



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

September 2019

Innovation  
and Networks  
Executive Agency

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

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

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## Abbreviations

List of commonly used abbreviations:

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



## Introduction

The Connecting Europe Facility (CEF)<sup>1</sup> is the main EU funding instrument supporting the development of the Trans-European Transport Network (TEN-T) as established by the TEN-T Guidelines<sup>2</sup>.

The main objective of the CEF Transport Programme is to provide funding for projects of common interest in the European Union to help complete the TEN-T, in particular the Core Network and its nine Core Network Corridors by 2030. To achieve this objective, a total budget of approximately €24 billion<sup>3</sup> has been made available for TEN-T projects for the 2014-2020 Multi-Annual Financial Framework. Out of this budget, €11.3 billion is reserved for projects in the 15 Member States eligible for support from the Cohesion Fund<sup>4</sup>.

## CEF priorities

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

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

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

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

## Multi-Annual and Annual Work Programmes

Most of the CEF funding during the 2014-2020 period is allocated under the Multi-Annual Work Programmes (MAP). These MAPs address projects of longer-term nature and higher importance along the Core Network Corridors, other sections of the Core Network and horizontal priorities<sup>5</sup> which are pre-identified in Part I of Annex I of the CEF Regulation. The remaining CEF funding is allocated under the Annual Work Programmes (AP). The CEF transport funding priorities are established in a Commission Delegated Regulation of 8 July 2016<sup>6</sup>.

## 2019 CEF Transport call – Structure and particularities

The 2019 Annual Work Programme (AP), providing the funding priorities and the indicative budget of the subsequent call for proposals, was adopted on 12 October 2018<sup>7</sup>.

The 2019 CEF Transport call was open for proposals addressing the following priorities:

- Projects on the Comprehensive Network
- Rail Freight Noise<sup>8</sup>

The call for proposals was published on 5 December 2018, with a submission deadline of 24 April 2019 (17:00.00 Central European Time).

The call for proposals was open to all EU Member States ('General envelope') and had a total indicative budget of €100 million.

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

### Proposals submitted and evaluated

A total of 69 proposals were received by INEA under the 2019 CEF Transport call. After assessment by the Admissibility and Eligibility Committees, 64 proposals were deemed eligible for evaluation.

The total funding requested by applicants of the eligible proposals amounted to €247.5 million, 2.47 times the indicative budget available under the call (€100 million).

### Evaluation and selection process

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

1. An external evaluation of proposals was organised by the Innovation and Networks Executive Agency (INEA) in the period from May to June 2019. The technical appraisal of each proposal against four award criteria (relevance, maturity, impact and quality) was made individually and remotely by at least three independent external technical experts. These experts then discussed each proposal in a consensus meeting held at INEA and agreed on a score and comments for each of the award criteria, leading to a recommendation in favour or against funding.  
The external technical experts were assisted in their work by Cost-Benefit Analysis experts selected for their expertise and previous experience in the assessment of CBAs, which were required for certain proposals. The assessment of these experts was incorporated into the external evaluation.
2. An internal evaluation committee, chaired by the Directorate-General for Mobility and Transport of the European Commission, and with representatives of the Directorates-General for Regional Policy, for Environment and for Research and Innovation, as well as the Innovation and Networks Executive Agency, reviewed the results of the external evaluation, established the list of proposals selected for funding and set the maximum amount of the EU contribution for each grant.

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

- the contribution of the proposed Action to the balanced development of the network
- the complementarity of the proposed Action with other Union funded projects, in view of optimising the impact of investments already made in the region/country/global project



- the comparative Union added value of the proposed Action in relation to other proposed Actions
- any identified/identifiable risks of double-funding from other Union sources
- budgetary constraints

## Preliminary Results of the evaluation

Following the evaluation, 39 proposals are recommended for funding, amounting to €117.17 million of CEF support.

Table 1: Recommended proposals under the 2019 CEF Transport call

Priority	Indicative budget, €	Number of eligible proposals	Requested funding, €	Number of proposals recommended for funding	Recommended funding, €
Projects on the Comprehensive Network	65,000,000	56	227,376,066	31	97,689,210
Rail Freight Noise	35,000,000	8	20,115,850	8	19,485,600
Grand Total	100,000,000	64	247,491,916	39	117,174,810

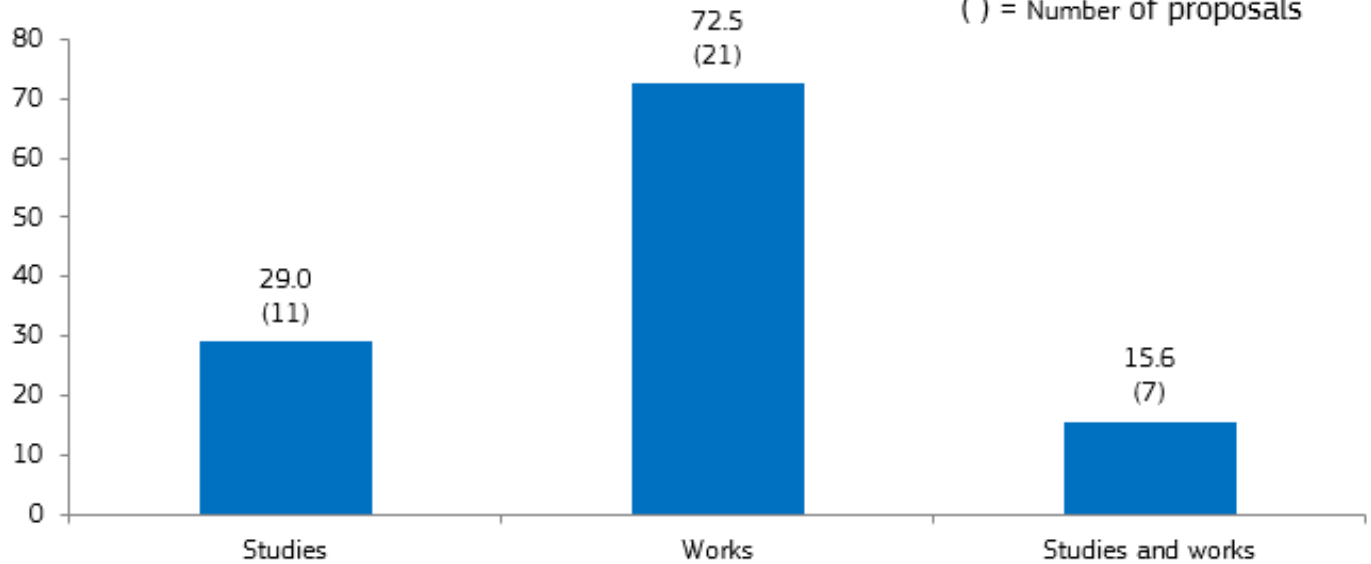
## References

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

## Figures

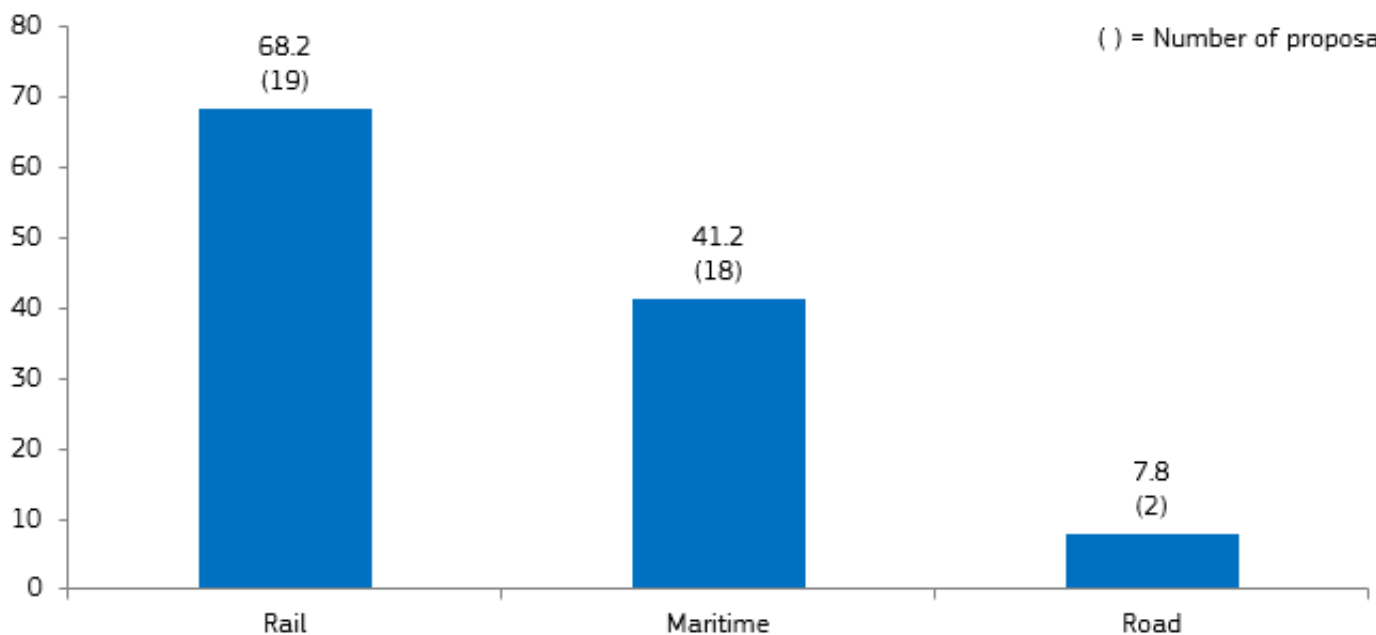
### Recommended CEF funding by project type (€ million)

( ) = Number of proposals



### Recommended CEF funding by transport mode (€ million)

( ) = Number of proposals



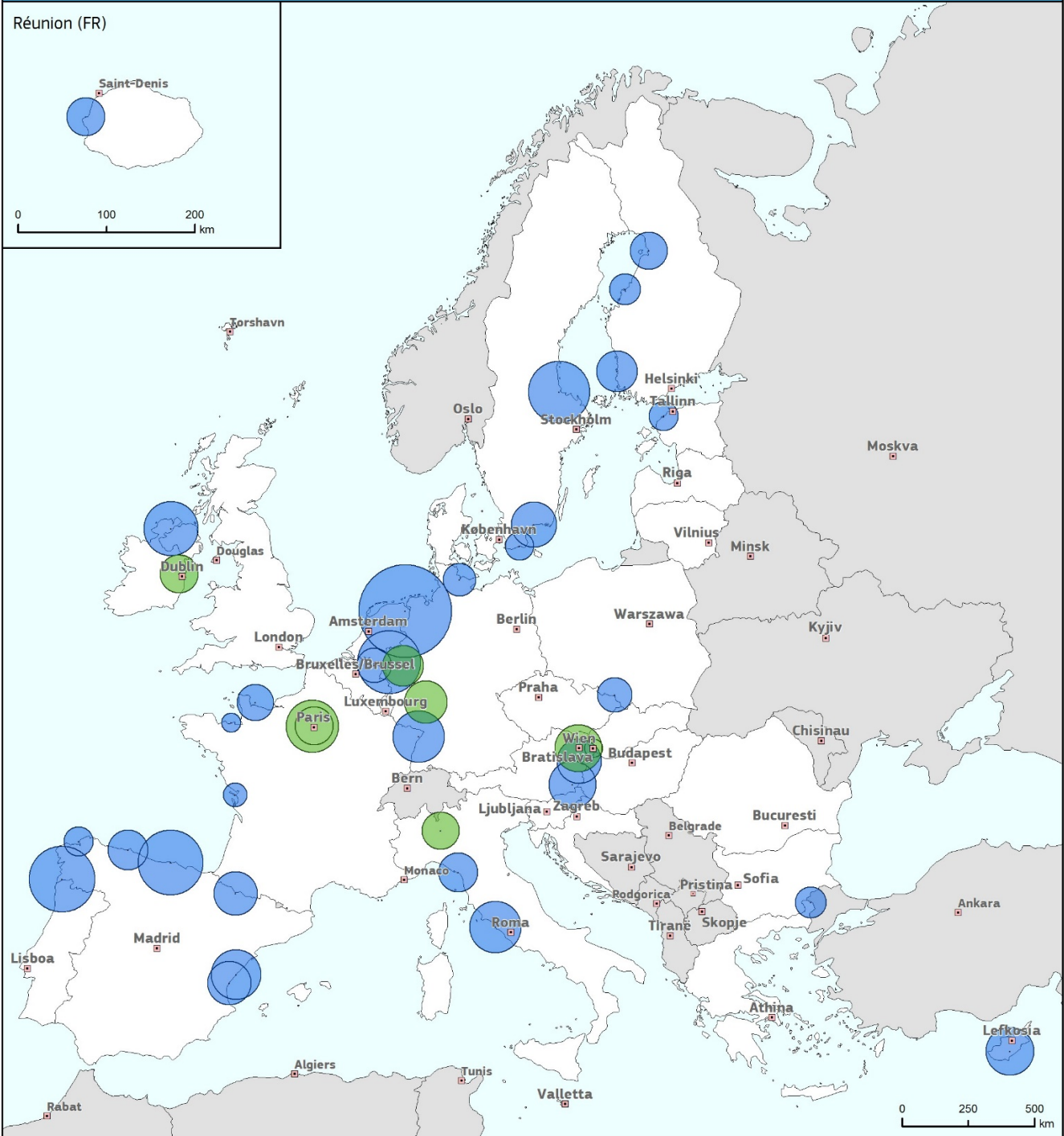
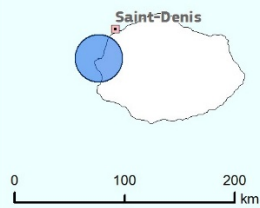


# TRANS-EUROPEAN TRANSPORT NETWORK

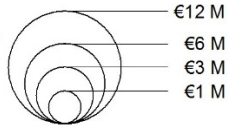
Innovation and Networks Executive Agency

## 2019 CEF TRANSPORT CALL FOR PROPOSALS 39 recommended proposals

Réunion (FR)



**Proposals for CEF funding**



- Projects on the Comprehensive Network (31 recommended proposals)
- Rail Freight Noise (8 recommended proposals)

Cartography: INEA, August 2018  
 © EC, DG MOVE, TENec for TEN-T network  
 © EuroGeographics 2001 for the administrative boundaries



# 2019 CEF Transport call

List of proposals  
recommended for funding

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2019-AT-TA-0007-W	Cutting European Rail Freight Noise by Retrofitting Rolling Stock to LL-Brake Blocks - Rail Cargo Austria + Hungary	Rail Freight Noise	Rail Cargo Austria AG	AT, HU	n/a	3,272,150	n/a	n/a	3,272,150	n/a
2019-AT-TA-0050-S	Upgrade and electrification of the state border next Szentgotthárd/Jennersdorf (Hungary / Austria) - Graz railway line	Projects on the Comprehensive Network	Bundesministerium für Verkehr, Innovation und Technologie	AT	€6,500,000	3,250,000	€50.00 %	€6,500,000	3,250,000	€50.00 %
2019-AT-TA-0061-S	Upgrade and electrification of the Wiener Neustadt - state border next Loipersbach-Schattendorf (-Sopron) railway line	Projects on the Comprehensive Network	Bundesministerium für Verkehr, Innovation und Technologie	AT	€6,846,000	3,423,000	€50.00 %	€5,958,500	2,979,250	€50.00 %
2019-BE-TA-0060-S	Study for the construction of a 2nd track between Balen Werkplaatsen and Neerpelt upgrading the 3RX cross-border link	Projects on the Comprehensive Network	Infrabel sa de droit public	BE	€3,600,000	1,800,000	€50.00 %	€3,600,000	1,800,000	€50.00 %
2019-CY-TA-0059-W	Improving road safety on key sections of Cyprus TEN-T Comprehensive Network	Projects on the Comprehensive Network	Public Works Department, Ministry of Transport, Communications and Works	CY	€11,500,000	3,450,000	€30.00 %	€11,500,000	3,450,000	€30.00 %
2019-DE-TA-0001-W	DB-RETROFIT-EU: Reducing rail freight noise by retrofitting existing freight wagons with composite brake blocks	Rail Freight Noise	DB Cargo AG	DE	n/a	2,730,500	n/a	n/a	2,730,500	n/a
2019-DE-TA-0041-W	Blue Port Kiel - realisation of efficiency, quality and sustainability upgrades in the seaport of Kiel	Projects on the Comprehensive Network	Seehafen Kiel GmbH & Co. KG	DE	€18,025,694	3,605,139	€20.00 %	€8,104,443	1,620,889	€20.00 %
2019-EE-TA-0057-M	Dredging of Paldiski South Harbour fairway	Projects on the Comprehensive Network	Port of Tallinn	EE	€6,000,000	1,305,000	€21.75 %	€6,000,000	1,305,000	€21.75 %
2019-EL-TA-0035-S	Studies for upgrading and duplicating the railway line from Pythio to Ormenio	Projects on the Comprehensive Network	MINISTRY OF ECONOMY AND DEVELOPMENT	EL	€2,775,000	1,387,500	€50.00 %	€2,775,000	1,387,500	€50.00 %
2019-ES-TA-0021-W	[LNGHIVE2 Santander] - Development of LNG bunkering infrastructure in Santander, a strategic port in the North of Spain	Projects on the Comprehensive Network	Repsol LNG Holding S.A.	ES	€31,577,035	6,315,407	€20.00 %	€31,577,035	6,315,407	€20.00 %
2019-ES-TA-0022-M	Adaptation of Raíces Quay to new traffics	Projects on the Comprehensive Network	Autoridad Portuaria de Avilés	ES	€11,350,000	2,345,000	€20.66 %	€11,350,000	2,345,000	€20.66 %
2019-ES-TA-0032-M	Rail connection to the outer port of the Port of Ferrol	Projects on the Comprehensive Network	AUTORIDAD PORTUARIA DE FERROL - SAN CIBRAO	ES	€5,181,790	1,279,565	€24.69 %	€5,181,790	1,279,565	€24.69 %
2019-ES-TA-0036-W	Railway connectivity in the port of Castellón: Railway network in the South Basin, railway bridge and north railway connection	Projects on the Comprehensive Network	Autoridad Portuaria de Castellón	ES	€18,656,175	3,731,235	€20.00 %	€18,656,175	3,731,235	€20.00 %
2019-ES-TA-0047-M	Improvement of rail connectivity, safety and security of the port of Sagunto (CONNECTING SAGUNTO)	Projects on the Comprehensive Network	Fundación de la Comunidad Valenciana para la Investigación, Promoción y Estudios Comerciales de Valenciaport (Fundación Valenciaport)	ES	€13,649,000	2,798,800	€20.51 %	€13,624,000	2,786,300	€20.45 %
2019-ES-TA-0048-W	Electrification and Signalling works in Crossborder Section Guillarei Tui	Projects on the Comprehensive Network	Administrador de Infraestructuras Ferroviarias	ES, PT	€16,258,170	6,503,268	€40.00 %	€16,258,170	6,503,268	€40.00 %
2019-EU-TA-0003-W	The Wunderline: Borderless European rail connection between Germany and The Netherlands.	Projects on the Comprehensive Network	Provincie Groningen	DE, NL	€51,189,012	12,694,875	€24.80 %	€51,189,012	12,694,875	€24.80 %
2019-EU-TA-0012-W	Retrofitting brakes of VPI member companies for noise reduction	Rail Freight Noise	VPI European Rail Service GmbH VERS	DE, LU	n/a	3,133,600	n/a	n/a	2,503,350	n/a
2019-EU-TA-0037-W	ENTREPID - European Train Noise Reduction Partnership	Rail Freight Noise	TOUAX RAIL LIMITED	AT, BE, CZ, DE, FI, FR, HR, HU, IT, NL, PL, RO, SI, SK	n/a	2,114,000	n/a	n/a	2,114,000	n/a
2019-EU-TA-0040-M	Bridging Missing Links between FR&SP:Cross-border Railway Section Pau-Zaragoza. Somport Railway Tunnel Reopening	Projects on the Comprehensive Network	MINISTERIO DE FOMENTO	ES, FR	€8,950,000	3,745,000	€41.84 %	€8,950,000	2,854,400	€31.89 %
2019-FI-TA-0015-W	MultiPort - Improving port infrastructure for cargo handling in the Port of Rauma	Projects on the Comprehensive Network	Port of Rauma Ltd	FI	€12,125,000	2,440,000	€20.12 %	€12,125,000	2,440,000	€20.12 %
2019-FI-TA-0018-W	Northern Gateway - improving intermodal connections in the Port of Oulu	Projects on the Comprehensive Network	Port of Oulu Ltd	FI	€10,567,000	2,128,400	€20.14 %	€10,017,000	2,018,400	€20.15 %
2019-FI-TA-0019-W	Panamax Bulk - removing a bottleneck in the Deep Port of Kokkola	Projects on the Comprehensive Network	Kokkolan Satama Oy	FI	€7,145,000	1,444,000	€20.21 %	€7,145,000	1,444,000	€20.21 %
2019-FR-TA-0006-W	Retrofitting existing freight wagons with composite LL brake blocks	Rail Freight Noise	ERMEWA SA	FR	n/a	4,108,150	n/a	n/a	4,108,150	n/a

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2019-FR-TA-0017-S	Technical and environmental studies for the upgrade of the maritime access of Port Atlantique La Rochelle	Projects on the Comprehensive Network	Grand Port Maritime de La Rochelle	FR	€1,731,700	865,850	€50.00 %	€1,731,700	865,850	€50.00 %
2019-FR-TA-0024-S	Land Reclamation at Grand Port Maritime de La Réunion, Adapting to climate resilience and container traffic development	Projects on the Comprehensive Network	Grand Port Maritime de La Réunion	FR	€4,700,000	2,350,000	€50.00 %	€4,350,000	2,175,000	€50.00 %
2019-FR-TA-0028-S	Upgrading the port of St Malo for a safe, secure and sustainable RoPax traffic development	Projects on the Comprehensive Network	Council of Region Brittany	FR	€1,148,070	574,035	€50.00 %	€1,098,070	549,035	€50.00 %
2019-FR-TA-0031-W	Retrofitting the SNCF Réseau wagon fleet with composite brake blocks	Rail Freight Noise	SNCF RESEAU	FR	n/a	2,138,750	n/a	n/a	2,138,750	n/a
2019-FR-TA-0046-S	French-German crossborder railway: Strasbourg-Lauterbourg section studies	Projects on the Comprehensive Network	Ministry for Ecological and Inclusive Transition – Transport Ministry	FR	€8,000,000	4,000,000	€50.00 %	€8,000,000	4,000,000	€50.00 %
2019-FR-TA-0066-W	Upgrading works for a sustainable growth	Projects on the Comprehensive Network	Ports of Normandy	FR	€15,583,038	3,116,608	€20.00 %	€9,949,000	1,989,800	€20.00 %
2019-IE-TA-0016-S	TEN-T Priority Route Improvement Project, Donegal (PMG Phase 1 to 4 inclusive)	Projects on the Comprehensive Network	Donegal County Council	IE	€8,670,000	4,335,000	€50.00 %	€8,670,000	4,335,000	€50.00 %
2019-IT-TA-0033-W	Noise reduction of Mercitalia freight wagon fleet	Rail Freight Noise	Mercitalia Rail Srl	IT	n/a	2,106,200	n/a	n/a	2,106,200	n/a
2019-IT-TA-0034-M	Fast Track to the Sea. Implementing the upgrade of the last mile rail connections port of Civitavecchia	Projects on the Comprehensive Network	Autorità di Sistema Portuale del Mar Tirreno Centro Settentrionale	IT	€18,460,720	3,872,144	€20.98 %	€18,460,720	3,872,144	€20.98 %
2019-IT-TA-0069-W	MARBLE project - MARitime port Bridging Landside infrastructure	Projects on the Comprehensive Network	Autorità di Sistema Portuale del Mar Ligure Orientale	IT	€18,303,906	3,660,781	€20.00 %	€11,312,763	2,262,553	€20.00 %
2019-NL-TA-0063-S	Removing bottlenecks on the cross-border rail section Venlo (NL)-Kaldenkirchen (DE)	Projects on the Comprehensive Network	Municipality of Venlo	NL	€11,860,000	5,930,000	€50.00 %	€11,860,000	5,930,000	€50.00 %
2019-PL-TA-0064-S	Establishment of a new Comprehensive TEN-T Network cross-border line linking Katowice and Ostrava regions (Phase I)	Projects on the Comprehensive Network	Centralny Port Komunikacyjny sp. z o.o.	PL	€3,500,000	1,750,000	€50.00 %	€3,500,000	1,750,000	€50.00 %
2019-SE-TA-0004-W	Gävle Port - New electrified railway connection	Projects on the Comprehensive Network	Trafikverket	SE	€38,800,000	7,760,000	€20.00 %	€27,850,000	5,570,000	€20.00 %
2019-SE-TA-0023-M	"YES" - Ystad upgrading Efficiency and Safety of port logistic	Projects on the Comprehensive Network	Ystad Kommun (Ystad Municipality)	SE	€7,160,000	1,633,000	€22.81 %	€4,918,696	1,184,739	€24.09 %
2019-SE-TA-0039-W	Preparing the port of Karlshamn for the next generation of large Ro-Pax vessels and provision of onshore power supply	Projects on the Comprehensive Network	Karlshamns Hamn AB	SE	€15,000,000	3,000,000	€20.00 %	€15,000,000	3,000,000	€20.00 %
2019-SK-TA-0002-W	Reduction of Rail Freight Noise by retrofitting of ZSSK CARGO wagons	Rail Freight Noise	Železničná spoločnosť Cargo Slovakia, a.s.	AT, CH, CZ, DE, FR, HR, HU, IT, PL, RO, RS, SI, SK	n/a	512,500	n/a	n/a	512,500	n/a





# 2019 CEF Transport call

List of proposals  
not recommended for funding

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2019-AT-TA-0052-W	Karawanken Railway Tunnel: safety-technical and efficiency upgrade on the cross-border section Austria-Slovenia	Projects on the Comprehensive Network	Bundesministerium für Verkehr, Innovation und Technologie	AT	55,827,480	22,330,992	40.00 %
2019-CZ-TA-0065-S	Motorway D3 - preparatory studies for section 0312 Kaplice - state border CZ/A	Projects on the Comprehensive Network	Road and Motorway Directorate of the Czech Republic	CZ	3,385,904	1,692,952	50.00 %
2019-DE-TA-0062-S	Capacity upgrade for Sustainable Traffic Machines - Preparing for zero emission operation	Projects on the Comprehensive Network	Scandlines Deutschland GmbH	DE, DK	1,705,000	852,500	50.00 %
2019-DK-TA-0043-W	GreenLNG - Liquefied Bio Natural Gas in Hirtshals	Projects on the Comprehensive Network	GreenLNG A/S	DK	51,156,657	10,026,705	19.60 %
2019-DK-TA-0045-W	Nordic Maritime Link 2	Projects on the Comprehensive Network	Port of Frederikshavn	DK	13,534,766	2,706,953	20.00 %
2019-DK-TA-0051-S	Developing the robust multimodal Port of Vejle	Projects on the Comprehensive Network	Vejle Erhvervshavn Fond	DK	1,326,000	663,000	50.00 %
2019-EL-TA-0038-S	ELEMED-PORTS - Environmental, Operational, SaFeTy and Accessibility Upgrades for a Cluster of MEDiterranean PORTS	Projects on the Comprehensive Network	National Technical University of Athens	EL	8,688,700	4,344,350	50.00 %
2019-ES-TA-0025-M	PORT OF CÁDIZ RAILWAY BRANCH ACCESS	Projects on the Comprehensive Network	Autoridad Portuaria de la Bahía de Cádiz	ES	6,255,498	1,259,349	20.13 %
2019-ES-TA-0026-M	Works Lezo O-Pasaia Port	Projects on the Comprehensive Network	AUTORIDAD PORTUARIA DE PASAIA	ES	5,702,347	1,133,565	19.88 %
2019-ES-TA-0027-M	PORT OF CÁDIZ ACCESS CHANNEL DREDGING	Projects on the Comprehensive Network	AUTORIDAD PORTUARIA DE LA BAHÍA DE CÁDIZ	ES	27,866,519	5,878,860	21.10 %
2019-EU-TA-0030-S	Mont Blanc 4.0 - Design of the Tunnel renewal and upgrade works	Projects on the Comprehensive Network	Società Italiana per il Traforo del Monte Bianco	FR, IT	6,311,000	3,155,500	50.00 %
2019-EU-TA-0058-S	Electron: Comprehensive Ports of the Future	Projects on the Comprehensive Network	PUBLIC POWER CORPORATION S.A.	EL	6,261,000	3,130,500	50.00 %
2019-FI-TA-0008-W	The Port of Kaskinen Incentive	Projects on the Comprehensive Network	Oy Kaskisten satama - Kaskö hamn Ab	FI	4,860,000	1,056,000	21.73 %
2019-FI-TA-0014-W	Quay to Energy - Safe and sustainable multimodal access of Oil and chemical harbour in Port of Pori	Projects on the Comprehensive Network	Port of Pori Ltd	FI	16,750,000	3,365,000	20.09 %
2019-FR-TA-0010-S	For Brest-Roscoff 2030	Projects on the Comprehensive Network	Chambre de Commerce et d'Industrie Métropolitaine Bretagne Ouest	FR	3,476,063	1,738,032	50.00 %
2019-FR-TA-0044-M	Improvement of railway connections at the Port of Bayonne, part of the TEN-T comprehensive network	Projects on the Comprehensive Network	Ministry for Ecological and Inclusive Transition – Transport Ministry	FR	8,229,750	1,795,950	21.82 %
2019-FR-TA-0049-M	Improvement of the railway connection with the Port of La Rochelle, part of the TEN-T comprehensive network	Projects on the Comprehensive Network	Ministry for Ecological and Inclusive transition-Transport Ministry	FR	23,000,000	5,050,000	21.96 %
2019-FR-TA-0067-S	Optimization studies fostering resilient port infrastructures	Projects on the Comprehensive Network	Ports of Normandy	FR	3,485,000	1,742,500	50.00 %
2019-HR-TA-0055-W	Completion of the Corridor Vc through Croatia - Construction of the A5 motorway from Hungarian border to Halasica bridge	Projects on the Comprehensive Network	Hrvatske autoceste d.o.o. (Croatian motorways Ltd)	HR	95,873,718	9,587,372	10.00 %
2019-IT-TA-0009-S	IHP - Improvement of the Hinterland connection of the maritime port of Piombino with the TEN-T Comprehensive Network	Projects on the Comprehensive Network	FERROVIE TOSCANE società d'ingegneria s.r.l.	IT	9,325,000	4,662,500	50.00 %
2019-PL-TA-0005-S	Preparatory works for cross-border road projects in Eastern Poland	Projects on the Comprehensive Network	Generalna Dyrekcja Dróg Krajowych i Autostrad (General Directorate for National Roads & Motorways)	PL	17,647,456	8,823,728	50.00 %
2019-PL-TA-0068-W	Facilitating sustainability of Baltic Sea MoS to hinterland: lifting modal collision: railway bridge over Regalica River	Projects on the Comprehensive Network	Panstwowe Gospodarstwo Wodne Wody Polskie	PL	70,158,290	14,031,658	20.00 %
2019-SE-TA-0011-M	Enhanced corridor gateway function of the Karlskrona port	Projects on the Comprehensive Network	Karlskrona kommun (Municipality of Karlskrona)	SE	8,359,968	1,993,494	23.85 %
2019-SE-TA-0013-W	Norrköping Port extension - Improved maritime access, capacity and connectivity	Projects on the Comprehensive Network	Norrköpings Hamn AB	SE	34,235,000	6,847,000	20.00 %
2019-SE-TA-0020-M	Port of Umeå - Activities for increased multimodality and capacity	Projects on the Comprehensive Network	Umeå Hamn AB (Port of Umeå AB)	SE	13,570,000	3,014,000	22.21 %

# 2019 CEF Transport call

Proposals recommended  
for funding



# Cutting European Rail Freight Noise by Retrofitting Rolling Stock to LL-Brake Blocks – Rail Cargo Austria + Hungary

2019-AT-TA-0007-W

## Rail Freight Noise CEF-T-2019-2-AP-TRANSPORT

### Location(s) of the action:

Austria, Hungary

### (Coordinating) applicant:

Rail Cargo Austria AG

### Implementation Schedule:

Start date May 2019

End date December 2023

### Requested Funding:

Total eligible costs n/a

Requested funding €3,272,150

Requested EU support n/a

### Recommended Funding:

Recommended total eligible costs n/a

Recommended funding €3,272,150

Recommended EU support n/a



The Action aims at contributing to EU objectives in terms of reducing rail freight noise by retrofitting wagons' braking system with composite brake blocks. It covers about 11,200 wagons (combined number for S- and SS-type wagons) and will be managed by Rail Cargo Austria AG affiliates; i.e. Rail Cargo Wagon GmbH (RCW) in Austria and Rail Cargo Hungary Zrt. (RCH) in Hungary as well as ÖBB Technical Services (TS). The Action will draw synergies from a joint transnational implementation approach in Austria and Hungary.

### Evaluation remarks:

The Action is of very good relevance as it is in full compliance with objectives of the TEN-T Guidelines.

The maturity of the Action is very good. All legislative and technical requirements for components and their use are already in force and contracts until the end of 2020 have already been agreed.

The impact of the Action is excellent, as it will provide benefits to citizens in terms of noise reduction. Moreover, retrofitting would allow enabling the sustainable operation of freight wagons along the entire EU railway network, including designated quieter routes. CEF financial support is necessary to accelerate the retrofitting programme of the applicant.

The proposal is overall of good quality, as it is coherent in terms of its objectives, proposed activities and planned resources.

# Upgrade and electrification of the state border next Szentgotthárd/Jennersdorf (Hungary / Austria) - Graz railway line

2019-AT-TA-0050-S

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Austria

### (Coordinating) applicant:

Bundesministerium für Verkehr, Innovation und Technologie

### Implementation Schedule:

Start date July 2019

End date June 2023

### Requested Funding:

Total eligible costs €6,500,000

Requested funding €3,250,000

Requested EU support 50.00%

### Recommended Funding:

Recommended total eligible costs €6,500,000

Recommended funding €3,250,000

Recommended EU support 50.00%



The railway line connecting the second biggest city of Austria, Graz, with Győr in Hungary is currently not electrified between Graz and Szentgotthárd.

The Action concerns design and engineering studies for electrifying and modernising the line, such as geological and geotechnical surveys, tunnel planning, electrical power supply and railway line and electrification planning.

It is located on a cross-border section of the TEN-T Comprehensive Network and is part of a global project aiming at improving the rail connections between Austria and Hungary.

The Action will lead to the upgrade of this cross-border rail connection between Austria and Hungary and to reduced CO2 emissions.

### Evaluation remarks:

The Action is of excellent relevance, as it concerns studies for the electrification and modernisation of a cross-border section of the TEN-T Comprehensive network. Its maturity, impact and quality are very good. The Action has received approvals and political support at all levels and, from the technical point of view, is ready to start. The studies will be used as a decision-making tool for future works. The Action will lead to socio-economic benefits and positive impact on traffic management. The Action's activities are coherent with, and appropriate to achieve, its objectives.

# Upgrade and electrification of the Wiener Neustadt - state border next Loipersbach-Schattendorf (-Sopron) railway line

2019-AT-TA-0061-S

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Austria

### (Coordinating) applicant:

Bundesministerium für Verkehr, Innovation und Technologie

### Implementation Schedule:

Start date May 2019

End date December 2023

### Requested Funding:

Total eligible costs €6,846,000

Requested funding €3,423,000

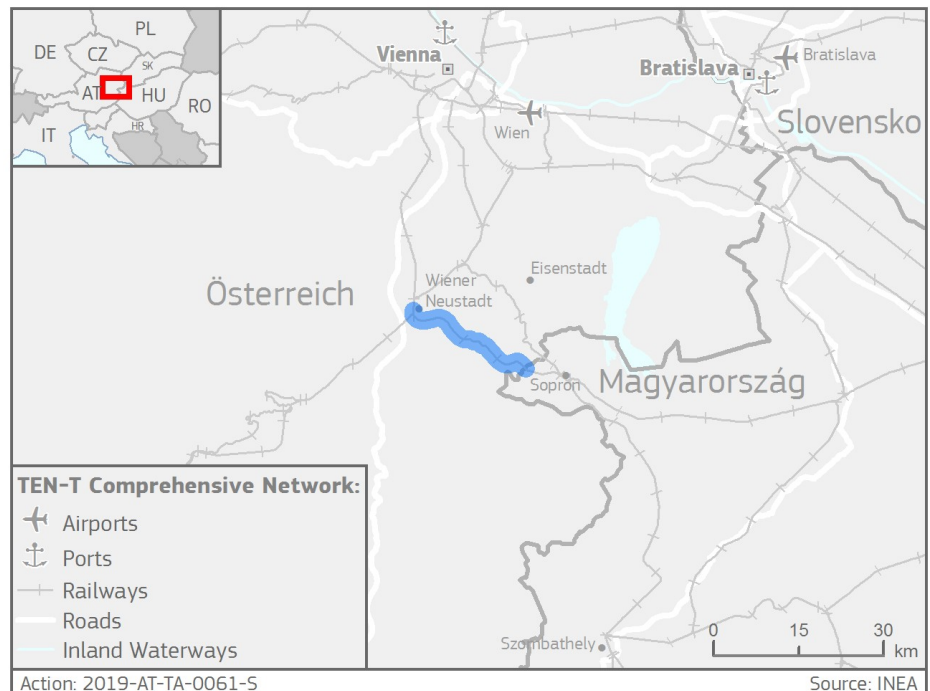
Requested EU support 50.00%

### Recommended Funding:

Recommended total eligible costs €5,958,500

Recommended funding €2,979,250

Recommended EU support 50.00%



The railway line from Wiener Neustadt to Sopron is a non-electrified, single track railway line with a length of 33.7 km.

The Action is located on a cross-border section of the Comprehensive Network and is part of a global project aiming at improving the rail connection between Austria and Hungary.

The Action concerns the approval/execution planning for the upgrade and electrification and consists of the following activities: geological and geotechnical surveying, approval and execution planning.

The upgrade and electrification of the railway line will lead to a greater attractiveness, an increase of passenger numbers and to reduced CO2 emissions.

### Evaluation remarks:

The Action is of very good relevance, as it concerns design studies for the upgrade and electrification of a crossborder section of the TEN-T Comprehensive network. Its maturity, impact and quality are very good. The necessary political commitments are in place and there are no pending issues before the Action can begin. The studies will be used as a decision-making tool for the future works and will lead to socio-economic and environmental benefits. The Action's Activities are coherent with its objectives and the time plan is realistic.

# Study for the construction of a 2nd track between Balen Werkplaatsen and Neerpelt upgrading the 3RX cross-border link

2019-BE-TA-0060-S

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Belgium

### (Coordinating) applicant:

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### Implementation Schedule:

Start date September 2019

End date March 2022

### Requested Funding:

Total eligible costs €3,600,000

Requested funding €1,800,000

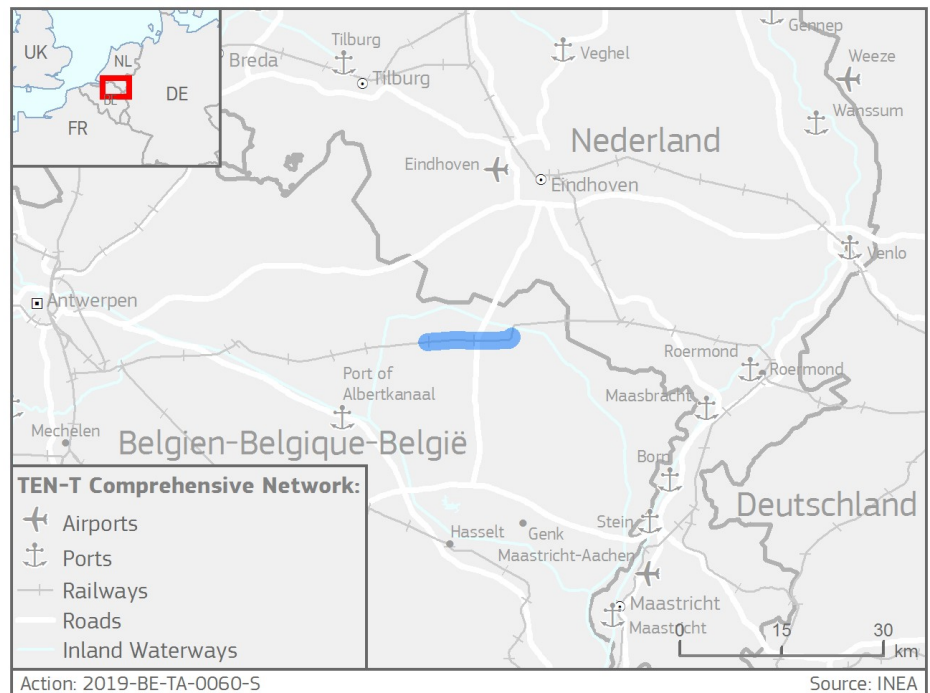
Requested EU support 50.00%

### Recommended Funding:

Recommended total eligible costs €3,600,000

Recommended funding €1,800,000

Recommended EU support 50.00%



The Action is located on the comprehensive network and concerns a study to construct a second electrified track of approximately 13,3 km between Balen-Werkplaatsen and Neerpelt (part of the global project to construct a double electrified track on the 3RX-Route as a competitive alternative route between the North Sea ports and the Rhein Ruhr Area).

The objective of the Action is the preparation of a detailed technical study, which also includes the preparation and obtainment of the official approvals for the building permits and the EIA documentation, on two parts of the section (4,5 and 8,8 km).

Once finished, next phase of the global project will be possible, i.e. the construction of the said second track and the electrification of both tracks.

### Evaluation remarks:

The relevance of the Action is very good, as it concerns the necessary final stage studies and approvals for a cross-border section of the TEN-T Comprehensive network. The maturity of the Action is very good, with a strong political support at all levels, secured funding and no pending issues. It has a very good impact since it will be used as a decision-making tool for the following construction phase and will contribute to achieving significant socio-economic benefits in the long run. The quality of the Action is good, with coherency between activities and objectives.



**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

**Location(s) of the action:**

Cyprus

**(Coordinating) applicant:**

Public Works Department. Ministry of Transport, Communications and Works

**Implementation Schedule:**

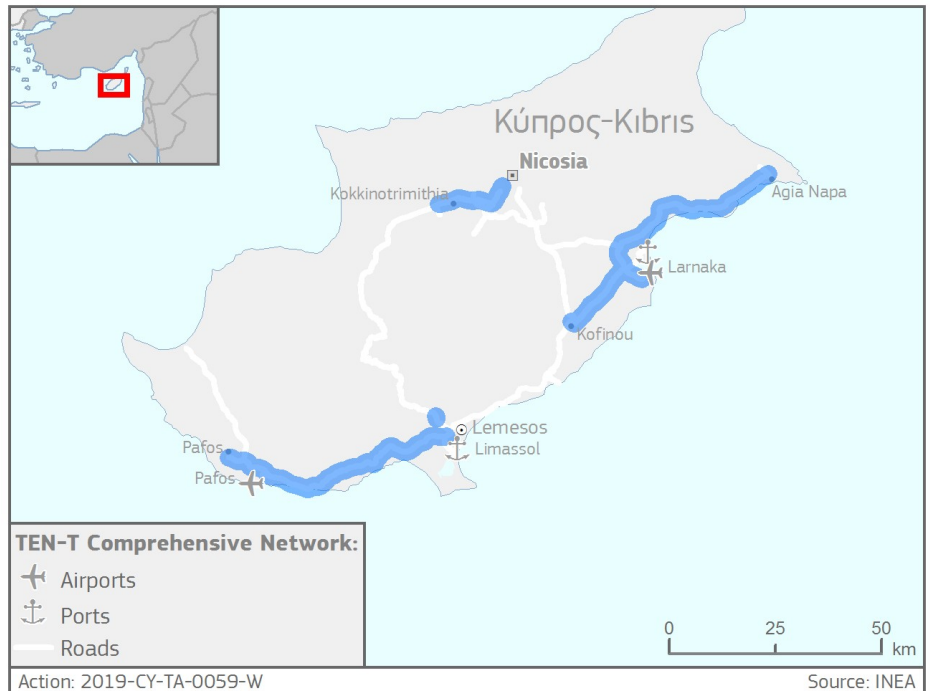
Start date                      March 2019  
End date                         December 2022

**Requested Funding:**

Total eligible costs            €11,500,000  
Requested funding                €3,450,000  
Requested EU support            30.00%

**Recommended Funding:**

Recommended total eligible costs    €11,500,000  
Recommended funding                €3,450,000  
Recommended EU support            30.00%



The main objective of the proposed Action is the improvement of the safety level and travel conditions along a part the TEN-T Comprehensive Road Network in Cyprus. It encompasses 2 Activities: 1) the upgrade into a 2 lanes motorway of 800 m of the Lemesos-Todos road and 2) the supply and installations of an indicative number of 63 emergency gates along some motorways of the Cypriot road Comprehensive Network. The proposed Action will improve road safety conditions and will reduce travel times and costs on the concerned road sections.

**Evaluation remarks:**

The relevance of the Action is very good since it addresses a bottleneck and road safety issues on different locations of the TEN-T Comprehensive road network of Cyprus. The Action is very mature since it is ready to start from a technical point of view and there is political commitment for its implementation. The impact of the Action is good. EU funding will have a significant impact on the Action and is economically positive. The quality of the Action is good. The Action's activities are generally well-described, coherent with its objectives and adequate to achieve them.

# DB-RETROFIT-EU: Reducing rail freight noise by retrofitting existing freight wagons with composite brake blocks

2019-DE-TA-0001-W

## Rail Freight Noise CEF-T-2019-2-AP-TRANSPORT

### Location(s) of the action:

Germany

### (Coordinating) applicant:

DB Cargo AG

### Implementation Schedule:

Start date April 2019

End date December 2023

### Requested Funding:

Total eligible costs n/a

Requested funding €2,730,500

Requested EU support n/a

### Recommended Funding:

Recommended total eligible costs n/a

Recommended funding €2,730,500

Recommended EU support n/a



The Action aims at contributing to EU objectives in terms of reducing rail freight noise by retrofitting wagons' braking system with composite brake blocks.

By the end of 2023, the Action will retrofit with composite brake blocks 10,880 freight wagons (almost entirely S-type). The applicant, DB Cargo, has already retrofitted approximately 40,000 freight wagons over the past years. The retrofitted wagons will circulate through all nine TEN-T Core Network Corridors, and have a significant impact on environment protection, in particular, on rail freight noise reduction across Europe.

### Evaluation remarks:

The Action's main strength comes from its relevance, impact and maturity.

The Action's relevance is excellent given its EU added-value and the fact it meets the objectives of the call. Its maturity is very good, backed by a framework contract for composite brake blocks already in place and the applicant's experience. The impact is excellent, demonstrated by a very clear and detailed presentation of environmental, economic and social benefits. The overall proposal is of good quality, complete and clear.

# Blue Port Kiel - realisation of efficiency, quality and sustainability upgrades in the seaport of Kiel

2019-DE-TA-0041-W

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Germany

### (Coordinating) applicant:

Seehafen Kiel GmbH & Co. KG

### Implementation Schedule:

Start date April 2019

End date June 2021

### Requested Funding:

Total eligible costs €18,025,694

Requested funding €3,605,139

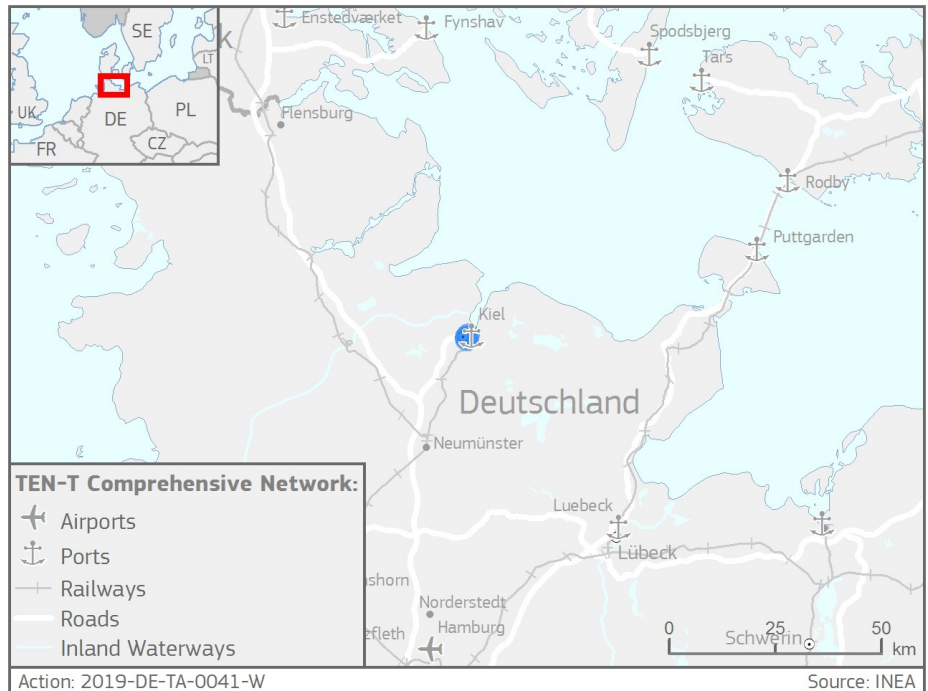
Requested EU support 20.00%

### Recommended Funding:

Recommended total eligible costs €8,104,443

Recommended funding €1,620,889

Recommended EU support 20.00%



The Action covers : i) the establishment of a high-voltage (110kV) and large-scale (5-16 MVA) onshore-power facility, supplying environmental-friendly energy to ships calling the port; ii) port area and combined transport development at the RoPax terminal and iii) the upgrade of the intermodal terminal by constructing a 3rd rail track which aims at improving intermodal transport and support further shift from long-distance road towards sustainable rail transport.

It is part of the guiding “Blue Port Kiel”-Strategy of the seaport of Kiel in Germany. It aims at improving intermodal/combined capacities and quality of the terminal Schwedendkai, as well as accessibility and interconnectivity of the TEN-T comprehensive seaport of Kiel.

### Evaluation remarks:

The Action, in its reduced scope, is of good relevance as it contributes to the priorities of the call. The Action’s impact and quality are good. It will generate positive social and environmental benefits through the introduction of OPS systems and improved infrastructure and intermodality, despite the need to introduce mitigation measures to secure operators' use. Activities are well elaborated and milestones are adequate, with possible improvements of the timelines. Maturity is very good, political commitments have been secured both at municipality and governmental level while procurement procedures are ongoing.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

**Location(s) of the action:**

Estonia

**(Coordinating) applicant:**

Port of Tallinn

**Implementation Schedule:**

Start date April 2019

End date December 2020

**Requested Funding:**

Total eligible costs €6,000,000

Requested funding €1,305,000

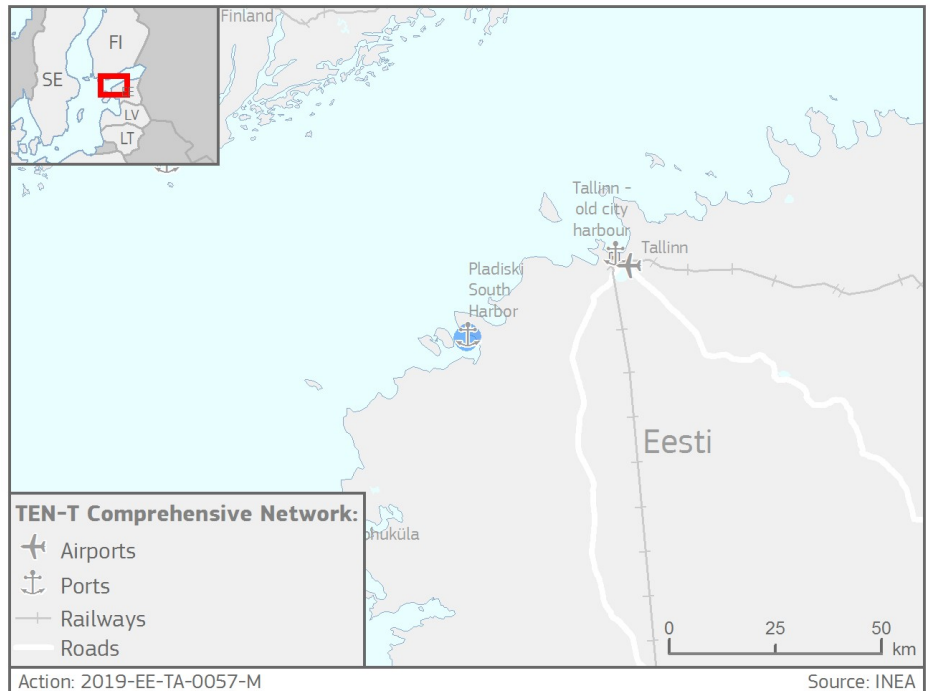
Requested EU support 21.75%

**Recommended Funding:**

Recommended total eligible costs €6,000,000

Recommended funding €1,305,000

Recommended EU support 21.75%



The TEN-T comprehensive port of Paldiski South Harbour is part of Port of Tallinn authority, the biggest port authority in Estonia. The aim of the Action is to deepen Paldiski South Harbour fairway and the harbour basin to allow larger ships to call the port. The activities are: (1) dredging of the fairway; (2) geological studies, design and environmental monitoring related to the dredging.

Improved maritime access to the harbour will enable to safely accommodate larger vessels and to respond to the maritime transport demands. The Action will contribute to the development of the cargo traffic and seamless cross-border cargo flows.

**Evaluation remarks:**

The Action is of very good relevance and maturity and addresses improvement of safe maritime access to a port. With a completed EIA and use of water permit in place, the Action is ready to start. Once completed, it will have a good impact on maritime safety, transport efficiency and the environment. The quality is good as the proposed activities are coherent with the objectives and are adequate to achieve them.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

Location(s) of the action:

Greece

(Coordinating) applicant:

MINISTRY OF ECONOMY AND DEVELOPMENT

Implementation Schedule:

Start date October 2019

End date September 2022

Requested Funding:

Total eligible costs €2,775,000

Requested funding €1,387,500

Requested EU support 50.00%

Recommended Funding:

Recommended total eligible costs €2,775,000

Recommended funding €1,387,500

Recommended EU support 50.00%



The proposed Action covers the necessary studies and permits for the upgrading of the existing approximately 62km long railway line Pythio-Ormenio. The Action, located on the Comprehensive network, belongs to a Global Project which aims to upgrade the railway line Alexandroupoli-Ormenio. It is also part of the “Sea2Sea” multimodal cargo corridor (railway axis Thessaloniki – Kavala – Alexandroupolis – Bourgas- Varna – Ruse), linking the Aegean ports of North-East Greece to the ports of the Black Sea and further on to the Danube.

In particular, the Action consists of the following activities:

1. Engineering studies for upgrading the existing track and the construction of a new second track;
2. Cost-Benefit Analysis.

The upgrade of the railway line will enhance cross-border freight transportation with (mainly) Bulgaria and Turkey.

Evaluation remarks:

The relevance of the proposed Action is very good. It covers studies for the upgrading of the Pythio-Ormenio cross-border railway section, part of the TEN-T Comprehensive network. The Action contributes to the priorities of the Call, as it aims at removing an existing bottleneck. Maturity of the Action is very good. It has received political support at national level. Its funding is secured through the Public Investment Programme. External procurement will be launched in October 2019. The Action’s impact is very good. The outcomes of the studies will be used as a decision making tool. The quality of the Action is generally good. However, a detailed breakdown by sub-activities/tasks of Activity 1 'Engineering Studies for upgrading and duplicating the railway line from Pythio to Ormenio' is missing.

# [LNGHIVE2 Santander] - Development of LNG bunkering infrastructure in Santander, a strategic port in the North of Spain

2019-ES-TA-0021-W

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Spain

### (Coordinating) applicant:

Repsol LNG Holding S.A.

### Implementation Schedule:

Start date May 2019

End date June 2023

### Requested Funding:

Total eligible costs €31,577,035

Requested funding €6,315,407

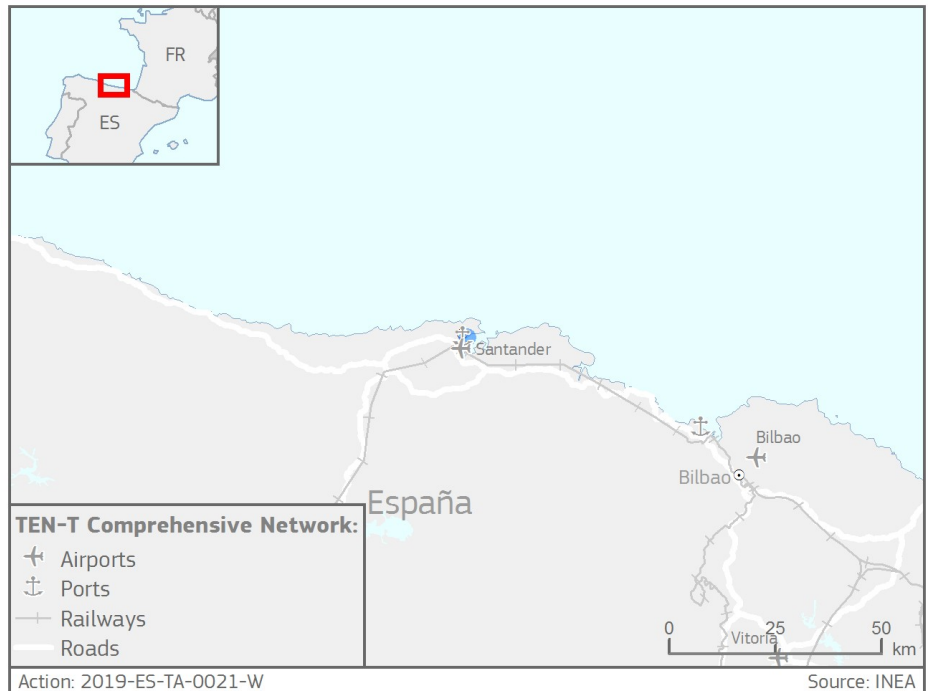
Requested EU support 20.00%

### Recommended Funding:

Recommended total eligible costs €31,577,035

Recommended funding €6,315,407

Recommended EU support 20.00%



The Action is carried out in the Port of Santander, a Spanish port located in the TEN-T Comprehensive Network. It aims to build a LNG bunker supply terminal and the necessary infrastructure to allow the berthing of the LNG fueled vessels. It is part of the global project LNGHIVE2, the Spanish flagship initiative for the LNG marine fuel market development in Southern Europe.

The Action will realize the studies to obtain the permits for the terminal construction. A new dock will be realised, including a Ro-Ro ramp. For the LNG terminal, engineering, civil works, equipment installation and commissioning are foreseen. Training of the personnel of the port is planned.

Main benefits will be in terms of sustainability, safety, security of supply and competition.

### Evaluation remarks:

The Action's relevance is very good, as it is in line with the call objectives and its technical maturity is good. It is built on previous EU and nationally financed studies. However, the studies to obtain the permits to develop the LNG bunkering facility will be carried out as part of the Action. The Action's economic and social impact are very good. Positive effects will be observed in terms of safety, security of supply and health. The Action will accelerate the launch of LNG-powered vessels at regional and national level. The quality of the proposal is good. However, the time planning of some activities is short and critically dependent on permits and other authorisations.

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

**Location(s) of the action:**

Spain

**(Coordinating) applicant:**

Autoridad Portuaria de Avilés

**Implementation Schedule:**

Start date April 2019

End date June 2022

**Requested Funding:**

Total eligible costs €11,350,000

Requested funding €2,345,000

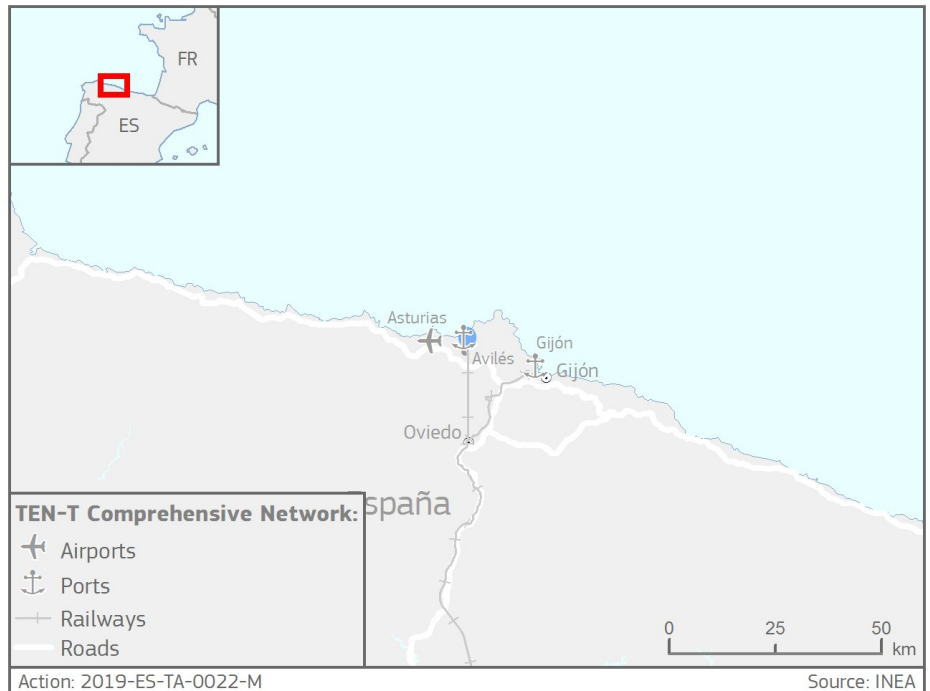
Requested EU support 20.66%

**Recommended Funding:**

Recommended total eligible costs €11,350,000

Recommended funding €2,345,000

Recommended EU support 20.66%



The proposed Action comprises the first phase of development of a Global Project at Port of Avilés, located on the Comprehensive Network. The Action involves the construction of an alignment of 205 m long at Raíces quay. It also involves the update of the technical design required by the environmental impact assessment. The Global Project consists of constructing a new alignment 10 m offshore at Raíces quay, which involves dredging from current -8 m draft to -14 m. The Global Project will be developed in four different phases for a total length of 821 m. The Global Project aims to increase the capacity of port of Avilés to operate bigger ships, adapt to new traffic requirements and improve its competitiveness.

**Evaluation remarks:**

The Action’s relevance is very good as it addresses very well the objectives of the Call and promotes the competitiveness, efficiency and sustainable development of the Port of Avilés. The Action can count on full political support and technical and financial maturity are very good. The impact is good as CEF funding will allow the investment to be made faster. The Action will also have a positive impact on the environment. The quality is very good. The proposal shows consistency between the adopted objectives and the planned activities for their implementation. Overall, costs are realistic.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

Location(s) of the action:

Spain

(Coordinating) applicant:

AUTORIDAD PORTUARIA DE FERROL - SAN CIBRAO

Implementation Schedule:

Start date April 2019

End date June 2022

Requested Funding:

Total eligible costs €5,181,790

Requested funding €1,279,565

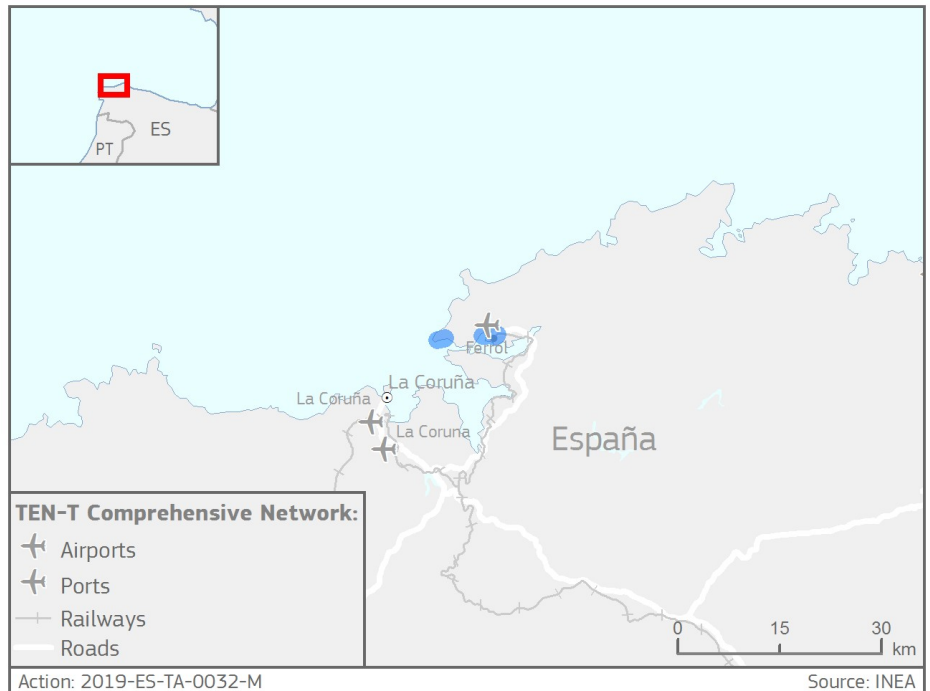
Requested EU support 24.69%

Recommended Funding:

Recommended total eligible costs €5,181,790

Recommended funding €1,279,565

Recommended EU support 24.69%



The Action is located in the Port of Ferrol, a TEN-T Comprehensive Maritime Port. It is part of a Global Project aiming at providing a rail access to the Outer Port and the necessary infrastructure for the development of intermodality and sea-rail traffic. The Action is dedicated to building an internal rail network in the Outer Harbour and to studying a third line between the Inner Harbour and the city rail station. This will enhance rail-port traffic, increase the volume of cargo transported by rail and reduce pollution and road congestion.

Evaluation remarks:

The Action's relevance is very good as it addresses the priorities and objectives of the Call. Its maturity is very good. Functional, technical and legal design is complete, with the State building permit already granted. The Action's impact is good, as it will improve the commercial capacity of the port of Ferrol. However, the objective to increase the competitiveness of the port appears to be limited to the Outer harbour. The quality of the proposal is very good in terms of structure, organisational and control set-up. The state-of-play for tendering and procurement is clear.



# Railway connectivity in the port of Castellón: Railway network in the South Basin, railway bridge and north railway connection

2019-ES-TA-0036-W

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Spain

### (Coordinating) applicant:

Autoridad Portuaria de Castellón

### Implementation Schedule:

Start date January 2020

End date November 2021

### Requested Funding:

Total eligible costs €18,656,175

Requested funding €3,731,235

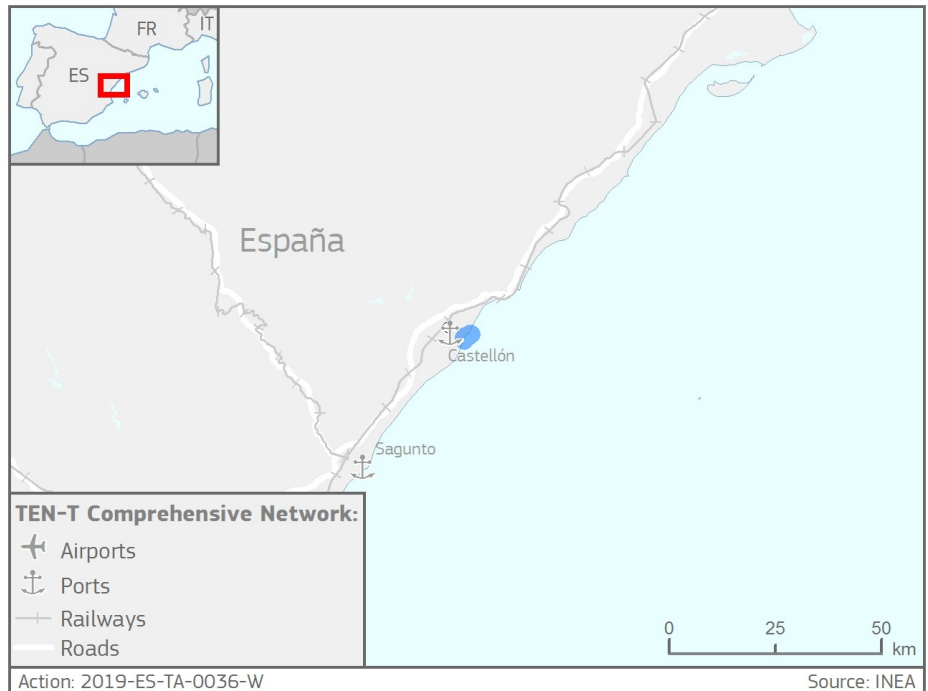
Requested EU support 20.00%

### Recommended Funding:

Recommended total eligible costs €18,656,175

Recommended funding €3,731,235

Recommended EU support 20.00%



This Action is part of a Global Project to improve railway connectivity in the Port of Castellón (Spain) with the Mediterranean Corridor. The connections of the Port with its hinterland will be improved as well as the necessary infrastructure for the development of rail transport operations through three main components: the expansion of the interior network of the port in the South Basin, a new south access that will connect the port with the Mediterranean Corridor and an intermodal terminal.

### Evaluation remarks:

The Action's relevance is very good, as it is located on the TEN-T comprehensive network and meets the objectives of the call. However, one task is considered non-eligible and the eligibility of another task needs to be verified. The Action's maturity is very good. The Action has already begun, with some relevant studies already performed. However, the Global Project has not yet been fully approved. The Action's impact is very good. It focuses on the construction of an internal railway, access and intermodal terminal. However, it will not generate sufficient revenues. The Action's quality is good. Objectives and planned activities are consistent. However, the CBA includes certain inconsistencies, and explanations regarding subcontracting activities are not sufficiently clear.

# Improvement of rail connectivity, safety and security of the port of Sagunto (CONNECTING SAGUNTO)

2019-ES-TA-0047-M

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Spain

### (Coordinating) applicant:

Fundación de la Comunidad Valenciana para la Investigación, Promoción y Estudios Comerciales de Valenciaport (Fundación Valenciaport)

### Implementation Schedule:

Start date April 2019

End date December 2023

### Requested Funding:

Total eligible costs €13,649,000

Requested funding €2,798,800

Requested EU support 20.51%

### Recommended Funding:

Recommended total eligible costs €13,624,000

Recommended funding €2,786,300

Recommended EU support 20.45%



Along the TEN-T comprehensive network, the port of Sagunto is a leading Spanish port for vehicles and general cargo traffic.

The proposed action aims at modernise and expand the capacity of the Port's rail infrastructure. Activities will construct a new rail infrastructure, a border inspection Centre and provide new port security equipment.

The action is part of a global project aiming at improving the Port connectivity with the hinterland and to the Mediterranean Corridor.

In the long terms, the action will allow an increase by 10% in vehicle traffic and enhance the maritime connectivity of the Valencian region and the port of Sagunto hinterland.

### Evaluation remarks:

Part of a Global Project to improve the port of Sagunto's connectivity to the TEN-T network, the Action will increase the capacity and competitiveness of the port and support its development.

The Action is ready to start and will contribute to shift cargo transport from road to rail and increase interoperability. It will also have a positive impact on regional and local development. Activities are adequate to achieve the Action's objectives. Project management procedure, the distribution of roles and the decision-making structures are convincing.

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Portugal, Spain

### (Coordinating) applicant:

Administrador de Infraestructuras  
Ferrovias

### Implementation Schedule:

Start date April 2019

End date December 2023

### Requested Funding:

Total eligible costs €16,258,170

Requested funding €6,503,268

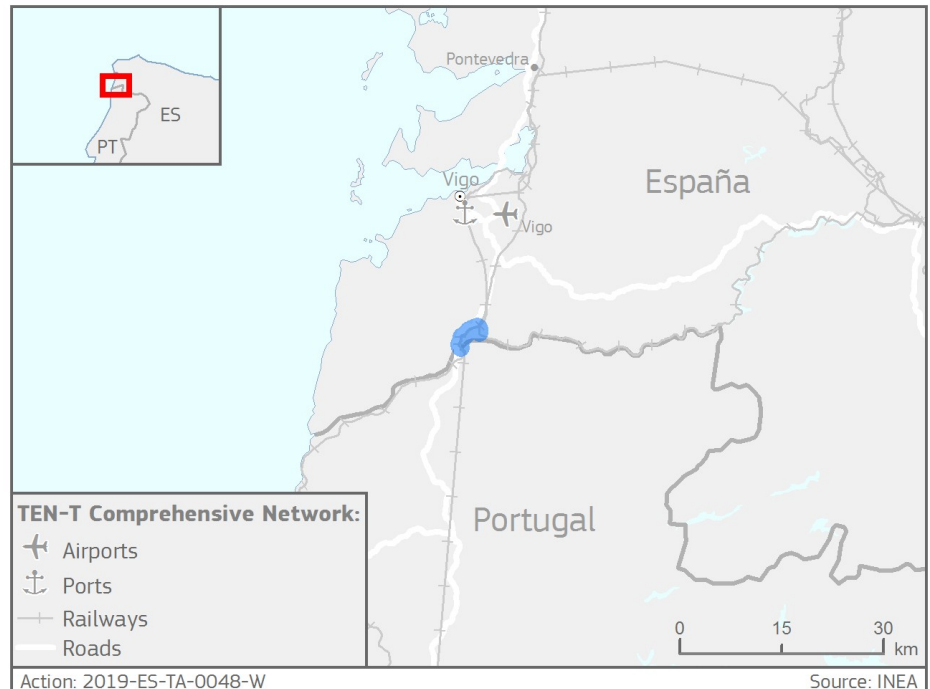
Requested EU support 40.00%

### Recommended Funding:

Recommended total eligible costs €16,258,170

Recommended funding €6,503,268

Recommended EU support 40.00%



The proposed action concerns the cross-border rail section Guillarei-Tui located along the link Vigo-Porto connecting Portugal and Spain. The Action aims to upgrade the existing line. It is located on the Comprehensive Network and is part of the Global Project "Vigo-Porto cross-border railway line". The activities include the electrification of 6.5 km between Guillarei and the Portuguese border as well as the adaptation of the electrical traction substations, control system and signaling and safety facilities concerned. The Action will contribute to improve the rail connection between both countries by providing an electrified rail service.

### Evaluation remarks:

The Action's relevance is very good as it contributes to the removal of a bottleneck in a cross-border section. The maturity is also very good as the Global Project received strong political commitments at national and international level. The impact is good. Once the Global Project is implemented, travelling times will be reduced and improved interoperability will lead to passenger modal split in favour of rail. Although the economic indicators presented for the Global Project are negative, some issues identified do not allow fully confirming the soundness of the information provided. In addition, several important socio-economic benefits cannot be monetised. The quality of the Action is good.

# The Wunderline: Borderless European rail connection between Germany and The Netherlands.

2019-EU-TA-0003-W

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Germany, Netherlands

### (Coordinating) applicant:

Provincie Groningen

### Implementation Schedule:

Start date April 2019

End date November 2023

### Requested Funding:

Total eligible costs €51,189,012

Requested funding €12,694,875

Requested EU support 24.80%

### Recommended Funding:

Recommended total eligible costs €51,189,012

Recommended funding €12,694,875

Recommended EU support 24.80%



The Action is part of a Global Project to improve the quality of the existing cross-border rail connection traffic between Bremen (DE) and Groningen (NL) along the TEN-T comprehensive rail network. The Action aims at implementing measures in order to improve three railway sections and stations along this cross-border connection. It concerns the upgrade of the sections (i) Groningen- Winschoten, (ii) Winschoten – DE/NL border, and (iii) DE/NL border – Leer. Through the Action, speed levels will be increased from 80-100 km/h to 120-130 km/h and from 40 km/h to 80 km/h at several stations, and block contraction will be optimised to increase the number of trains and the rail service frequency on the trajectory. Noise, substructure, and safety measures are also foreseen.

### Evaluation remarks:

The Action's relevance is excellent as it complies with the call priorities and contributes to eliminating a bottleneck. Its maturity is good as political commitment is solid, CEF funding will secure public funding and some activities have already started. The Action's impact is good as it will provide positive effects and EU support will increase the Action's priority in the national governments' agenda. Its quality is good as in general it is sound, logical and well developed.

**Rail Freight Noise**  
CEF-T-2019-2-AP-TRANSPORT

Location(s) of the action:

Germany, Luxembourg

(Coordinating) applicant:

VPI European Rail Service GmbH VERS

Implementation Schedule:

Start date May 2019

End date December 2023

Requested Funding:

Total eligible costs n/a

Requested funding €3,133,600

Requested EU support n/a

Recommended Funding:

Recommended total eligible costs n/a

Recommended funding €2,503,350

Recommended EU support n/a



The Action aims at contributing to EU objectives in terms of reducing rail freight noise by retrofitting wagons' braking system with composite brake blocks.

The Action will retrofit a large number of wagons which operate through leasing contracts for national and cross-border traffics, and run through all TEN-T Core Network Corridors. Wagons will be retrofitted in workshops located in several European countries.

Applicants joined forced for this Action in order to reach the threshold of 2,000 wagons; all of them are members of the VPI association (Verband der Güterwagenhalter in Deutschland e.V.) which coordinates the Action.

Evaluation remarks:

The Action is of very good relevance, being a multi-applicant proposal covering all TEN-T Core Network corridors and being implemented in workshops in several Member States. With a large number of wagons to be retrofitted, the Action is highly relevant to the Call's objectives.

The maturity is good, backed by political support and well-developed technology for composite brake blocks. Moreover, some of the applicants have already finalised framework agreements with the workshops which will undertake the work. The impact is excellent and demonstrated by the important list of positive impacts in several environmental and socio-economic areas.

The overall proposal is of good quality in terms of its logic, completeness and clarity.

## Rail Freight Noise CEF-T-2019-2-AP-TRANSPORT

### Location(s) of the action:

Austria, Belgium, Croatia, Czechia, Finland, France, Germany, Hungary, Italy, Netherlands, Poland, Romania, Slovakia, Slovenia

### (Coordinating) applicant:

TOUX RAIL LIMITED

### Implementation Schedule:

Start date May 2019

End date December 2023

### Requested Funding:

Total eligible costs n/a

Requested funding €2,114,000

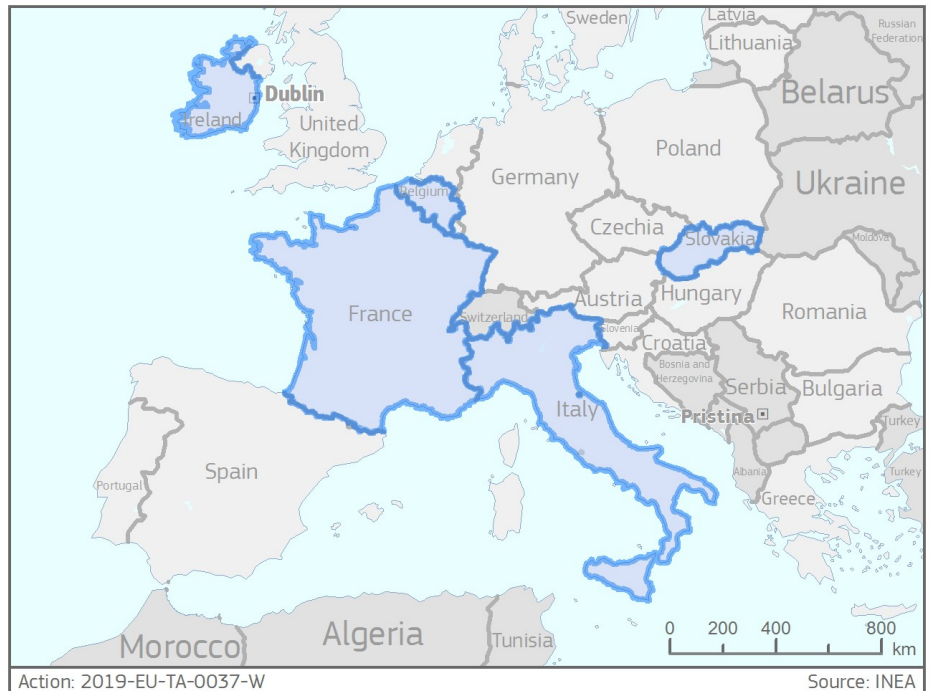
Requested EU support n/a

### Recommended Funding:

Recommended total eligible costs n/a

Recommended funding €2,114,000

Recommended EU support n/a



The Action aims at contributing to EU objectives in terms of reducing rail freight noise by retrofitting wagons' braking system with composite brake blocks.

The expected operation of the wagons is focused on, but not limited to, the Rhine-Alpine, Rhine-Danube and North-Sea Mediterranean Core Network Corridors.

The applicants are small-medium-size private wagon keepers and certified entities in charge of wagons' maintenance.

The implementation of the Action will result in the retrofit of almost 8,500 S-type wagons with silent composite brake blocks and the respective reduction of their noise emission by 8-12 dB.

### Evaluation remarks:

The Action is of excellent relevance, impact and quality. In particular, it demonstrates in a clear and comprehensive way very good response to the Call priority in terms of fleet size and geographical coverage (including cross-border dimension).

The Action's maturity is very good, with key administrative and technical issues being already settled.

The Action is complementary with other EU funded projects, namely 2014-BE-TA-0621-W (LoNofts1) and 2016-BE-TA-0214-W (LoNofts2), which addressed earlier phases of the composite brake retrofit of wagons owned by one of the co-applicants.

# Bridging Missing Links between FR&SP: Cross-border Railway Section Pau-Zaragoza. Somport Railway Tunnel Reopening

2019-EU-TA-0040-M

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

France, Spain

### (Coordinating) applicant:

MINISTERIO DE FOMENTO

### Implementation Schedule:

Start date April 2019

End date December 2023

### Requested Funding:

Total eligible costs €8,950,000

Requested funding €3,745,000

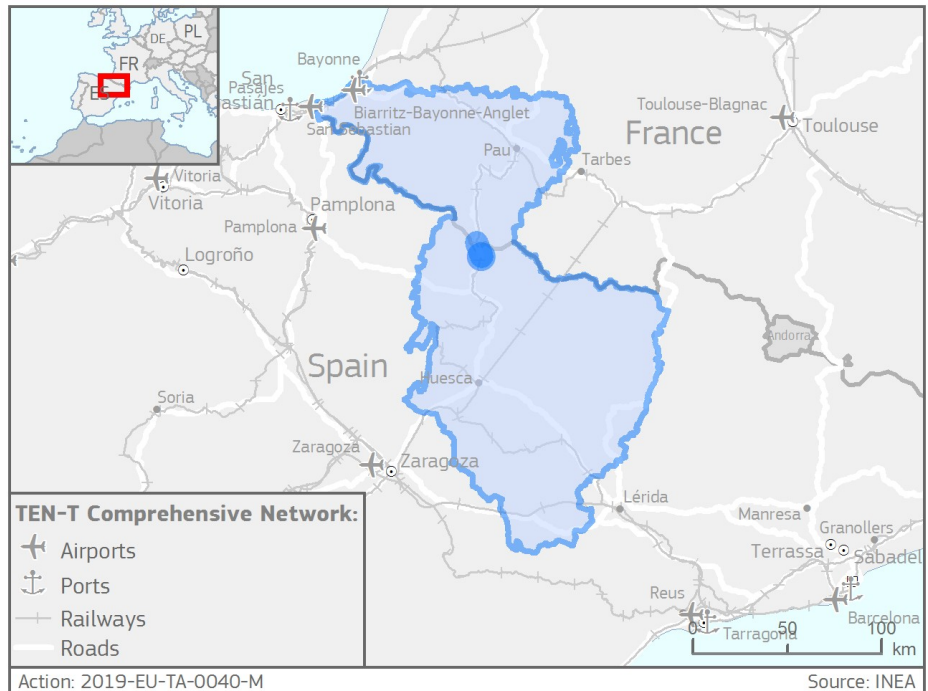
Requested EU support 41.84%

### Recommended Funding:

Recommended total eligible costs €8,950,000

Recommended funding €2,854,400

Recommended EU support 31.89%



The Action concerns the preparation of a series of studies required prior to the works in the Somport Railway Tunnel, and the works at the Canfranc International Railway Station.

The global project to which the Action is contributing has as a goal, the reopening of the Pau-Canfranc-Zaragoza railway line, which currently presents a technical and a geographical cross-border bottleneck in the mountainous region between Spain and France.

Once the Action is finalised, the next phase of the global project will be possible, which is the implementation of the works in the tunnel and complete resumption of the rail traffic on the route.

### Evaluation remarks:

The Action's relevance is very good, since it concerns studies and works which aim to remove a TEN-T comprehensive network bottleneck on a cross-border railway. Its maturity is also very good due to strong political support, secured funding, implemented public consultations and ongoing works. The impact is good as the Action's completion will improve the interconnection of Spain and France and the reliability and capacity of the rail network. The Action's quality is good, with activities coherent with the objectives and adequate justification of the needed resources.

**Projects on the Comprehensive Network**  
**CEF-T-2019-1-AP-TRANSPORT**

**Location(s) of the action:**

Finland

**(Coordinating) applicant:**

Port of Rauma Ltd

**Implementation Schedule:**

Start date May 2019

End date May 2021

**Requested Funding:**

Total eligible costs €12,125,000

Requested funding €2,440,000

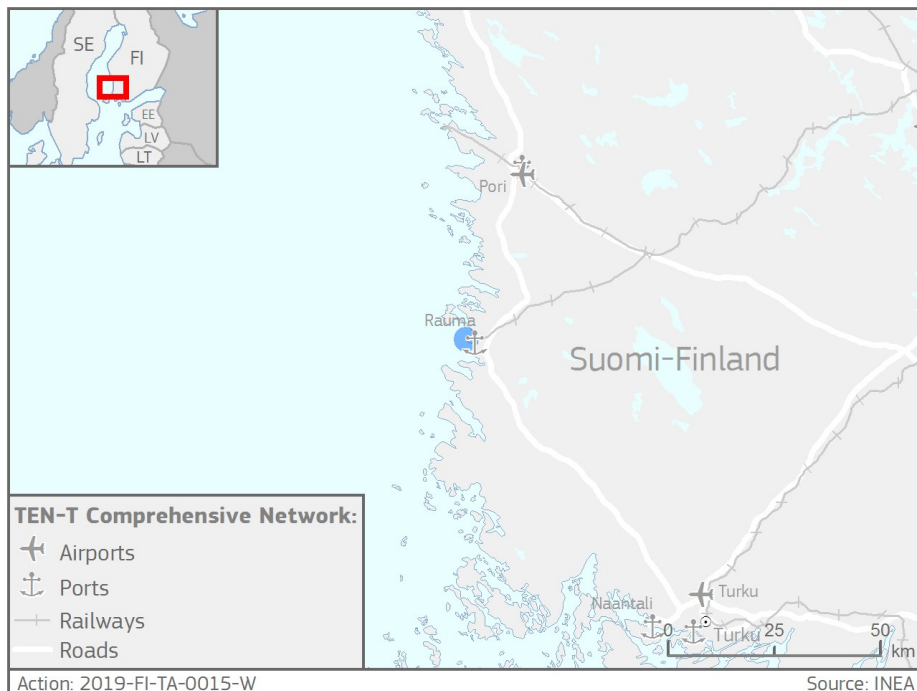
Requested EU support 20.12%

**Recommended Funding:**

Recommended total eligible costs €12,125,000

Recommended funding €2,440,000

Recommended EU support 20.12%



Rauma Port is the 4th largest general Finnish maritime port, for forest industry exports. The Action aims to remove the bottleneck of insufficient cargo area and congestion in the Port providing a new break bulk cargo handling field. It is located on the TEN-T comprehensive network on the western coast of Finland. It is part of a global project on Port fairway deepening, development of the container and new field for cargo handling areas, quay construction and extension of the rail connection in the Petäjäs Harbour. It covers works implementation, Action management and ex-post climate change impact assessment. Expected benefits concern the removal of the capacity bottleneck and optimized cargo handling leading to environmental benefits and regional development.

**Evaluation remarks:**

The Action has very good relevance and maturity. It contributes to the call objectives and priorities, improving port efficiency. The EU added value is well demonstrated. The Action is ready to start, with all approvals in place. The Action's impact is very good. The economic benefits are well demonstrated; it presents a valid case for EU funding. The quality is excellent. The allocation of costs is appropriate. Adequate control and quality management procedures are in place.



**Projects on the Comprehensive Network**  
**CEF-T-2019-1-AP-TRANSPORT**

**Location(s) of the action:**

Finland

**(Coordinating) applicant:**

Port of Oulu Ltd

**Implementation Schedule:**

Start date May 2019

End date December 2021

**Requested Funding:**

Total eligible costs €10,567,000

Requested funding €2,128,400

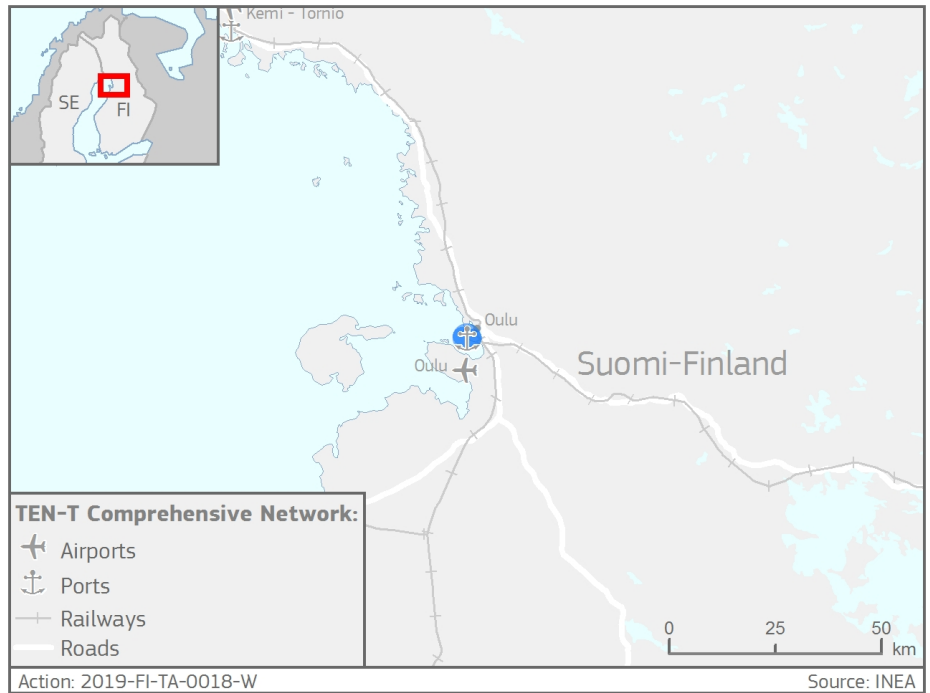
Requested EU support 20.14%

**Recommended Funding:**

Recommended total eligible costs €10,017,000

Recommended funding €2,018,400

Recommended EU support 20.15%



The proposed Action is located in the comprehensive maritime Port of Oulu, and aims at improving port infrastructure and addressing a hinterland bottlenecks. To this effect, the Action foresees the extension and construction of railway tracks as well as a wagon unloading field to enable the reception of 1000 m long trains, the extension and improvement of a railway marshalling yard and the extension of a quay. This is expected to result in a significant contribution to modal shift, the efficiency of port operations as well as result in environmental improvements.

**Evaluation remarks:**

The Action's relevance is very good, as it addresses a rail and maritime bottleneck by improving basic infrastructure and rail hinterland connections. The maturity and impact are good, with the technical planning for all activities expected to be completed by Q2 2019 and CEF support expected to stimulate public and private investment (given that the financial close has not yet been reached). The proposal is of very good quality, given that its activities are adequate and coherent with the Action's objectives.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

Location(s) of the action:

Finland

(Coordinating) applicant:

Kokkolan Satama Oy

Implementation Schedule:

Start date                      October 2020

End date                         December 2022

Requested Funding:

Total eligible costs            €7,145,000

Requested funding                €1,444,000

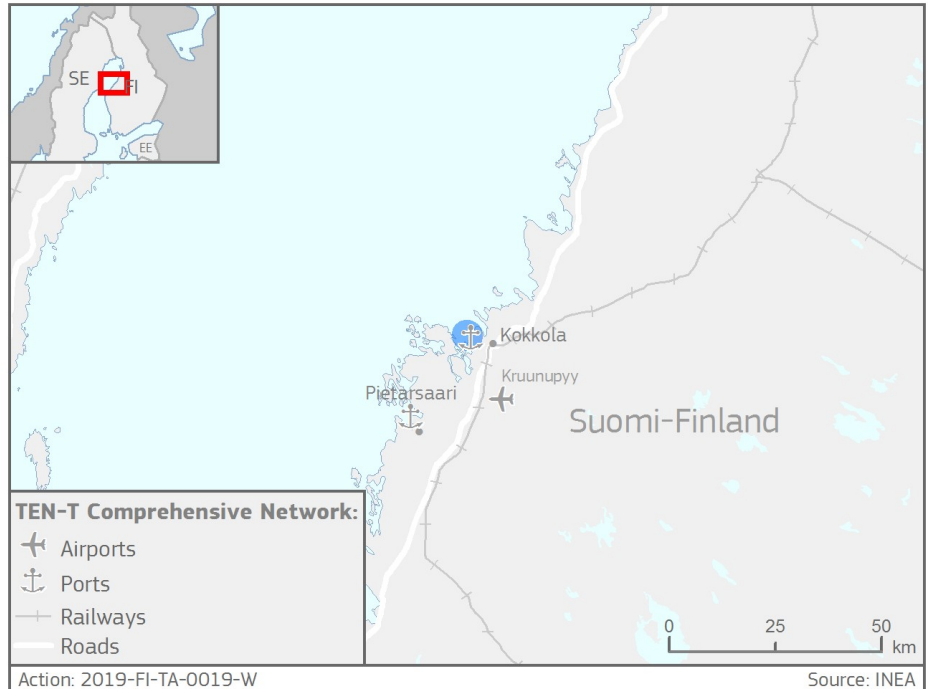
Requested EU support            20.21%

Recommended Funding:

Recommended total eligible costs    €7,145,000

Recommended funding                €1,444,000

Recommended EU support            20.21%



The maritime port of Kokkola is part of the TEN-T comprehensive network and the third largest general port in Finland serving the mining industry. It is the largest port for transit traffic from Russia. As a part of the Global Porject , the Action aims at removing the bottleneck of insufficient port infrastructure in order to accommodate an adequate number of large-sized vessels. It will be carried out by extending the existing quay of the Deep Port by 130 m, from 626 m to 756 m, thus enabling simultaneous loading of three Panamax dry bulk vessels. The Action will result in improvement of the port infrastructure for better service aimed at bulk cargo vessels in the existing port area with a public access.

**Evaluation remarks:**

The Action's relevance is very good. It addresses the call priorities related to removal of an important port infrastructure bottleneck. The Action's maturity is good. It is ready to start from the technical point of view. However, the reason for the estimated starting date being only 2021 requires clarification. The Action's impact is good, despite certain methodological shortcomings in the CBA. The Action's quality is very good. The Activities are well described and coherent with the resources. Quality assurance and risk management procedures are adequate.

**Rail Freight Noise**  
**CEF-T-2019-2-AP-TRANSPORT**

Location(s) of the action:

France

(Coordinating) applicant:

ERMEWA SA

Implementation Schedule:

Start date April 2019

End date December 2023

Requested Funding:

Total eligible costs n/a

Requested funding €4,108,150

Requested EU support n/a

Recommended Funding:

Recommended total eligible costs n/a

Recommended funding €4,108,150

Recommended EU support n/a



The Action aims at contributing to EU objectives in terms of reducing rail freight noise by retrofitting 16,063 freight wagons (almost entirely S-type) with composite LL brake blocks. The Action is part of a global project aiming at reducing the noise emission of the entire Ermewa fleet by December 2023. More than 5,000 wagons have already been retrofitted under the previous CEF Action 2016-FR-TA-0088-W. The main objective is preventing barriers to railway interoperability due to noise requirements and reducing the level of noise that affect people living close to railway lines.

The wagons will be retrofitted between May 2019 and December 2023 in workshops located in Austria, Belgium, Switzerland, Germany, Poland, Czechia, Slovakia, Hungary, France and Italy.

Evaluation remarks:

The Action is of very good relevance, in line with the call priorities and objectives. Maturity is excellent as it is the follow-up of another ongoing CEF Action and there are no pending issues. The impact is excellent given the immediate benefits resulting from noise reduction and the very high number of wagons involved. The quality is good in terms of its logic, completeness and clarity.

# Technical and environmental studies for the upgrade of the maritime access of Port Atlantique La Rochelle

2019-FR-TA-0017-S

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

France

### (Coordinating) applicant:

Grand Port Maritime de La Rochelle

### Implementation Schedule:

Start date May 2019

End date December 2020

### Requested Funding:

Total eligible costs €1,731,700

Requested funding €865,850

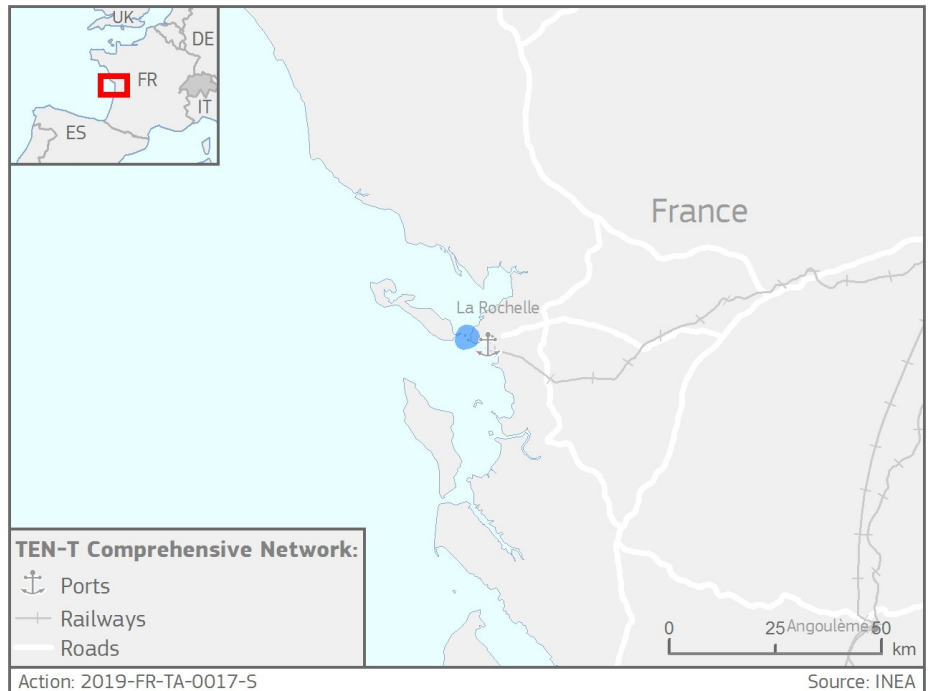
Requested EU support 50.00%

### Recommended Funding:

Recommended total eligible costs €1,731,700

Recommended funding €865,850

Recommended EU support 50.00%



Port Atlantique La Rochelle (PALR) is the busiest French port on the TEN-T comprehensive network, with 9.6m tonnes of cargo handled in 2018. Its proposed action is part of a Global Project to upgrade the maritime access of the port to accommodate the new generation of vessels and cope with the increasing traffic demand. The proposed action aims to deliver the technical and environmental studies needed to launch the works.

### Evaluation remarks:

The Action's relevance is excellent. It consists in studies to improve the maritime access to a TEN-T comprehensive port, which is a priority of the Call.

The Action's maturity is also excellent, as its implementation has already started.

The Action's impact is very good, since it covers tasks which are necessary prior to the implementation of the works.

The Action's quality is good. It is well described, detailed and coherent with its objectives.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

Location(s) of the action:

France

(Coordinating) applicant:

Grand Port Maritime de La Réunion

Implementation Schedule:

Start date July 2019

End date July 2023

Requested Funding:

Total eligible costs €4,700,000

Requested funding €2,350,000

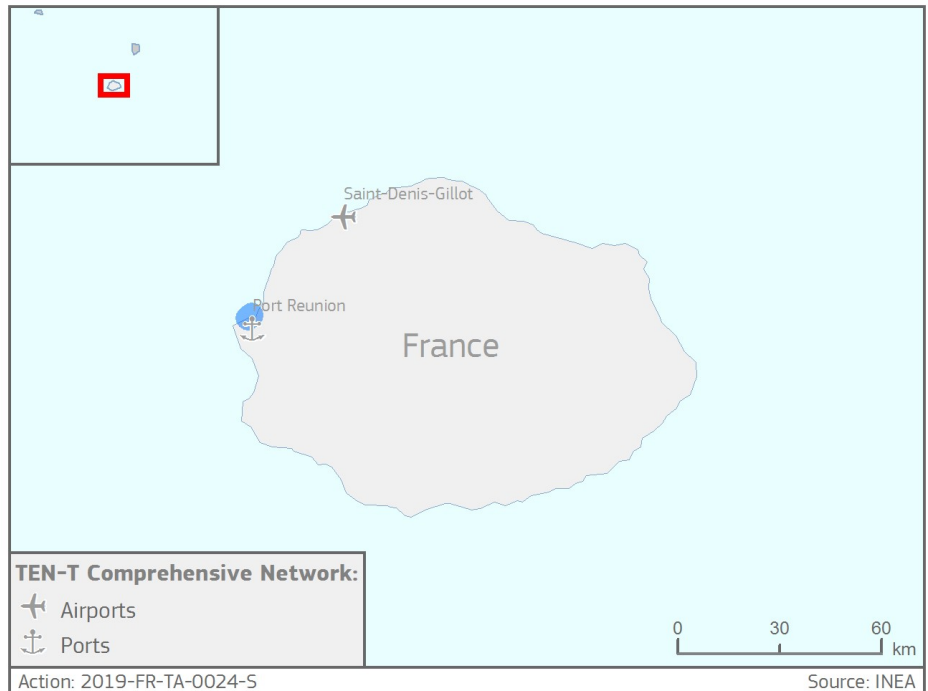
Requested EU support 50.00%

Recommended Funding:

Recommended total eligible costs €4,350,000

Recommended funding €2,175,000

Recommended EU support 50.00%



The proposed Action will take place at the Eastern Port of la Réunion. It aims to respond to the growing operational needs of the port, increase the handling capacity and processing space, as well as to redesign and reconstruct the breakwater defence to address climate change consequences. The purpose of the Action is the development of studies preparing land reclamation works, dedicated to an extension of the container storage and processing activities and will comprise the environmental and technical studies, public consultation, technical design and legal studies and construction monitoring. The Project contributes to the TEN-T comprehensive network of maritime ports.

Evaluation remarks:

The Action's relevance is good. It addresses the call objectives with regard to ports' infrastructure. Maturity is very good. The Action is technically ready and is supported at the governmental level. The impact is good with positive socio-economic impacts on sustainable economic development, improved operating efficiency of the terminal and the stimulating effect on the immediate co-funding and implementation of the Action. Quality is good. The activities are coherent with the defined objectives and adequate to achieve them. However, the budgeted costs appear overestimated.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

Location(s) of the action:

France

(Coordinating) applicant:

Council of Region Brittany

Implementation Schedule:

Start date January 2019

End date June 2022

Requested Funding:

Total eligible costs €1,148,070

Requested funding €574,035

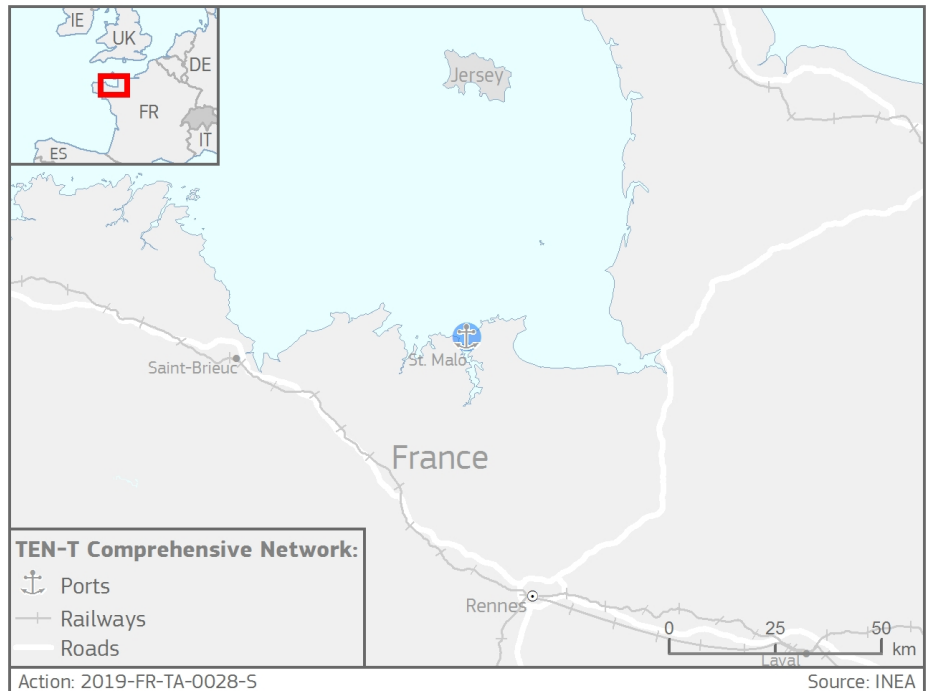
Requested EU support 50.00%

Recommended Funding:

Recommended total eligible costs €1,098,070

Recommended funding €549,035

Recommended EU support 50.00%



The comprehensive Port of Saint Malo is located on the Channel coast of Bretagne, across England and the Channel Islands. The Port has developed a 10-year Port Strategy that is divided into 3 complementary areas: Economic development of the Port, Management of social issues and Improvement of the environmental quality. The proposed Action is part of the global project and aims to support the Ferry terminal redevelopment. It includes studies for the improvement of the maritime access to the port, legal and environmental studies and studies on sustainable energy planning at the "Terminal du Naye". The expected result is mature studies for the implementation of the follow-up works.

Evaluation remarks:

The Action's relevance is good. However, Activity 3 'Sustainable energy planning' is not relevant to the Call priorities. The Action's maturity is very good. Necessary political commitments, previous feasibility studies and co-finance are in place. Procurement is well advanced. The Action's impact is good. However, impacts are not quantified. Its quality presents certain shortcomings but its EU added value is very significant.

**Rail Freight Noise**  
CEF-T-2019-2-AP-TRANSPORT

Location(s) of the action:

France

(Coordinating) applicant:

SNCF RESEAU

Implementation Schedule:

Start date May 2019

End date December 2023

Requested Funding:

Total eligible costs n/a

Requested funding €2,138,750

Requested EU support n/a

Recommended Funding:

Recommended total eligible costs n/a

Recommended funding €2,138,750

Recommended EU support n/a



The Action aims at reducing the rail freight noise emissions at source by retrofitting composite brakes on 8,555 S-type freight wagons. The wagons will be retrofitted within their regular maintenance cycle between July 2019 and December 2023. The Action is part of a global project aiming at reducing the noise emission of the entire SNCF Réseau fleet.

The rolling stock circulates in France as part of the French national infrastructure manager's yellow fleet.

**Evaluation remarks:**

The Action addresses well the call objectives and priorities. The wagons are part of the yellow fleet of SNCF Réseau and are operated in France. The Action is ready to start from technical, operational and financial point of view, while the national funding for the last 2 years still needs to be secured. The Action is expected to have positive impact on noise reduction in areas around railways. The proposal's quality is good, with reasonable and acceptable planned timing and structure of the activities.

**Projects on the Comprehensive Network**  
**CEF-T-2019-1-AP-TRANSPORT**

**Location(s) of the action:**

France

**(Coordinating) applicant:**

Ministry for Ecological and Inclusive Transition – Transport Ministry

**Implementation Schedule:**

Start date September 2019

End date August 2022

**Requested Funding:**

Total eligible costs €8,000,000

Requested funding €4,000,000

Requested EU support 50.00%

**Recommended Funding:**

Recommended total eligible costs €8,000,000

Recommended funding €4,000,000

Recommended EU support 50.00%



The Action aims at the preparation of the renewal works in the rail section Strasbourg-Lauterbourg, on the French side of the French-German railway line Strasbourg-Wörth (Alsace / Rhineland-Palatinate). It aims to define the terms and conditions in order to launch the works after. It is the first phase of a Global project. The Action consists of:

- Technical studies: geotechnical, hydrological, earth works and signal facilities (activity 1)
- Other studies: traffic study, operating study, socio-economic study, concluding to the CBA (cost-benefit-analysis);
- Preparation of the public procurement procedures: definition of the detailed phases, the breakdown of contracts, the content of the tender.

**Evaluation remarks:**

The Action's relevance is good, as it contributes to the priorities and objectives of the call. It concerns a cross-border railway section between France and Germany on the TEN-T Comprehensive network.

The Action's maturity is very good. It benefits from strong political commitment at national/international level (through the Global project).

The Action's impact is good. It will be used as a decision-making tool for the next construction phase. CEF funding is decisive for the realisation of the Action.

The Action's quality is good, as the activities are coherent with the objectives and adequate to achieve them.



## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

**Location(s) of the action:**

France

**(Coordinating) applicant:**

Ports of Normandy

**Implementation Schedule:**

Start date May 2019

End date March 2021

**Requested Funding:**

Total eligible costs €15,583,038

Requested funding €3,116,608

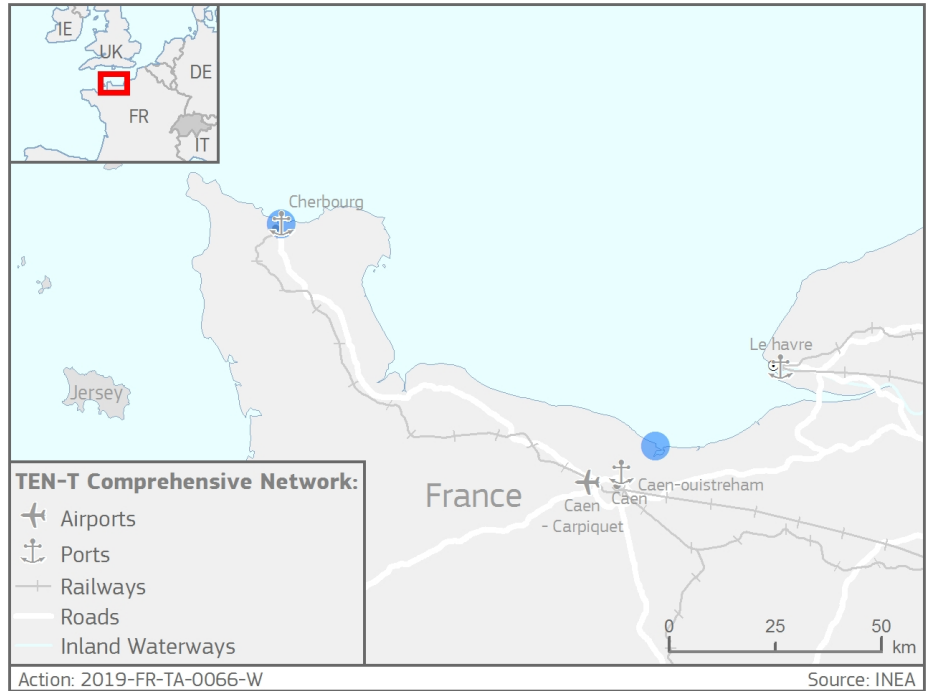
Requested EU support 20.00%

**Recommended Funding:**

Recommended total eligible costs €9,949,000

Recommended funding €1,989,800

Recommended EU support 20.00%



The Action aims to strengthen and expand cross-Channel business, in particular - to accompany the trend for larger (LNG) ferries and consolidated shipping by adapting existing port infrastructures. It targets competitiveness of the Ports of Normandie and limiting of the ecological footprint. The purpose of the Action is to improve the deep-water capacity of ports and creating a basic infrastructure to enable logistics activities to develop freely and unhindered by regulatory restrictions. It involves improving harbour access by enlarging the channel, setting up storage facilities for supplying vessels with new energies, building a multimodal terminal to connect the channel with the rail network, undertaking works for managing storm and waste water. The Project is part of the comprehensive trans-European transport network. It contributes to the TEN-T Atlantic core network corridor.

**Evaluation remarks:**

The Action's relevance, in its reduced scope, is good. It addresses the objectives and priorities of the call. It demonstrates EU added value with regard to shipping with the UK and Ireland. The overall maturity is good. It received the political support and both building permit and funding are already secured for Activities 1 'Improving harbour access for the Ouistreham (Port of Caen) cross-channel terminal' and 2 'Ouistreham Cross channel terminal LNG Storage Facilities'. The impact is good with positive socio-economic benefits, especially with regard to emissions reduction and stimulating effect on public and private investment is demonstrated. The quality is good. Activities are coherent with the defined objectives and an adequate project management structure is planned.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

Location(s) of the action:

Ireland

(Coordinating) applicant:

Donegal County Council

Implementation Schedule:

Start date April 2019

End date December 2021

Requested Funding:

Total eligible costs €8,670,000

Requested funding €4,335,000

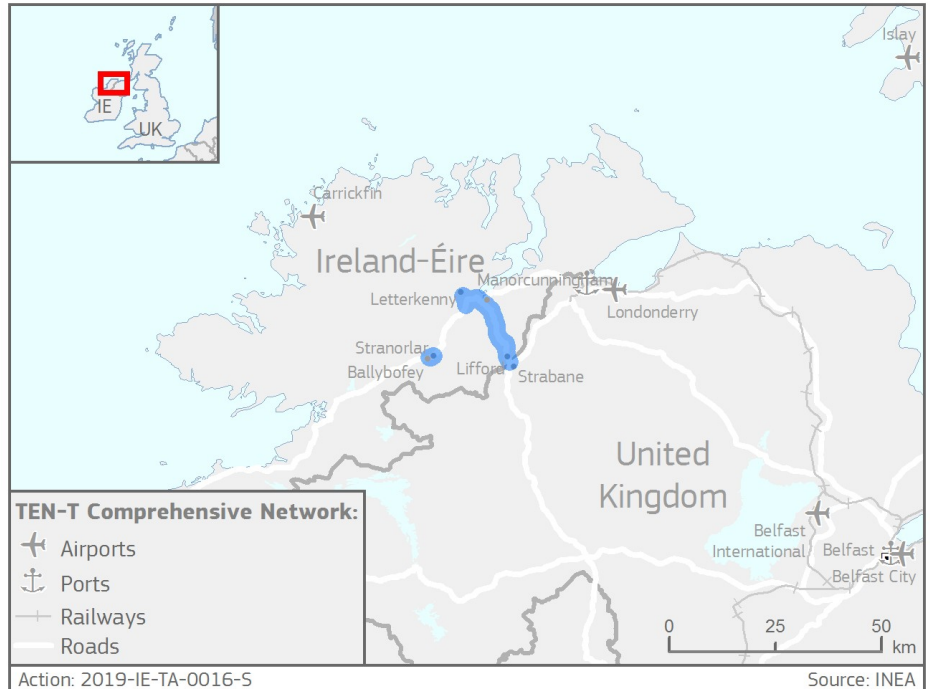
Requested EU support 50.00%

Recommended Funding:

Recommended total eligible costs €8,670,000

Recommended funding €4,335,000

Recommended EU support 50.00%



The Action is located on the comprehensive road network over a length of 31 km at three road sections in the Donegal County: Ballybofey – Stranorlar, Letterkenny – Manor Cunningham and Manor Cunningham – Lifford/Strabane (at border).

It concerns the completion of all studies required to remove bottlenecks on the cross-border section between the Republic of Ireland and Northern Ireland. The studies will cover the designs and reports required to obtain the necessary statutory and other approvals to facilitate the future construction.

The Action is part of a global project and will contribute to (i) improve connectivity between Ireland and Northern Ireland through the link between Letterkenny and Derry city and Strabane, (ii) optimize journey times and (iii) alleviate traffic congestion.

**Evaluation remarks:**

The Action is very relevant as it covers studies for removing bottlenecks on three road sections of the TEN-T comprehensive network in the Republic of Ireland. One of these sections is on the border between the Republic of Ireland and the UK (Northern Ireland). The EU added value is demonstrated since the Action contributes to the future construction, leading to improve the transport flows between the two countries. It is very mature, as the initial phase of the studies is underway. Its impact on decision-making is very good, as it will develop best practices and select the preferred option for construction. The proposal's quality is very good, as the activities, costs and EU publicity are well described and planned.

**Rail Freight Noise**  
**CEF-T-2019-2-AP-TRANSPORT**

**Location(s) of the action:**

Italy

**(Coordinating) applicant:**

Mercitalia Rail Srl

**Implementation Schedule:**

Start date June 2019

End date November 2023

**Requested Funding:**

Total eligible costs n/a

Requested funding €2,106,200

Requested EU support n/a

**Recommended Funding:**

Recommended total eligible costs n/a

Recommended funding €2,106,200

Recommended EU support n/a



The Action aims at contributing to EU objectives in terms of reducing rail freight noise by retrofitting wagons' braking system with composite brake blocks. The applicants, Mercitalia Rail and Mercitalia Intermodal, are between the main European Railway Undertaking and Intermodal Operator. The implementation of the Action will result in the retrofitment of 8,093 wagons (mainly S-type) with silent composite brake blocks and the respective reduction of their noise emission by 8-12dB. These wagons are expected to operate on five Core Network Corridors passing by densely populated areas of the European Union.

**Evaluation remarks:**

The Action is of excellent relevance and impact, fully meeting the call objectives and priorities, and contributing to a larger interoperable freight fleet. The maturity is very good, with key legal, technical and administrative aspects being already settled. The quality is good in terms of its logic, completeness and clarity.

# Fast Track to the Sea. Implementing the upgrade of the last mile rail connections port of Civitavecchia

2019-IT-TA-0034-M

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Italy

### (Coordinating) applicant:

Autorità di Sistema Portuale del Mar Tirreno  
Centro Settentrionale

### Implementation Schedule:

Start date April 2019

End date June 2023

### Requested Funding:

Total eligible costs €18,460,720

Requested funding €3,872,144

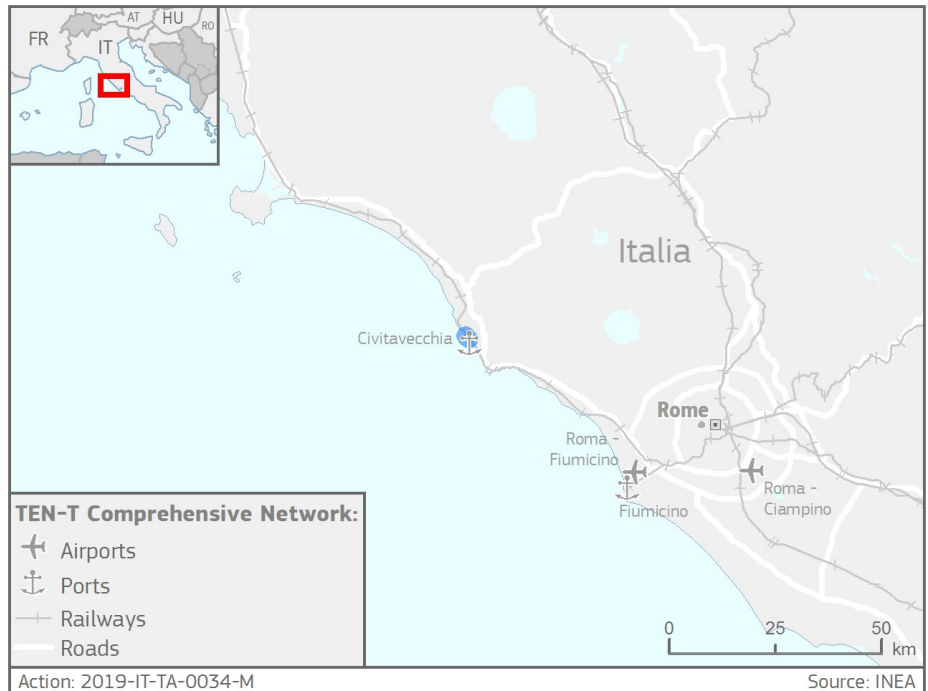
Requested EU support 20.98%

### Recommended Funding:

Recommended total eligible costs €18,460,720

Recommended funding €3,872,144

Recommended EU support 20.98%



The proposed Action is located in the Comprehensive Port of Civitavecchia and aims to carry out the final and detailed design of the new last mile connections of the port (Activity 1) and the realization of the subsequent works (Activity 2). The Action refers in particular to the marshalling yards of the port ("Fascio Molo Vespucci") and the rail connections to the docks 23, 24 and 25.

The objective of the proposed Action is to improve the efficiency of the rail operations in the port, by increasing the module of the tracks, reducing the operating time and directly connecting the port with the rail TEN-T comprehensive network, avoiding the arrival and departure from the station of Civitavecchia.

The proposed Action is part of the Global Project for the renewal of the rail system within the port according to the Port Master Plan (Piano Regolatore Portuale) and to the Italian Port Strategic Plan (Objectives 3, 4 and 5). The preliminary design, CBA and feasibility studies were co-financed in a previous TEN-T Action (2013-IT-91054-S) and it is as well linked to the blending Action 2017-EU-TM-0037-W.

### Evaluation remarks:

The Action's relevance and impact are very good since the last mile connection of the port of Civitavecchia with the rail hinterland will be improved and modal shift from road to rail will increase. Air and noise pollution will be reduced and interoperability and efficiency of port operations will improve. Maturity and quality are good. Political commitment and financial resources are ensured. Planned activities are coherent with objectives, and control, monitoring, risk management procedures are sound. However, public consultations and public procurement are pending and cost break-down at sub-activity level has not been provided.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

**Location(s) of the action:**

Italy

**(Coordinating) applicant:**

Autorità di Sistema Portuale del Mar Ligure Orientale

**Implementation Schedule:**

Start date December 2019

End date September 2021

**Requested Funding:**

Total eligible costs €18,303,906

Requested funding €3,660,781

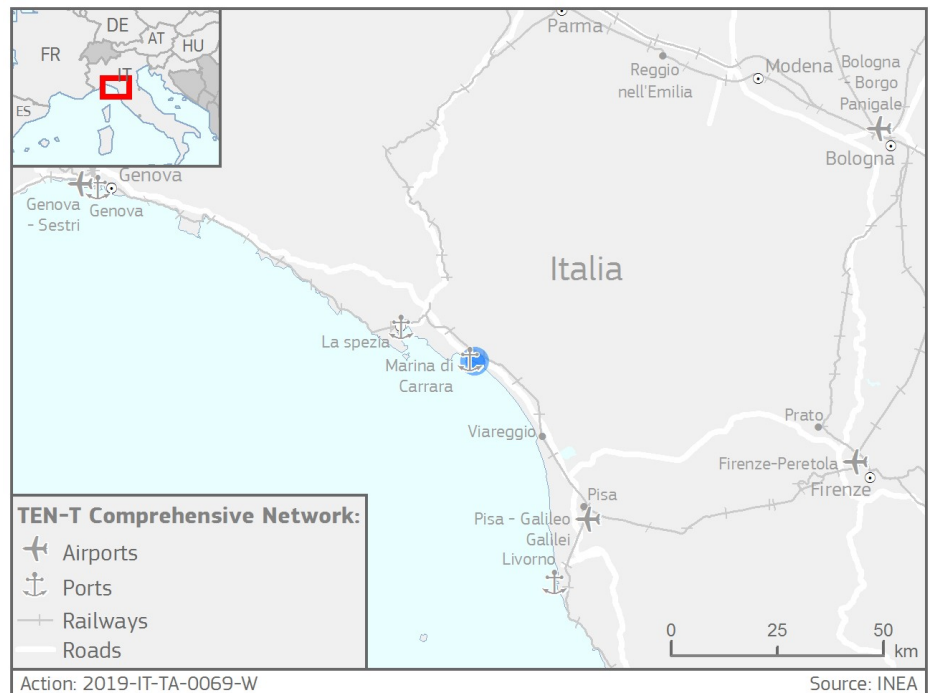
Requested EU support 20.00%

**Recommended Funding:**

Recommended total eligible costs €11,312,763

Recommended funding €2,262,553

Recommended EU support 20.00%



The comprehensive port Marina di Carrara, situated in the Northern Tuscany in Italy, is very important for the import-export of marble products and project cargos (cargo of not standardised, special equipment). The proposed Action includes the improvement of rail and road access to the port and is part of a global project that aims to improve the connection between the Marina di Carrara port with the Scan-Med Corridor and strengthen the links between the port and the industrial areas of Carrara. The activities of the proposed Action are: construction of the new rail-road and the cycle pedestrian bridge; maritime and fluvial works; rail works; road works; communication and dissemination; project management.

The proposed Action will improve cargo products rail transport and the project cargos maritime services.

**Evaluation remarks:**

The Action's relevance is good as it covers works for the removal of a bottleneck in the TEN-T comprehensive port of Marina Di Carrara. Some ineligible aspects (road works) have been removed from the Action's scope. The Action's maturity is very good. Approval and political commitment have been provided by the appropriate authorities. There are no legal, technical or environmental problems that could prevent its start.

The Action's impact is good because it is expected to contribute to more efficient operations and improved connection towards the hinterland railway network and inside the port area. The Action is also expected to have a positive impact on the environment and safety. The economic analysis is well prepared and shows that the project is economically viable. The quality of the proposal is good since the activities are coherent with the Action's objectives and are adequate to achieve them. The financial and technical aspects of the project have been very well considered; project management is well defined while risk mitigation strategy is in place.

# Removing bottlenecks on the cross-border rail section Venlo (NL)-Kaldenkirchen (DE)

2019-NL-TA-0063-S

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Netherlands

### (Coordinating) applicant:

Municipality of Venlo

### Implementation Schedule:

Start date April 2019

End date June 2023

### Requested Funding:

Total eligible costs €11,860,000

Requested funding €5,930,000

Requested EU support 50.00%

### Recommended Funding:

Recommended total eligible costs €11,860,000

Recommended funding €5,930,000

Recommended EU support 50.00%



The Action is phase 2 of a Global Project which aims at the removal of four bottlenecks along the cross-border rail section Venlo (NL) – Kaldenkirchen/Viersen (DE), located on the comprehensive network (Brabant Route), which is an important alternative cross-border rail connection in case of disruptions on the Rhine-Alpine Corridor (Betuwe Route). The current bottlenecks impair the smooth flow of freight, causing increased waiting times to cross the border, and limit the potential of the multimodal hub Venlo. The Action concerns the remaining technical, financial and legal studies – resulting in final technical designs, irrevocable spatial plans and (environmental) permits – which will form the basis for the construction (works) phase of the Global Project.

### Evaluation remarks:

The Action's relevance is very good as it complies with the call priorities and contributes to eliminating four bottlenecks. Its maturity is very good as it has political support at national, regional and local level in the Netherlands and Germany, all necessary funds are committed and a number of preparatory steps/procedures have been completed. The Action's impact is very good as it concerns mature studies that will be used for decision-making for the next phase and CEF funding enhances the quality of the studies. Its quality is good as in general it is sound, logical and well developed.

# Establishment of a new Comprehensive TEN-T Network cross-border line linking Katowice and Ostrava regions (Phase I)

2019-PL-TA-0064-S

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Poland

### (Coordinating) applicant:

Centralny Port Komunikacyjny sp. z o.o.

### Implementation Schedule:

Start date July 2019

End date August 2022

### Requested Funding:

Total eligible costs €3,500,000

Requested funding €1,750,000

Requested EU support 50.00%

### Recommended Funding:

Recommended total eligible costs €3,500,000

Recommended funding €1,750,000

Recommended EU support 50.00%



The Action is the first phase of the Global Project to build a new railway line between Katowice and Ostrava regions, a missing link on the TEN-T Comprehensive Network. It covers studies on the new cross-border section between State Border with Czechia and the Chybie/Zory area, as well as comprehensive studies for the entire Project. The deliverables of the Action will include a Program Concept with the alignment selection, EIA, Environmental Inventory and a Decision on Environmental Conditions application, and finally the tender documentation for the subsequent “Design and Build” procedure.

### Evaluation remarks:

The Action is of very good relevance and maturity, as it addresses a missing cross-border railway link between Poland and Czechia. Backed by a solid political commitment for the Global Project in both countries, the Action is ready to start. The Action’s impact is very good as it will serve as a decision-making tool to the Global Project itself (economic analysis, CBA and route alignment map). The Action will contribute to positive environmental impacts. The proposal’s quality is good, the activities are described in detail, are coherent with the Action’s objectives, and are appropriate to achieve them.

**Projects on the Comprehensive Network**  
CEF-T-2019-1-AP-TRANSPORT

Location(s) of the action:

Sweden

(Coordinating) applicant:

Trafikverket

Implementation Schedule:

Start date May 2019

End date June 2022

Requested Funding:

Total eligible costs €38,800,000

Requested funding €7,760,000

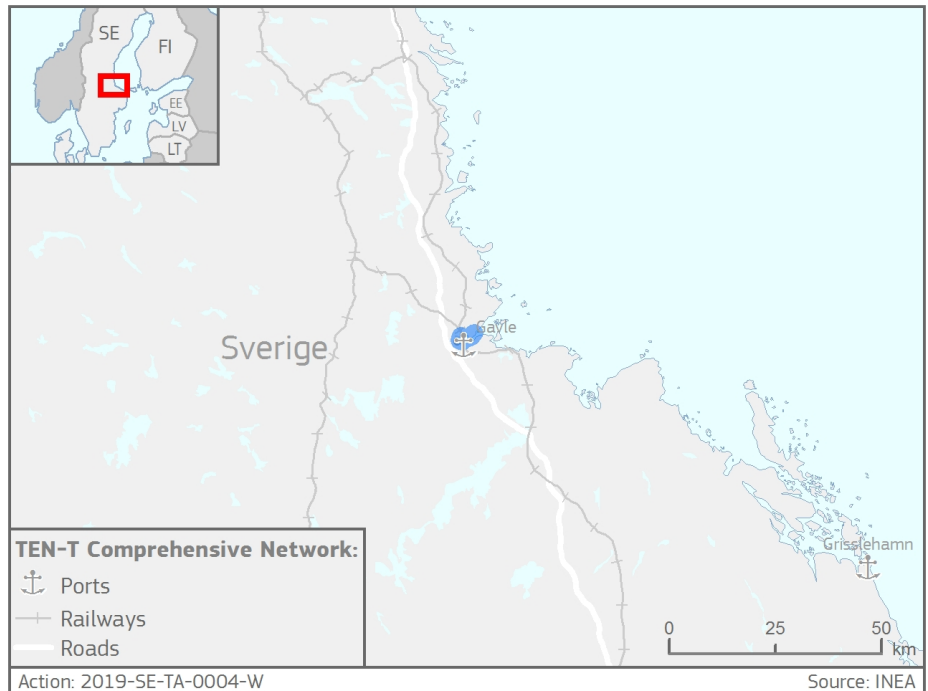
Requested EU support 20.00%

Recommended Funding:

Recommended total eligible costs €27,850,000

Recommended funding €5,570,000

Recommended EU support 20.00%



The Port of Gävle, located just north of Stockholm and next to the industrial Central Sweden region, is a strategic east coast hub for import and export in Sweden. The Action aims to improve the rail connection to and within the port, with new railway electrified connection between the East Coast Line and the port, and new railway connection in the port extending the existing track. It is part of a Global Project on the development of the Port of Gävle as a sustainable solution for freight transports in a densely populated region. In the long term, the Action will promote shift from road to rail as a safe, reliable and environmentally friendly transport mode with positive impact on climate.

**Evaluation remarks:**

The Action has excellent relevance as it contributes to the completion of the TEN-T Comprehensive Network and fully relates to the call priorities. It is of very good maturity as it has received strong political commitment from the national and local authorities, some activities are already underway, and the financial plan is secured.

Impact is good as the Action is expected to improve the rail connection to and within the port, leading to less congestion, less pollution and substantial benefits for the region. Quality is good as all project and risk management procedures are in place. However, the estimated costs of Activity 3 'Construction work, Best' are high and not sufficiently justified.



**Projects on the Comprehensive Network**  
**CEF-T-2019-1-AP-TRANSPORT**

**Location(s) of the action:**

Sweden

**(Coordinating) applicant:**

Ystad Kommun (Ystad Municipality)

**Implementation Schedule:**

Start date April 2019

End date December 2022

**Requested Funding:**

Total eligible costs €7,160,000

Requested funding €1,633,000

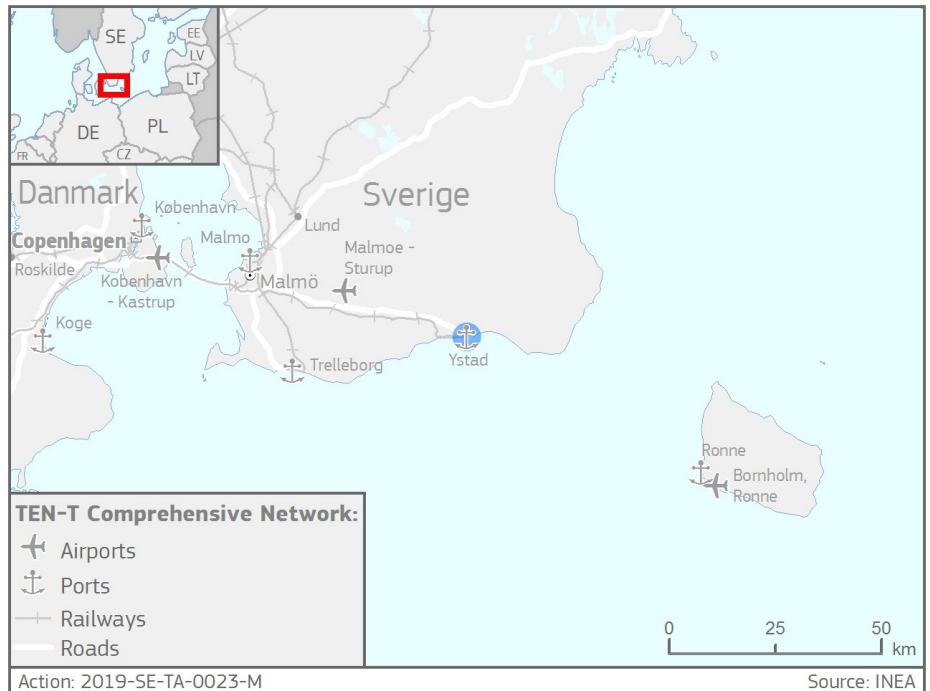
Requested EU support 22.81%

**Recommended Funding:**

Recommended total eligible costs €4,918,696

Recommended funding €1,184,739

Recommended EU support 24.09%



The Port of Ystad, in the Southern part of Sweden, is the third largest ferry passenger port in the country with daily traffic to Swinoujście (Poland) and Rönne (Bornholm). The proposed action aims to upgrade the capacity of the port, promote security and digitalization, and remove bottlenecks so as to handle increasing traffic to both Swinoujście and Rönne. The action is part of a Global Project on upgrading the maritime transport capacity in the Port of Ystad for serving larger vessels including LNG ferries. In the long term, the action will contribute to the promotion of sustainable and efficient transport systems, and to optimization of integrated and interconnected transport modes, through high quality maritime transport.

**Evaluation remarks:**

The Action has good relevance as it contributes to implementation of infrastructure works in a TEN-T comprehensive port. However, three out of the seven activities are not relevant to this call. It is of good maturity as it has received political commitment from the Swedish authorities, and it is technically ready to start. However, not all the administrative procedures have been completed yet. Impact is very good as the positive impact of the EU grant is confirmed, and the CBA shows significant socio-economic benefits. Quality is good as project management procedures are all in place. However, the risk analysis is not sufficiently detailed and the budget not sufficiently substantiated.

# Preparing the port of Karlshamn for the next generation of large Ro-Pax vessels and provision of onshore power supply

2019-SE-TA-0039-W

## Projects on the Comprehensive Network CEF-T-2019-1-AP-TRANSPORT

### Location(s) of the action:

Sweden

### (Coordinating) applicant:

Karlshamns Hamn AB

### Implementation Schedule:

Start date May 2019

End date March 2022

### Requested Funding:

Total eligible costs €15,000,000

Requested funding €3,000,000

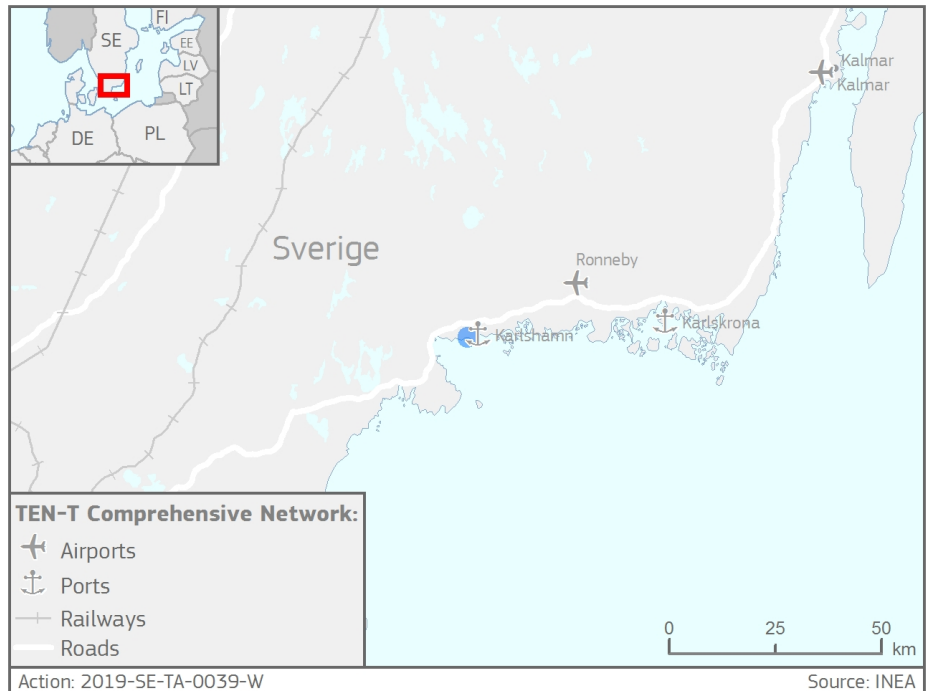
Requested EU support 20.00%

### Recommended Funding:

Recommended total eligible costs €15,000,000

Recommended funding €3,000,000

Recommended EU support 20.00%



The port of Karlshamn is one of the largest seaports in Sweden. Situated on a comprehensive network it plays a strategic role in East-West maritime connections. As a part of the Global project, the Action aims to extend the port infrastructure for the next generation Ro-Pax vessels (LOA 230 m). This will be carried out through extension of the quay line by 30 m, dredging in the area to 8.5 m, construction of the new ramp at the new berth no. 3, adjustment of the existing ramp at the Ro-Ro berth no. 2, installation of two additional dolphins, solar powered OPS, semi-automated mooring. As a result, the Ro-Ro berth capacity of the port of Karlshamn will be almost doubled.

### Evaluation remarks:

The Action's relevance is very good. It contributes to the call priorities by removing the bottleneck on the maritime route which is important for sustainable east-west trade flows. Maturity is good as the Action is ready to start from technical perspective, even though some administrative steps are yet to be completed. Impact is good and the expected socio-economic gains in terms of congestion, modal split and CO2 emissions reduction are important. The Action's quality is good. In general, the resources are coherent with activities, yet the activity description could be more substantiated.

## Rail Freight Noise CEF-T-2019-2-AP-TRANSPORT

### Location(s) of the action:

Austria, Croatia, Czechia, France, Germany, Hungary, Italy, Poland, Romania, Serbia, Slovakia, Slovenia, Switzerland

### (Coordinating) applicant:

Železničná spoločnosť Cargo Slovakia, a.s.

### Implementation Schedule:

Start date April 2019

End date December 2020

### Requested Funding:

Total eligible costs n/a

Requested funding €512,500

Requested EU support n/a

### Recommended Funding:

Recommended total eligible costs n/a

Recommended funding €512,500

Recommended EU support n/a



The Action aims at contributing to EU objectives in terms of reducing rail freight noise by retrofitting wagons' braking system with composite brake blocks. The Action covers the retrofitting of 2,050 S-type wagons from ZSSK CARGO rolling stock fleet and is the continuation of the applicant retrofit program to meet the goal of reducing freight noise. By the end of this Action, up to 26% wagons (some 2,752 wagons) will be retrofitted with LL-brake blocks. These wagons should be prioritised for use in international transport throughout the EU, including TEN-T Core Network Corridors, particularly on the Rhine-Danube, Baltic-Adriatic and Orient/East-Med, actually crossing Slovakia.

### Evaluation remarks:

The Action is excellent in terms of relevance and maturity as it has already started and fully addresses the call requirements. Impact and quality are considered very good. The Action will reduce the noise generated by wagons operated on European corridors. Overall, it is coherent in terms of objectives, activities and planned resources.



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