

1. Identification of market demand for LNG and CNG in the Canary Islands for the short and medium-term
2. Feasibility study regarding the actual cost of delivering LNG to the Canary Islands
3. Storage and supply analysis
4. Feasibility study regarding the adaptation of the chosen solution to other remote European regions

Evaluation remarks

The proposed Action is very relevant as it relates to greening road transport and short sea shipping through the use of LNG infrastructure. It is ready to start from a technical point of view, the financing is in place and, as the local authorities are part of the consortium, their support is also secured. The expected impacts of the proposed Action are good. Overall, the quality is satisfactory and the proposal is realistic and consistent from a technical point of view.

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: The Netherlands, United Kingdom	
Applicant/Coordinator: The Felixstowe Dock and Railway Company	
Requested funding	
Total eligible costs	€1,138,536
TEN-T requested funding:	€569,268
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,138,536
TEN-T recommended funding:	€569,268
TEN-T funding:	50%



The proposed Action concerns the pilot deployment of Boxreload — an IT solution aimed at matching freight journeys to reduce the number of lorry journeys with empty containers — amongst competing hauliers operating in the Rotterdam area. Preliminary results of the proof of concept demonstrated that the solution works from a technical perspective and has business benefits. A pilot deployment is now required to further define the solution, demonstrate its commercial viability on a larger scale and facilitate deployment in additional locations.

The Action includes recruiting hauliers to adopt the system, assessing the effectiveness of the system by measuring the results (in terms of road kilometres and CO₂ emissions saved) and disseminating the results.

Evaluation remarks

Overall, the proposed Action is very relevant as it addresses very well Priority 2 of the Call, namely the reduction of environmental costs in general. The proposed Action is very mature and has received appropriate formal support. It is also ready to start from a technical point of view. Its impact is satisfactory, as is the overall quality of the proposal.

European Long-distance Electric Clean Transport Road Infrastructure Corridor (ELECTRIC)

2013-EU-92043-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Germany, Denmark, The Netherlands, Sweden	
Applicant/Coordinator: ABB B.V.	
Requested funding	
Total eligible costs	€14,803,054
TEN-T requested funding:	€7,401,527
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€8,422,150
TEN-T recommended funding:	€4,211,075
TEN-T funding:	50%



This proposed Action aims to create an open access fast charging corridor along major motorways connecting Sweden, Denmark, Germany and The Netherlands via a total of 155 chargers (30 chargers in The Netherlands, 23 in Denmark, 35 in Sweden and 67 in Germany). This corridor will help to accelerate electric vehicle uptake in the involved Member States. In order to achieve this objective, the study's activities will focus on interoperability, the framework for a sustainable infrastructure setup and network planning, while the pilots will focus on fast charger installation. The proposed consortium is composed of five co-applicants.

Evaluation remarks

The proposed Action is very relevant as it aims at developing a fast-charging network for electric vehicles for long-distance trips through Denmark, Germany, the Netherlands and Sweden. The proposed Action is technically mature and ready to start. The overall impact is very good. The quality of the proposal is satisfactory.



LNG uptake in the UK: a real-life trial with the first small scale bunkering infrastructure in Teesport and innovative LNG vessels

2013-EU-92045-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: The Netherlands, United Kingdom	
Applicant/Coordinator: SABIC Petrochemicals UK Ltd	
Requested funding	
Total eligible costs	€8,604,024
TEN-T requested funding:	€4,302,012
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€8,604,024
TEN-T recommended funding:	€4,302,012
TEN-T funding:	50%



The proposed Action aims to open the market for LNG short sea bunkering in the UK through the implementation of the following activities:

1. Design and construction of the UK's first small scale LNG bunkering facility in Teesport, a core TEN-T network seaport
2. Installation of an innovative LNG propulsion system on two ships, which will be used in the real-life trial
3. A real-life trial of the operation of the LNG bunkering facility and the LNG fuelled vessels
4. Scaling up studies which relate to the market potential of LNG in other ports as well as how to roll-out LNG technology in the UK

Evaluation remarks

The proposed Action is very relevant as it addresses the Call priority of decarbonisation through the use of LNG as an alternative fuel. The proposed Action is technically, administratively and financially very mature. Its impact is very good as it aims at proving the economic feasibility of the project and accelerating the policy-making process in favour of LNG in the UK, neighbouring countries and at European level. The quality of the proposal is good.

Smart energy efficient and adaptive port terminals (Sea Terminals)

2013-EU-92058-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Estonia, Spain, Italy, The Netherlands	
Applicant/Coordinator: Fundación Valenciaport	
Requested funding	
Total eligible costs	€6,273,897
TEN-T requested funding:	€3,136,948
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€6,273,897
TEN-T recommended funding:€3,136,948.50	
TEN-T funding:	50%



The proposed Action will pilot nine real-life trials of various types of low carbon, pollutant emission reducing and energy efficient last generation port container machinery and equipment in the Ports of Valencia and Livorno.

This will be done through the implementation of a smart energy management system which aims to optimise the energy used by the port facilities, the adaptation of equipment for use of LNG as alternative fuel and through the deployment of a fully electric terminal tractor. The results of the trials will then be evaluated and disseminated and a business plan for the scaling up of results will be elaborated.

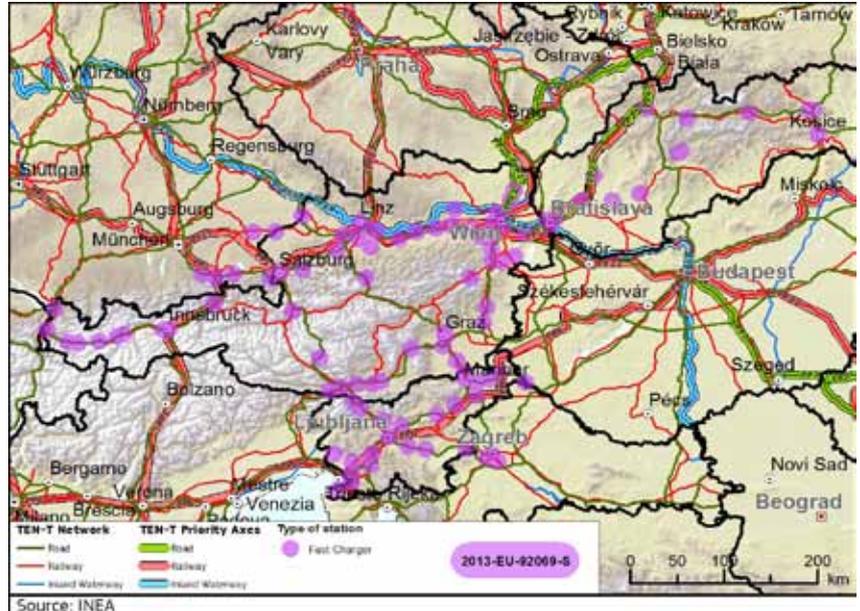
Evaluation remarks

The relevance, maturity and impact of the proposed Action are very good. By testing energy-efficient and emission-reducing port equipment, the proposed Action is very relevant to the Call and its results can be used as best practice and serve as a useful tool for decision makers. From a technical point of view, it is ready to start. The quality of the proposal is good.

Central European Green Corridors - Fast charging cross-border infrastructure for electric vehicles, connecting Austria, Slovakia, Slovenia, Germany and Croatia

2013-EU-92069-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Austria, Germany, France, Croatia, Slovenia, Slovakia	
Applicant/Coordinator: Verbund AG	
Requested funding	
Total eligible costs	€13,184,000
TEN-T requested funding:	€6,592,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€7,124,000
TEN-T recommended funding:	€3,562,000
TEN-T funding:	50%



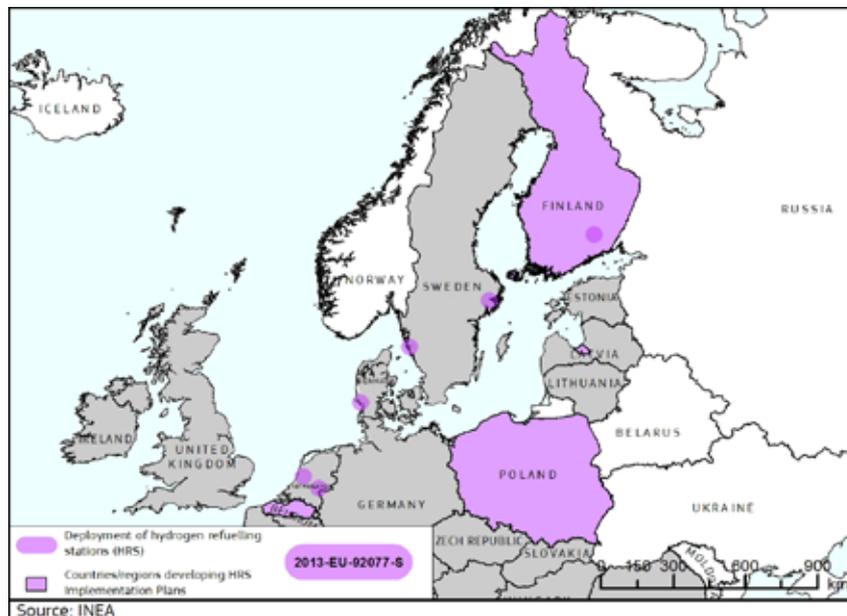
The proposed Action aims to create multi-modal, cross-border corridors for electric vehicles (EVs) along TEN-T roads by demonstrating a network of fast charging facilities for EVs to enable long-distance driving in Austria, Slovenia and Slovakia, as well as the cross-border sections with Germany and Croatia. It comprises ten activities: three studies, four pilot deployment activities, quality assurance and evaluation, communication and dissemination and project management.

The studies aim at ensuring updated market assessments and new processes intended to support the pilot deployment activities. As part of the pilot deployment, the Action proposes to build 115 fast-charge facilities in Austria (60), Slovakia (21), Slovenia (26), Germany (5) and Croatia (3). It claims to guarantee a standard charging network by actively deploying multi-standard chargers and by co-operating with networks in northern and western Europe to ensure interoperable infrastructure — allowing users enjoy barrier-free cross-border driving and thereby encouraging uptake.

Evaluation remarks

The proposed Action is highly relevant to the Call since it addresses the objectives, priorities and expected results, by promoting decarbonisation and electrification of EU road transport. It is a very mature proposal with sound political backing. Procurement procedures are defined and the necessary financial resources have been secured. Its expected impact is likely to be very high. The quality of the proposal is very good.

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Belgium, Denmark, Finland, France, Latvia, The Netherlands, Poland, Sweden	
Applicant/Coordinator: Sweco International AB	
Requested funding	
Total eligible costs:	€15,278,860
TEN-T requested funding:	€7,639,430
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€6,778,666
TEN-T recommended funding:	€3,389,333
TEN-T funding:	50%



This proposed study is the second part of a Global Project aiming to establish a network of hydrogen infrastructure for transport (HIT) in Europe to enable long distance travel with fuel cell electric vehicles. It is a prerequisite for a larger roll out of hydrogen infrastructure.

The study on hydrogen refuelling stations has three main elements:

1. Development of national implementation plans for Belgium, Finland, Poland and Latvia
2. Deployment and testing of two hydrogen refuelling stations in Finland and Sweden
3. Analysis and dissemination of study results at national and EU levels

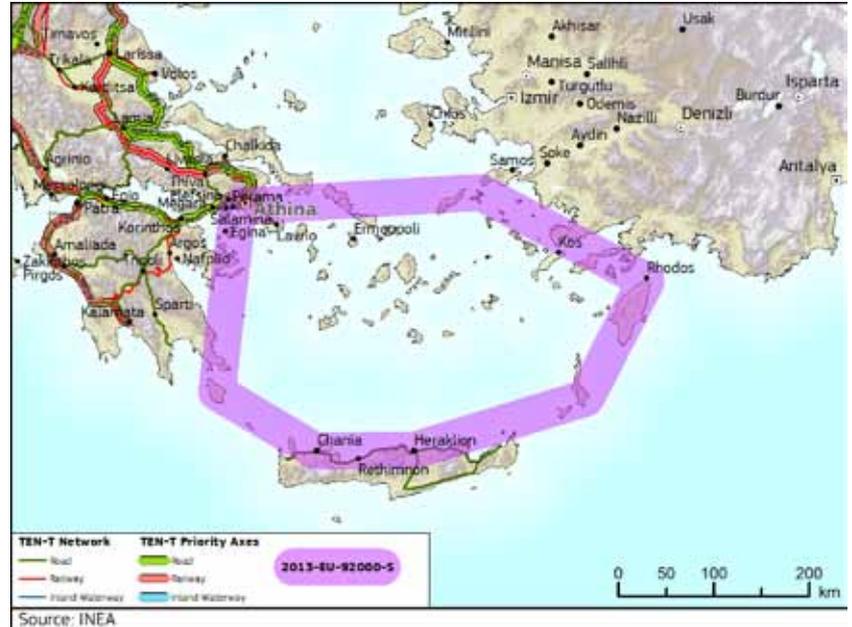
Evaluation remarks

The proposed Action is highly relevant as it fits well to the Call's second priority by contributing to the decarbonisation of the TEN-T road network and being connected to two CEF core network corridors: Scandinavian-Mediterranean and North Sea-Baltic. Its maturity is very good as it is part of an on-going larger initiative, it is supported by the concerned Member States and technical risks are low. The impact of the study is very good as it can serve as a good decision-making tool and could support policy making. The quality of the proposal is satisfactory.

Sustainable maritime transport with LNG between Greek mainland and islands in the archipelagos (ARCHIPELAGO-LNG)

2013-EU-92080-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Greece	
Applicant/Coordinator: South Aegean Region	
Requested funding	
Total eligible costs	€1,151,825
TEN-T requested funding:	€575,912.50
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,151,825
TEN-T recommended funding:	€575,912
TEN-T funding:	50%



This proposed Action aims to promote the use of LNG as a marine vehicle fuel in order to reduce supply costs and the environmental impact stemming from the use of heavy oil derivatives up to now. The study will bring together for the first time a number of key Greek stakeholders representing a cross-section of the LNG as marine fuel value chain, in order to:

1. Provide recommendations for the adoption by the Greek government on international standards and practices concerning the technical, safety and training aspects of LNG and its use as a marine fuel
2. Identify the key technical and economic framework of LNG as marine fuel value chain in South Aegean, such as main supply chain options, required retrofits and infrastructure in ports/ships/shipyards and business plans for each operator.

Evaluation remarks

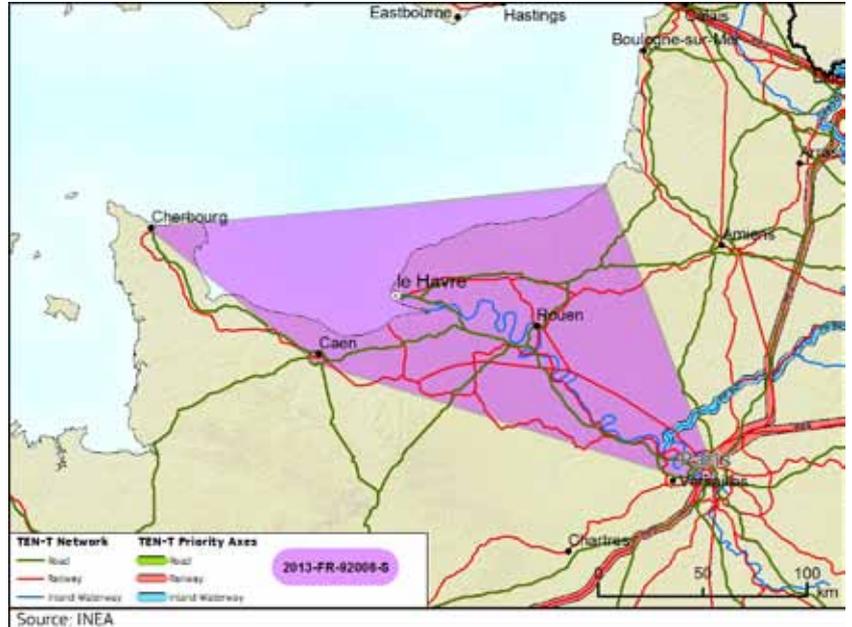
The proposed Action is relevant since it addresses the objectives, priorities and expected results of the Call by promoting decarbonisation through oil substitution by LNG. Its maturity is advanced because it has received government support and there is no need for procurement procedures. The expected impact is high since the studies will be used as a decision making tool regarding the necessary regulatory framework for the integration of LNG as an alternative marine fuel. Overall, the quality of the proposal is good in terms of logic, completeness and clarity.



SAFE SECA - Study for Alternative Fuels and Experiment in the SEine and Channel Area

2013-FR-92008-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: France	
Applicant: Grand Port Maritime du Havre	
Requested funding	
Total eligible costs	€7,650,000
TEN-T requested funding:	€3,825,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€7,650,000
TEN-T recommended funding:	€3,825,000
TEN-T funding:	50%



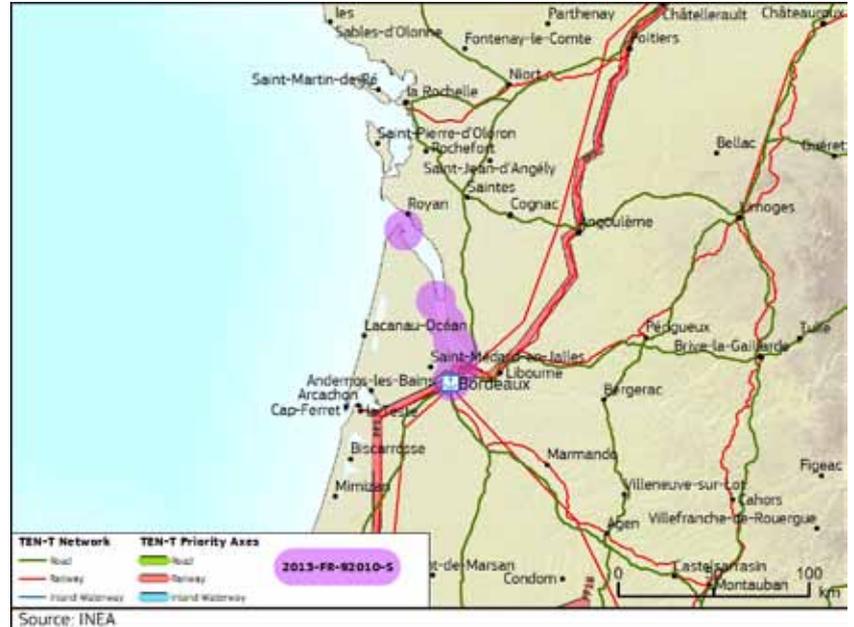
The proposed Action is a study with regional pilot deployment focusing on the development of the necessary infrastructure and facilities that will support the use of alternative fuels — in particular LNG and LNG bunkering vessels in the French Seine and Channel areas.

All aspects necessary for the deployment of alternative fuel facilities will be studied, including regulation, safety and installation scenarios. In order to ensure an extensive transfer of knowledge, a training programme will also be developed and implemented, educating 100 stakeholders on various issues regarding alternative fuels in ports throughout the lifetime of the Action. A real life pilot will complete the study, proposing a solution for existing facilities: the retrofit of a bunkering vessel into a “versatile bunkering vessel” able to deliver both marine diesel oil and LNG.

Evaluation remarks

The proposed Action is very relevant as it addresses the Call priorities very well in terms of decarbonisation through the use of LNG. The maturity is good and it is ready to start. Its impact is very good given the expected positive long-term socio-economic effects. Overall, the quality is good in terms of logic, completeness and clarity.

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: France	
Applicant: Grand Port Maritime de Bordeaux	
Requested funding	
Total eligible costs	€2,677,300
TEN-T requested funding:	€1,338,650
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€813,200
TEN-T recommended funding:	€406,600
TEN-T funding:	50%



The proposed Action is the start-up of the PEEPOS (*Port à Energie et à Economie Positives*) Global Project, which is the 2014-2020 strategic action plan of the Grand Port Maritime de Bordeaux (GPMB) to address the strategic challenges posed by climate change and energy transition.

The Action, which is a case study, will look at the implementation of a replicable methodology ensuring efficiency of PEEPOS actions and the sustainability of the GPMB's strategy. It will undertake preliminary surveys for an ambitious pilot project: the construction of the first hydrokinetic turbine farm in Europe in the Gironde Estuary. This technical innovation goes hand in hand with a new business model for the Port to become a provider of energy services.

Evaluation remarks

Overall the proposed Action, which addresses energy efficiency measures for port activities, is relevant and of good quality. Its maturity is high as the proposed Action is ready to start. The impact is also high as it is expected to be a good decision-making tool. The study activities are realistic and coherent with the Global Project schedule.



Study for the development of the green mobility in the Port of Civitavecchia through the implementation of the pilot technology REWEC 3

2013-IT-92050-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Italy	
Applicant: Autorita' Portuale di Civitavecchia	
Requested funding	
Total eligible costs	€1,215,000
TEN-T requested funding:	€607,500
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,215,000
TEN-T recommended funding:	€607,500
TEN-T funding:	50%



The proposed Action aims at increasing the energy efficiency of the Port of Civitavecchia by carrying out a feasibility study, including a pilot project, to convert wave energy into electricity.

Evaluation remarks

The proposed Action is very good in terms of relevance as it is highly innovative and it is likely to reduce energy dependency and greenhouse emissions. The proposed Action is very mature as it is technically ready to start. It is expected that the impact will be very high both as a good practice and as a decision making tool for other ports aiming at improving the energy efficiency of their activities. The quality of the proposal is good.

Pilot deployment of emission reduction technologies on general cargo vessels on North Sea and Baltic MoS corridors

2013-NL-92007-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: The Netherlands	
Applicant: Spliethoff's Bevrachtingskantoor B.V.	
Requested funding	
Total eligible costs	€9,058,218
TEN-T requested funding:	€4,529,109
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€9,058,218
TEN-T recommended funding:	€4,529,109
TEN-T funding:	50%



The proposed Action aims to carry out a pilot test on exhaust gas cleaning on board general cargo vessels. For this purpose, three different types of vessels have been selected whose construction and engine room layouts are different and which together are representative for general cargo vessels in European waters. During the Action, an innovative open-loop SO_x scrubber of the latest scrubber technology will be installed, tested and the results analysed.

Evaluation remarks

The proposed Action is relevant since it addresses the objectives of the Call, in particular the reduction of SO_x and NO_x emissions. The maturity of the proposed Action is very good, as it is ready to start and the necessary procurements are already underway. The impact is high as it is expected to facilitate decision making at EU level. The quality of the proposal is good.

Study including pilot deployment to determine the viability of LNG as an alternative fuel for medium and long distance road transport (LNG4Haul)

2013-NL-92062-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: The Netherlands	
Applicant: Rolande LNG B.V.	
Requested funding	
Total eligible costs	€10,000,000
TEN-T requested funding:	€5,000,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€10,000,000
TEN-T recommended funding:	€5,000,000
TEN-T funding:	50%



The proposed Action's main objective is the completion of a study with pilot deployment which brings forward market-oriented information supporting the European deployment of LNG/LBG as a fuel for medium and long haul road transport, while at the same time building up LNG/LBG fuelling infrastructure along the main international transport routes in the Netherlands. As a result, the Action aims to contribute to breaking the current deadlock in the market development of LNG/LBG.

Five LNG/LBG refuelling stations will be established along the main European transport corridors in The Netherlands, leading to Germany and Belgium. In addition, 75 LNG/LBG powered HGVs will be equipped with data collection equipment to ensure the collection of operational data, providing input for commercial business cases for fleet owners and refuelling station operators. The results will then be analysed and disseminated for further use at European level.

Evaluation remarks

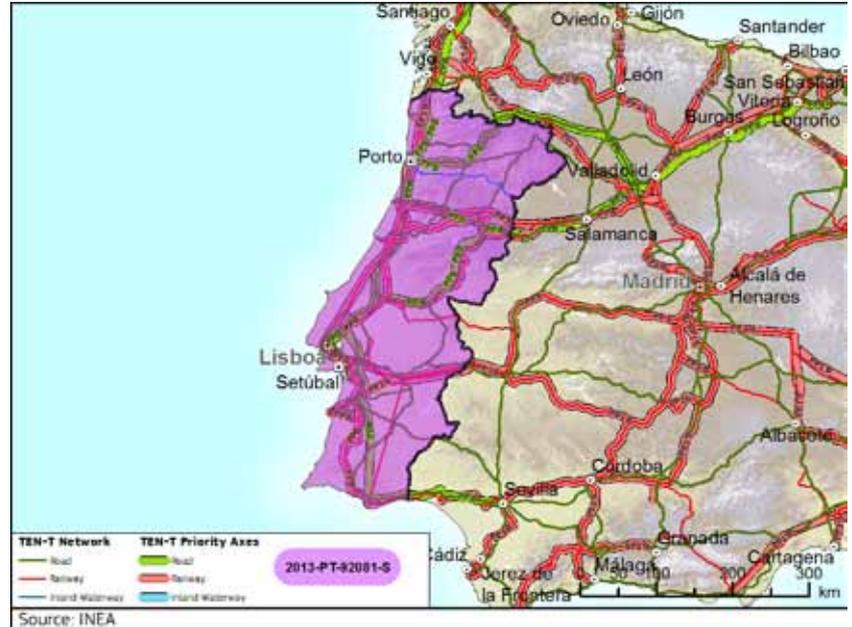
The proposed Action is very relevant to the Call priorities as it concerns the development of alternative fuelling infrastructure along the TEN-T road network. Its maturity is excellent; it has received all necessary approvals and permits, public consultations have been successful. The proposed Action is expected to have a very good impact by generating excellent environmental benefits, creating a stimulating effect on road transport operators and, in the longer term, generating socio-economic benefits. Overall, the quality of the proposal is very good in terms of its logic, completeness and clarity.



LNG_PT - Fast tracking the deployment of a European low carbon transport system: the Portuguese roadmap for LNG in TEN-T corridors

2013-PT-92081-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Portugal	
Applicant/Coordinator: ADENE - Agência para a Energia	
Requested funding	
Total eligible costs	€306,088
TEN-T requested funding:	€153,044
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€306,088
TEN-T recommended funding:	€153,044
TEN-T funding:	50%



The proposed Action, which is a study, is part of a Global Project which aims at developing an integrated energy action plan that includes the establishment of all required policy measures to ensure an effective fuel diversification strategy.

The study aims to set out a national policy framework for LNG in road transport to accelerate the uptake of LNG as an alternative fuel for freight transport in Portugal in the context of the TEN-T network corridors. It is strongly supported by a solid Advisory Group representing significant stakeholders from the public sector, energy suppliers, automotive manufacturers, freight transport companies, as well as organizations strongly involved in important LNG projects.

Evaluation remarks

The proposed Action benefits from a high degree of relevance since it will contribute to developing a national strategy and road map for the development of LNG in Portugal. It is mature and it is ready to start. Its impact is good and it is expected to be used for decision making at national level. The quality is very good in terms of clarity.

Biomethane and LNG in the north for growth and competitiveness in EU (BioGaC)

2013-SE-92044-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Sweden	
Applicant: Skellefteå kommun	
Requested funding	
Total eligible costs	€4,442,438
TEN-T requested funding:	€2,221,219
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€4,442,438
TEN-T recommended funding:	€2,221,219
TEN-T funding:	50%



This proposed Action is a pilot deployment of CNG filling stations on the TEN-T road network in Northern Sweden, aiming to use existing alternative fuel infrastructure in a more cost-efficient way.

The expected result will support the decision for equipping other sites planned to become CNG filling stations. The experiences of the trials will be evaluated and used for developing best practice for new actors within the CNG market. The project will also provide solutions on how to accelerate the market development of CNG/LNG infrastructure along the TEN-T network in specific regions with long distances between urban centres and lacking gas distribution grids.

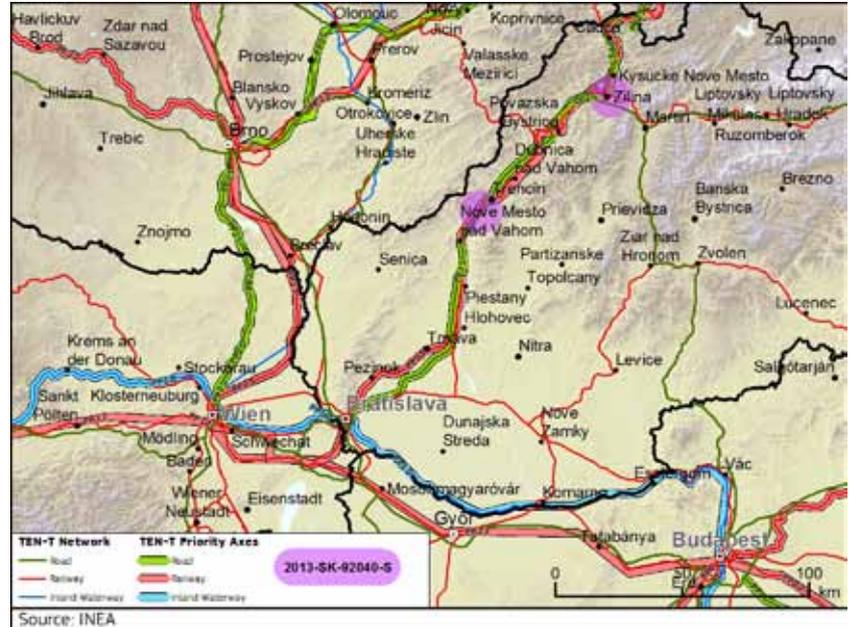
Evaluation remarks

The proposed Action is very relevant to the Call priorities as it is expected to contribute to the decarbonisation of part of the TEN-T road network where gas supply is an obstacle. Its maturity is very good; there is a strong political commitment and it is ready to start. It is expected that the proposed Action will have a good impact on CNG distribution reliability in northern Sweden, and will serve as a decision-making tool for policy-making. The quality of the proposal is very good.

Commercial deployment of inter-urban EV freight logistics infrastructure, including comparison study of battery swap and fast charge technology

2013-SK-92040-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Slovakia	
Applicant: GreenWay Operator a.s.	
Requested funding	
Total eligible costs	€3,145,669
TEN-T requested funding:	€1,572,834
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,703,976
TEN-T recommended funding:	€851,988
TEN-T funding:	50%



This proposed Action aims to contribute to the development of the necessary electric vehicle infrastructure in Slovakia through the installation of two new battery swapping stations (BSS) and two new fastcharging installations, as well as the deployment of 24 new light commercial vehicles.

An analysis will then be made of the suitability of the tested technologies for the needs of different types of businesses, the environmental benefits of e-mobility services in the light freight delivery industry and how EV technology could be promoted for the use in freight logistics. It will also look at battery storage systems (BSS)/energy storage potential and smart grid applications.

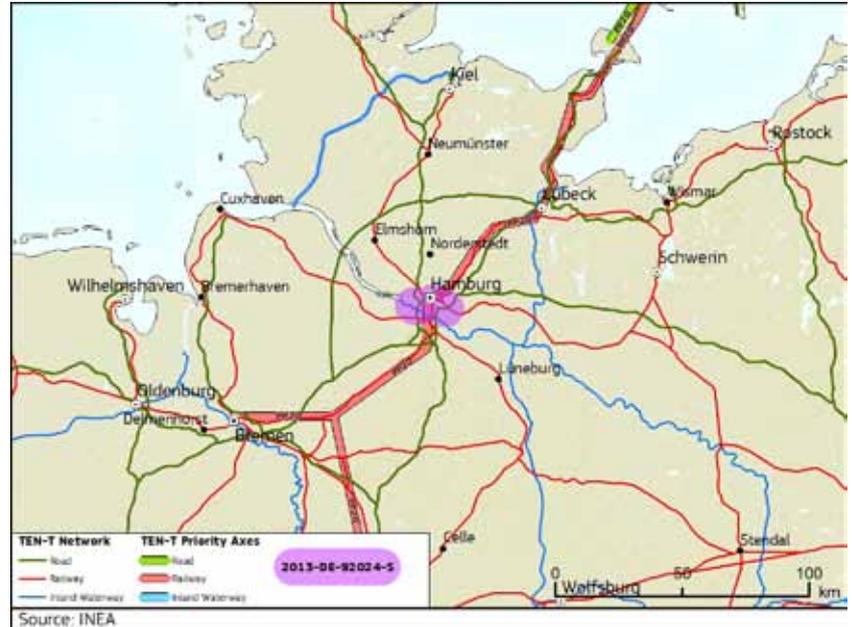
Evaluation remarks

The relevance of the proposed Action is very good because it addresses the last mile for freight delivery. Overall, the proposal is mature and the technology is ready for deployment. Its impact is expected to be good as it is oriented towards improving the business-client relations. In terms of quality, the proposal is generally very good.

Parking space management in the Port of Hamburg

2013-DE-92024-S

P2 - New generation of smart/connected transport	
Member States involved: Germany	
Applicant: Hamburg Port Authority AöR	
Requested funding	
Total eligible costs	€1,100,000
TEN-T requested funding:	€550,000
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€1,100,000
TEN-T recommended funding:	€550,000
TEN-T funding:	50%



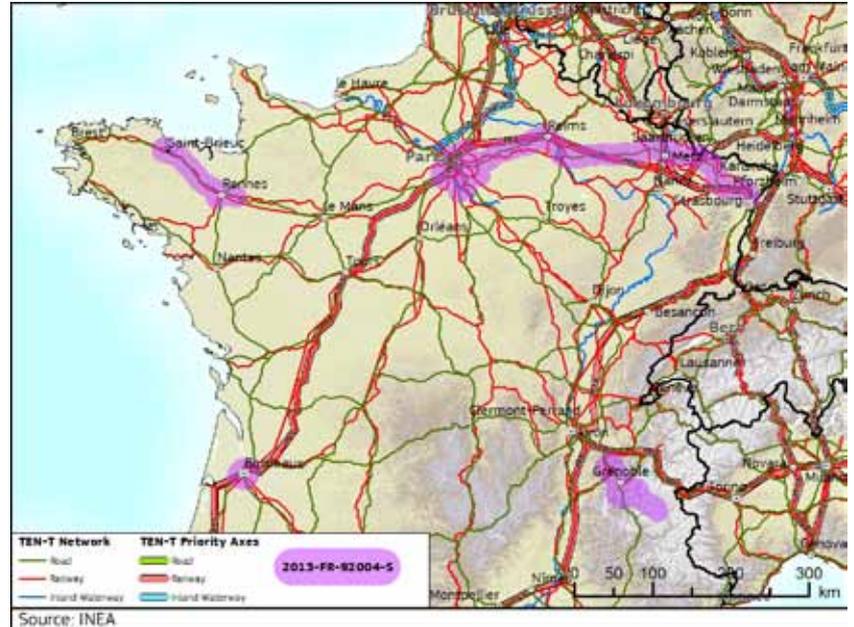
The proposed Action involves studies to improve the utilisation rates and cost-effectiveness of existing infrastructure facilities in the Port of Hamburg by using an intelligent traffic management system both in the existing and foreseen truck and car parks. It will lead to:

1. Improved utilisation rates and cost-effectiveness of truck parks
2. Reduced traffic-related pollution and environmental damage
3. Faster transport and cargo handling processes
4. More reliable transport processes
5. Improved road safety

Evaluation remarks

The proposal is relevant as it addresses the optimisation of capacities, the increase in the logistical efficiency and optimisation of existing infrastructure by the use of ITS. The proposed Action is mature as it has already received formal approval at governmental and local level and is ready to start. In terms of impact, the output of the study will be used as a decision-making tool by the Port Authority and have the potential to contribute to the development of best practice. The quality is good. The proposal is realistic and consistent from a technical point of view.

P2 - New generation of smart/connected transport	
Member States involved:	France
Applicant/Coordinator:	Ministère de l'écologie, du développement durable et de l'énergie (MEDDE)
Requested funding	
Total eligible costs	€13,189,646
TEN-T requested funding:	€6,594,823
TEN-T funding:	50%
Recommended funding	
Total eligible costs:	€13,189,646
TEN-T recommended funding:	€6,594,823
TEN-T funding:	50%



The proposed Action is part of a Global Project in France to test cooperative vehicle services and define a national roadmap for such services. The Global Project is composed of two parts: SCOOP@F-part 1 and SCOOP@F-part 2.

This Action covers part 1 dealing with the pilot site implementation and aims at improving the safety of road users and operating staff during works or maintenance operations, as well as traffic management and multimodality.

Evaluation remarks

The relevance of the proposed Action is very good as it addresses the TEN-T priorities, as well as the objectives, priorities and expected results of the Call. The proposed Action is very mature: its readiness for the trials to start is demonstrated and there is a technical agreement among the different stakeholders and a political commitment. The impact of the proposal is very good as the national policy-making will benefit from the results. The quality is good and the general approach is concise, realistic and appropriate for a study of this nature.

Annual Call 2013

**Projects NOT recommended
for funding**

NOT RECOMMENDED FOR FUNDING

Feasibility study and preliminary design for Rome Fiumicino Airport connection to Rome city centre and Tiburtina high speed railway station

2013-IT-91048-S

P1 - AIR TRANSPORT	
Member States involved: Italy	
Applicant: Società Italiana per Condotte d'Acqua S.p.A.	
Requested funding	
Total eligible costs	€2,023,000
TEN-T requested funding:	€1,011,500
TEN-T funding:	50%
Recommended funding	€0

The proposed Action involves the feasibility studies and the preliminary design for a new train connection between Tiburtina Station and Fiumicino Airport, two of the main transport hubs in Rome.

Evaluation remarks

The relevance of the proposed Action is satisfactory as it is expected to enhance multimodal transport by inter-connecting rail and airborne traffic. Its impact is good as the outcome may be used as a decision-making tool. The quality is also good as the proposal is clear and logical. However, as formal approval and political commitment have not been demonstrated, its maturity is too weak to recommend it for EU funding.

NOT RECOMMENDED FOR FUNDING

Feasibility study of a multipurpose sea-river and industrial offer on the North Sea-Mediterranean corridor

2013-FR-91047-S

P1 - IWW	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable et de l'énergie	
Requested funding	
Total eligible costs	€1,200,000
TEN-T requested funding:	€600,000
TEN-T funding:	50%
Recommended funding	€0

The proposed Action concerns the feasibility study for the establishment and operation of a multi-purpose and industrial sea-river offer on the North Sea-Mediterranean Corridor. It includes the regulatory and organisational analysis of sea-river flows and the operational conditions of current units. The outcome will be the definition of technical specifications for an optimised sea-river offer.

Evaluation remarks

The relevance, maturity, impact and quality of the proposed Action are sufficient. However, the implementation schedule of activities does not ensure the delivery of the expected outputs, in particular with regard to ship design and the river basins covered by the study. Furthermore, the proposed Action is not expected to lead, at short term, to a pipeline of mature projects.

NOT RECOMMENDED FOR FUNDING

Design and environmental documentation for investments in the right-bank of the inner Port of Gdańsk

2013-PL-91066-S

P1 - MARITIME	
Member States involved: Poland	
Applicant: Zarząd Morskiego Portu Gdańsk SA	
Requested funding	
Total eligible costs	€2,352,298
TEN-T requested funding:	€1,176,149
TEN-T funding:	50%
Recommended funding	€0

This proposed Action focuses on the development of design and environmental documentation for the following activities:

1. Upgrading the communication network of the Przemysłowe Quay and the Gorniczny Basin area, including the inner port rail network
2. Improving the access to investment areas within the Port of Gdańsk
3. Improving the road access from the city to the Inner Port of Gdańsk

The objective is to increase the cargo and container reloading volume being handled. Furthermore, truck traffic will be transferred out of the DCT container terminal, and the acquired area will be devoted to extending the reloading facilities and areas. Moreover, a pre-gate parking area will reduce the time needed for the entire logistics process.

Evaluation remarks

Overall the proposed Action is relevant and its impact is considered very high since the outcomes directly contribute to the decision-making for the implementation phase that is to follow. However, the proposed Action is not sufficiently mature, especially in the light of the reported risks of lengthy and delayed procurement procedures. The quality is weak as the scope of some activities is not sufficiently explained and essential information is missing.

NOT RECOMMENDED FOR FUNDING

Run Portugal Action Plan

2013-PT-91051-S

P1 - MARITIME	
Member States involved: Portugal	
Applicant: Instituto da Mobilidade e dos Transportes, I.P.	
Requested funding	
Total eligible costs	€437,588
TEN-T requested funding:	€218,794
TEN-T funding:	50%
Recommended funding	€0

The proposed Action prepares an action plan for the implementation of the most effective and sustainable connections between the national multi-modal networks/core nodes and the TEN-T priority corridors.

Evaluation remarks

The relevance of the proposed Action is insufficient, as it does not address the specific Call objectives and priorities and does not sufficiently focus on the interconnection and integration of modes. The maturity is good, as it has already received political support and funding. The impact is uncertain since it does not clearly describe how the Action Plan will be exploited and integrated in the national strategic and policy framework. The quality is insufficient; the methodology, activities description and expected results are not clearly presented.



NOT RECOMMENDED FOR FUNDING

Upgrading Ports of Mälaren for increasing cargo transport capacity in eastern Sweden

2013-SE-91036-S

P1 - MARITIME	
Member States involved:	Sweden
Applicant/Coordinator:	Västerås kommun
Requested funding	
Total eligible costs	€2,180,000
TEN-T requested funding:	€1,090,000
TEN-T funding:	50%
Recommended funding	€0

The proposed Action aims at preparing the Ports of Mälaren's physical sites Västerås and Köping for larger ships up to a length of 160 m and a beam of 23 m, with a draught increase from 6.8 to 7.0 m and an increase of depth clearance from 0.8 to 1.4 m.

The main objectives of the study are to:

- Finalise the Environmental Impact Assessment (EIA) process and the application for environmental consent
- Prepare for dredging the ports, allowing the larger ships to safely call at the quays and turn
- Design the optimal solutions for rebuilding some of the old quays allowing for a substantial increase of cargo
- Study and prepare for more efficient hinterland connections for an increased and diversified amount of cargo
- Provide the political boards in Västerås and Köping with comprehensive decision support documents

Evaluation remarks

The proposed Action's maturity is acceptable as it is ready to start except for some tenders. The study will have a good impact as a decision making tool. The quality is good in some aspects but, at the same time, the other remaining aspects have shortcomings and are not coherent. Most importantly, the proposed Action is only partially relevant to the Call and therefore cannot be justified to receive EU funding from this Call.

NOT RECOMMENDED FOR FUNDING

Multibrige Infrastructures Action Plan

2013-EU-91072-S

P1 - MULTIMODAL	
Member States involved:	Spain, France Portugal
Applicant/Coordinator:	Port Authority of Gijon
Requested funding	
Total eligible costs	€1,594,317.66
TEN-T requested funding:	€797,158.83
TEN-T funding:	50%
Recommended funding	€0

The proposed Action is part of a Global Project aiming to develop multimodal high capacity infrastructure (road, rail and intermodal nodes) linking Aveiro (Portugal), Madrid and Paris. It will carry out technical, economic and environmental studies to produce an investment plan for the Global Project.

Evaluation remarks

The maturity, impact and quality of the proposed Action are sufficient. However, the proposal is of relatively low relevance as the study is very broad and it only serves the purpose to identify projects rather than prepare a specific intermodal project. Furthermore, key stakeholders (shipping lines or terminal operators) are not involved and it is unclear how the outcomes of the studies will be used as a decision making tool.

NOT RECOMMENDED FOR FUNDING

Improvement of the line between La Souterraine-Le Palais: installation of permanent counterflow equipment

2013-FR-91016-S

P1 - RAIL	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable et de l'énergie	
Requested funding	
Total eligible costs	€1,340,000
TEN-T requested funding:	€670,000
TEN-T funding:	50%
Recommended funding	€0

The proposed Action involves studies necessary for the operational upgrading of the Les Aubrais-Montauban line, which lies along the Paris-Toulouse corridor between Paris and Spain. Currently, this line is not equipped with permanent counter flow installations, which limits its capacity and impacts traffic flow in the event of incidents, naturally creating bottlenecks.

The foreseen preliminary studies will:

1. Identify technical solutions consistent with functional targets
2. Prepare an implementation plan including cost estimation
3. Assess socio-economic impact on the entire section

Evaluation remarks

Although the maturity is good, the proposed Action's relevance is low as it addresses only an assumed bottleneck. Furthermore, the added value of EU funding is low and the proposed Action's leverage effect is limited. The proposed Action will have a limited impact as a decision making or policy making tool and in developing best practice. No direct effects on traffic management are expected. Although the proposal is realistic, it is not technically consistent and contains contradictions and inconsistencies. Some costs are unreasonable and there is a risk that the socio-economic studies will not achieve the depth and quality required.

NOT RECOMMENDED FOR FUNDING

Improvement of the line between Toury-Cercottes: installation of permanent counterflow equipment

2013-FR-91017-S

P1 - RAIL	
Member States involved: France	
Applicant: Ministère de l'écologie, du développement durable et de l'énergie	
Requested funding	
Total eligible costs	€1,000,000
TEN-T requested funding:	€500,00
TEN-T funding:	50%
Recommended funding	€0

The proposed Action involves the studies necessary for the installation of counter-flow signalling equipment between Toury and Cercottes along the Paris-Les Aubrais-Orleans rail line, and part of the Paris-Toulouse and Paris-Bordeaux corridors. Currently, along this three track section, tracks 2 and 2bis can only be operated in one direction (upline) and cannot be used to replace track 1 when this it is out of operation, creating a bottleneck.

The aim of the studies is to enable bi-directional operation at nominal speed on one of the three existing tracks during periods of unavailability due to disturbance or maintenance.

Evaluation remarks

Although the proposal addresses the TEN-T priorities and Call objectives, its relevance remains limited as it does not fully demonstrate to what extent the current situation is an actual bottleneck and how the proposed Action will improve the situation. The proposed Action is ready to start from a technical point of view, but necessary financial resources are still under examination therefore questioning its maturity. The results of the proposed Action will be used to decide upon the next phase of the Global Project, but its impact in policy-making and development of best practice is not addressed. Overall, the quality of the proposal is very poor due to lack of detail and information, as well as inconsistencies on many key elements.

NOT RECOMMENDED FOR FUNDING

Pescara-Bari track-doubling: final design for Ripalta-Lesina track-doubling

2013-IT-91038-S

P1 - RAIL	
Member States involved:	Italy
Applicant:	Ministero delle Infrastrutture e dei Trasporti
Requested funding	
Total eligible costs	€1,700,000
TEN-T requested funding:	€850,000
TEN-T funding:	50%
Recommended funding	€0

The approx. 33 km Termoli-Lesina railway section is the only single-track section of the Bologna-Lecce line.

The proposed Action refers to the final project of the so-called first functional part, from Ripalta to Lesina (approx. 6.8 km). It consists of a new rail track parallel to the existing one, and it includes planimetry and altimetry modification of the line by means of a 1,200 m viaduct to cross the Fortore river valley to improve the hydraulic permeability of the railway infrastructure.

Evaluation remarks

The proposed Action is of high relevance as it contributes to the balanced development of the network by addressing a bottleneck. The impact is good. However, its maturity is not demonstrated as the proposed Action cannot start before the preliminary study is formally approved. The quality of the proposal lacks sufficient detail to assess whether the budgeted costs or timing are realistic and reasonable.

NOT RECOMMENDED FOR FUNDING

Studies for the accelerated upgrade of the E34 (axis Zeebrugge-Antwerp)

2013-BE-91071-S

P1 - ROAD	
Member States involved:	Belgium
Applicant:	Flemish Government
Requested funding	
Total eligible costs	€1,073,838
TEN-T requested funding:	€536,919
TEN-T funding:	50%
Recommended funding	€0

The road section between Antwerp and the north of Ghent (Zelzate) has recently been upgraded to a four-lane motorway. The remaining part between Zelzate and the future interchange to the A11 in Westkappelle is still an express road with several at grade crossings. Some intersections between Westkappelle and Zelzate have been already altered or eliminated.

The proposed Action aims to accelerate the progress of the upgrading studies of the remaining at grade crossings in order to turn the current express road N49 into the motorway E34 within a reasonable timeframe. The Flemish Government hopes to advance the upgrading to at least the predesign study level, and the proposed Action will therefore contribute to the accelerated upgrade of the N49/E34.

Evaluation remarks

The proposal is relevant, however it only partly addresses the objectives of the Call because the studies will not directly lead to physical implementation and only address safety. In addition, the socio-economic effects at the global level are not demonstrated. The maturity is given, though the political commitment to the Global Project is not properly substantiated in the proposal. The impact of the proposal is fair even though the proposal does not present any formal analysis or document regarding the socio-economic interest of the project. The importance of the proposed Action in terms of a policy-making tool or best practice is not clear. Significant weaknesses undermine the quality of the proposal, such as the lack of technical details.

NOT RECOMMENDED FOR FUNDING

European network E-9. Implementation of a third reversible lane on the C-16, from the KP 96 +500 to 117 +300. Section: Berga-Bagà

2013-ES-91074-S

P1 - ROAD	
Member States involved:	Spain
Applicant:	Department of Territory and Sustainability, Government of Catalonia
Requested funding	
Total eligible costs	€1,424,634
TEN-T requested funding:	€712,317
TEN-T funding:	50%
Recommended funding	€0

The proposed Action involves the planning and environmental studies that will lead to the physical implementation of a third and reversible lane on the Berga-Baga road section, along the C-16 close to French border. This third lane will be reversible, thereby creating a traffic management system that continuously provides two lanes travelling in a single direction, either north or south, depending on traffic conditions at peak times. Its implementation will allow a more flexible management of the section, whilst also improving the safety conditions.

Evaluation remarks

The relevance of the proposed Action is good, however the Call's objectives and priorities are only partially met as it does not relate to a cross-border section and only addresses safety. There is also no clear indication on subsequent works. It is mature from the technical point of view, but the securing of the funding is not well substantiated. The impact is only fair as the studies are not reported to contribute in terms of best practice and as the expected socio-economic impact is not substantiated. The major weakness of the proposal is its quality. There is serious incoherence in the budget breakdown, as well as missing or insufficient information on a number of points.

NOT RECOMMENDED FOR FUNDING

MINA: A study to accelerate the implementation of the planned road link between Malta and Gozo as part of the Islands' TEN-T Comprehensive Network

2013-MT-91052-S

P1 - ROAD	
Member States involved:	Malta
Applicant:	Authority for Transport in Malta (Transport Malta)
Requested funding	
Total eligible costs	€3,411,375
TEN-T requested funding:	€1,705,687
TEN-T funding:	50%
Recommended funding	€0

The proposed Action comprises a number of investigative studies, including geotechnical, geological, environmental, technical designs, economic studies and financial assessments of the three tunnel alignment options that have been identified as part of a detailed ex-ante evaluation. These investigative studies will facilitate and lead to the eventual construction of the planned road link between Malta and Gozo as identified in the TEN-T Comprehensive Network

Evaluation remarks

Although the proposed Action is relevant to the Call and addresses the double insularity identified for Gozo, the planning of activities is unrealistic to be able to achieve the results stipulated in the Call timeframe. Its maturity is questioned since the formal commitments from key stakeholders have not been sufficiently demonstrated and information about its implementing plans lacks clarity. Furthermore, based on the information provided regarding traffic demand, the impact of the proposed Action is considered to be very limited. In general, the proposal does not meet the relevant quality requirements.

NOT RECOMMENDED FOR FUNDING

INSONOR-T Innovative Solutions for Noise Reduction by traffic management along the TEN-T road network

2013-IT-92028-S

P2 - Decarbonisation/reduction of noise	
Member States involved: Italy	
Applicant/Coordinator: ANAS S.p.A.	
Requested funding	
Total eligible costs	€1,048,225
TEN-T requested funding:	€500,000
TEN-T funding:	47.7%
Recommended funding	€0

The proposed Action is part of the INSONOR-T Global Project aiming at defining and developing an integrated ITS system able to mitigate road noise along the TEN-T road network through advanced traffic control and management techniques. In particular, it aims at investigating how new technologies and innovative traffic management techniques could be effectively applied to abate noise at a lower cost with respect to traditional mitigation measures. It also aims at assessing the connected effects produced by the applications of such techniques on noxious emissions in the atmosphere, congestion, safety and fuel consumption to deliver an overall environmental impact estimate.

Evaluation remarks

The proposed Action is relevant and it addresses TEN-T priorities and priorities specific to this Call, in particular noise reduction. The results of the proposed Action are expected to have an impact as a decision making tool and to support policy makers. However, the possible techniques mentioned in the proposed Action have already been implemented and tested in many countries. Furthermore, the maturity and quality are insufficient.

NOT RECOMMENDED FOR FUNDING

LNG traffic and road network Germany

2013-DE-92009-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Germany	
Applicant: Hellmann Worldwide Logistics GmbH & Co. KG	
Requested funding	
Total eligible costs	€2,549,330
TEN-T requested funding:	€1,274,665
TEN-T funding:	50%
Recommended funding	€0

The proposed Action involves Hellmann Worldwide Logistics GmbH & Co. KG's plans to establish an LNG truck fleet with additional expansion through mobile/stationary filling stations, the planning and specifications for the construction of a mobile/stationary gas station, execution of the approval procedure, tendering the gas, investment and acquisition of for gas stations, investment and acquisition of five LNG trucks, acquisition of LNG and LBG, acquisition of the gas control, as well as training of employees.

Evaluation remarks

The relevance of the proposed Action to the Call is insufficiently demonstrated, notably because of the absence of proper justification. The proposed Action is not mature as insufficient information is provided to confirm that it is ready to start from a technical point of view. The potential impact of the proposed Action on decision-making is insufficiently substantiated. The quality of the proposal is unsatisfactory.

NOT RECOMMENDED FOR FUNDING

Blue Carrier

2013-ES-92067-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Spain	
Applicant/Coordinator: Navicar S.A.	
Requested funding	
Total eligible costs	€8,200,000
TEN-T requested funding:	€4,100,000
TEN-T funding:	50%
Recommended funding	€0

The proposed Action is a study and a pilot deployment that follows the ongoing 'Blue Change' study. It includes the retrofitting of a vessel to use LNG as fuel and a trial via a one way trip from Puerto de Gijon (Spain) to the Port of Nantes - Saint Nazaire (France). For this pilot, there will be an LNG bunkering operation in the Port of Gijon and the vessel's real emissions will be measured during the journey, in order to compare them with the conventional fuel emissions. Through these means, an impact analysis can be performed with its real and external cost analysis.

The study will gather also data, results and recommendations for ports, shipping companies and gas operators to give an efficient and competitive answer to the development of the legislation related to sulphur emissions, which will become more restrictive from 2015 onwards in current and future ECA (Emission Controlled Areas) areas and more widely as from 2020.

Evaluation remarks

Overall, the proposed Action is considered relevant and its quality is satisfactory. However, the absence of involvement of a French partner calls into question the overall approach. Its maturity is not sufficiently advanced as the shipyard to retrofit the vessel is not yet identified. A single one-way trip from Gijon to Nantes undermines the expected impact and the reliability of data collected on emissions. It does not promote best practice and thus, this proposed Action would be an extremely expensive decision-making tool.

NOT RECOMMENDED FOR FUNDING

Planning and design study of a demonstration high-speed maglev railway connecting airport and seaport infrastructures in Tenerife

2013-ES-92073-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Spain	
Applicant: Instituto Tecnológico y de Energías Renovables, S.A.	
Requested funding	
Total eligible costs	€1,000,000
TEN-T requested funding:	€500,000
TEN-T funding:	50%
Recommended funding	€0

The proposed Action, located in Tenerife in the Canary Islands, is a study on the use of the Magnetic Levitation (maglev) Transrapid transportation system to connect the two main airports in the north (Los Rodeos) and in the south (Reina Sofía), together with the main city of Santa Cruz and other seaports. This connection is presently done through the South Motorway, causing a high level of traffic density and congestion.

Evaluation remarks

Overall the proposed Action is relevant. However, despite the contribution to the decarbonisation priority and potentially to noise reduction, it does not demonstrate the added-value of the planned studies compared to previous similar studies and does not provide evidence that the Maglev system is the most relevant one for Tenerife. The proposed Action's maturity is put in question since the risk of implementation delay is underestimated. Its impact is limited as the results cannot be used as a decision-making tool, nor as a support for policy-making at EU level and as best practice. Furthermore the proposed Action does not address a business model which could ensure the economic viability of the project. Finally, the quality of the proposal is generally low.

NOT RECOMMENDED FOR FUNDING

Study and implementation of a pilot e-car scheme in the island of Tenerife

2013-ES-92078-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: Spain	
Applicant/Coordinator: Instituto Tecnológico y de Energías Renovables, S.A.	
Requested funding	
Total eligible costs	€1,002,000
TEN-T requested funding:	€501,000
TEN-T funding:	50%
Recommended funding	€0

The proposed Action, located in Tenerife in the Canary Islands, is a study and pilot to evaluate the feasibility of implementing a medium-size scheme of electric vehicles, under different usage conditions. The first trial would be a progressive introduction of e-cars as a rental alternative for tourists. The second one would test the usage of e-cars in urban areas under a car-sharing scheme for companies in a technological park. The final trial would test the progressive introduction of e-cars in public administration fleets. The Action foresees ten e-cars in total as well as the installation of charging points.

Evaluation remarks

The proposal fails to demonstrate its relevance. Its scope is not considered to be sufficiently relevant under the TEN-T priorities and the Call priorities as the focus on infrastructure deployment and market uptake is very limited. Its maturity also is too weak to justify EU support. The proposed Action's impact is rather limited since the market orientation relates to very specific usages that are not expected to generate significant inputs at the EU level, or contribute to best practice. Globally, the quality of the proposal is limited in completeness and clarity.

NOT RECOMMENDED FOR FUNDING

Med-Atlantic LNG fuel hub

2013-FR-92015-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved: France	
Applicant: ELENGY SA	
Requested funding	
Total eligible costs	€1,605,000
TEN-T requested funding:	€802,500
TEN-T funding:	50%
Recommended funding	€0

The proposed Action is part of a Global Project which aims at building small scale LNG break-bulk facilities in order to be able to deliver and distribute LNG as fuel along France's Atlantic and Mediterranean coasts and corridors, and thus to develop clean maritime and road transport. The Action's main objective is to carry out engineering studies regarding the upgrade and extension of existing facilities for truck loading at the Montoir and Fos LNG terminals in France, adapt the existing facilities for loading LNG feeders in the same LNG terminals, and develop bunkering facilities in identified Mediterranean and Atlantic ports, in order to design the installations, evaluate their cost, define a time schedule for the works and provide basis for investment decisions.

Evaluation remarks

Despite its good relevance and maturity, the insufficient impact on business development to make LNG available on the market, the lack of information about the added value to EU policy and the very poor quality in terms of logic, completeness and clarity, do not justify EU support for this proposed Action.

NOT RECOMMENDED FOR FUNDING

Freight corridor No. 1 - Feasibility study for a plant for the maintenance and cleaning up of rail wagons for transportation of chemicals and dangerous goods

2013-IT-92011-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved:	Italy
Applicant:	TRENITALIA S.p.A.
Requested funding	
Total eligible costs	€1,016,500
TEN-T requested funding:	€508,250
TEN-T funding:	50%
Recommended funding	€0

The proposed Action is a feasibility study of facilities in Novi San Bovo (Italy) aiming at the periodic inspection, maintenance and cleaning up of rail wagons and rail tank wagons for chemicals and dangerous goods. The service, foreseen for all railway operators, aims to prevent empty wagons of chemicals and dangerous goods from traveling long distances both domestically and abroad to reach appropriate cleaning and maintenance facilities. It is expected to enhance operational safety for the unloading of chemicals and dangerous goods carried by trains in a single and integrated platform, and also enabling inspection, maintenance and cleaning up of the wagons.

Evaluation remarks

The relevance of the proposed Action to the Call is limited. It is not mature as the financing is not entirely secured. Its impact on policy making and best practice is low. The quality of the proposal suffers from serious weaknesses, in particular with regard to the budget breakdown which is inconsistent with the nature of the activities.

NOT RECOMMENDED FOR FUNDING

Gradual expansion of LNG in the Wadden Sea

2013-NL-92057-S

P2 - Decarbonisation (Oil substitution or environmental cost reduction)	
Member States involved:	The Netherlands
Applicant:	Stichting Energy Valley
Requested funding	
Total eligible costs	€2,764,240
TEN-T requested funding:	€1,382,120
TEN-T funding:	50%
Recommended funding	€0

Due to the specific characteristics of LNG in relation with high investment costs, its development has been hampered by a “chicken-egg” debate, i.e who is willing to invest first. To solve this debate, the proposed Action does not focus on building large scale facilities, but instead on demand driven, innovative and intermodal solutions towards the gradual increase of LNG supply. This gradual increase of supply is executed in four phases, namely LNG trucks (current situation), Intermediate Bunkering Installation (IBI) ISO containers (flexible small supply), pontoon/barge (flexible large supply) and a mid-scale terminal (vast supply). To implement these four phases, more in-depth and active market research is required, as well as a need for studies and (pre)design of the above-mentioned supply facilities. To test the IBI, a real life demonstration will be executed as part of the project. Project results will eventually be used to roll out LNG supply in other areas of the TEN-T network.

Evaluation remarks

Although the proposed Action is relevant to the TEN-T priorities and addresses the priorities of the Call in particular on decarbonisation, it fails to demonstrate sufficient levels of maturity, impact and quality. Its maturity is insufficient and the proposal does not supply sufficient elements to clearly demonstrate its potential impact. The expected impacts are more research-related rather than market-oriented. Overall, the quality of the proposal is only fair.



NOT RECOMMENDED FOR FUNDING

COOP-CORDEM (cooperative dematerialised corridor)

2013-EU-92076-S

P2 - New generation of smart/connected transport	
Member States involved: Spain, France	
Applicant/Coordinator: Transports Terrestres Promotion	
Requested funding	
Total eligible costs	€1,121,089
TEN-T requested funding:	€560,545
TEN-T funding:	50%
Recommended funding	€0

The proposed Action aims at using Intelligent Transport Systems to implement data communication functions for freight vehicles. Its main objectives are:

- At strategic level: integration of logistic hubs into the corridor approach, development of smart solutions for freight flows, optimisation of data transmission, improvement of transport sector competitiveness
- At the tactical level: identification of actor's and system needs, recommendation of international standards, elaboration of an ontology of freight logistic terms
- At operational level: testing results and recommendations of the project studies, specification of contents and functioning of a thematic data collection and transmission platform, allowing for more precise capacity evaluation of the networks.

Evaluation remarks

The proposed Action is relevant as it deals with the development and deployment of a new generation of smart/connected transport towards integrated traffic management and improved safety. However, the maturity, impact and quality suffer from serious weaknesses. Its maturity is put in question since the commitment from the Spanish authorities and from the Port of Bilbao is not demonstrated and the status of the procurement procedures is not properly addressed. The impact also is not adequately demonstrated. Overall, the proposal is only fair in terms of logic, completeness and clarity.



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2014