Connecting Europe Facility (CEF)

2017 Transport Blending call
First cut-off

Proposal for the selection of projects

December 2017
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# List of commonly used abbreviations

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

In 2013, the Connecting Europe Facility (CEF)\(^1\) was established in conjunction with new TEN-T Guidelines\(^2\), as a successor to the former TEN-T Programme (2007-2013).

The main objective of the CEF Transport Programme, as set out by the TEN-T Guidelines, is to help complete the Core Network and its nine TEN-T Core Network Corridors by 2030. To achieve this objective, a total budget of €24 billion\(^3\) has been made available for TEN-T projects for the 2014-2020 period. In relation to its predecessor programme, the CEF budget available for transport projects has increased almost threefold. Out of this budget, €11.3 billion is reserved for projects in the Member States eligible for support from the Cohesion Fund\(^4\).

CEF priorities

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

- **Funding Objective 1 (FO1):** Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections
- **Funding Objective 2 (FO2):** Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while 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 best use of the limited EU resources, the vast majority of CEF funding during the programming period is being directed to support major cross-border projects and projects addressing main bottlenecks and missing links on the nine 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 are being supported, in particular to improve the capacity of Member States and project promoters to prepare the project pipelines.

Most of the CEF funding during the 2014-2020 period is allocated under Multi-Annual Work Programmes (MAP). These Multi-Annual Work Programmes address projects\(^5\) of longer-term nature and high importance along the nine Core Network Corridors, other sections of the Core Network and horizontal priorities\(^6\) which are pre-identified in Part I of Annex I of the CEF Regulation. The remaining CEF funds are allocated under the Annual Work

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\(^1\) Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility


\(^3\) This figure includes the total amount (grants, financial instruments and programme support actions), not only what is delegated to INEA for management

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

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

\(^6\) SESAR; telematics applications for all modes of transport including ITS, ERTMS, RIS; new technologies and innovation; safe and secure infrastructure, Motorways of the Sea
Programmes (AP). The CEF transport funding priorities were established in the Commission Delegated Regulation of 8 July 2016.

2017 CEF Transport Blending call – Structure and particularities

The 2014-2020 Multi-Annual Work Programme (MAP) was amended on 20 January 2017 in order to introduce the 2017 CEF Transport Blending call for proposals by providing information on the total indicative amount of financial support and the priorities to be supported.

The call for proposals was published on 8 February 2017 and has two cut-off dates for the submission of proposals:

- 14 July 2017 (first cut-off date)
- 12 April 2018 (revised second cut-off date)

The objective of this call is to enable a coordinated selection and award process for projects of common interest receiving EU grants from the Connecting Europe Facility – Transport Sector (General envelope), combined with financing from the European Fund for Strategic Investments, or the European Investment Bank, or National Promotional Banks, or private sector investors, in order to maximise the leverage of private sector involvement and capital in the delivery of projects, while respecting the principle of non-cumulative award.

The call for proposals, which is open to all EU Member States (‘General envelope’), had an initial total indicative budget of €1 billion. Following the amendment of the 2017 CEF Transport Multi-Annual Work Programme adopted by the European Commission on 8 November 2017, a corrigendum to the 2017 CEF Transport Blending call was published, notifying an increase of the indicative budget for the ‘Innovation and New technologies’ priority (from €140 to €490 million), bringing the overall indicative total funding available for the blending call to €1.35 billion.

The 2017 CEF Transport Blending call has some innovative features which sets it apart from previous calls published under the CEF Transport programme, notably:

- Two deadlines for the submission of proposals.
- Open only to proposals for works.
- A minimum size for the eligibility of project proposals in terms of total eligible costs (€10 million). This minimum project size has been further reduced from €10 million to €5 million for project proposals submitted under the ‘Innovation and New technologies’ priority following the 8 November 2017 amendment, and will only apply to proposals submitted under the second cut-off date.
- Applicants have to demonstrate that full financial close with a private sector investor, the EIB, or a National Promotional Bank can be reached within 12 months from the date of the signature of the grant agreement.

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8 Commission Implementing Decision C(2017) 164 final of 20 January 2017
9 Official Journal of the European Union 2017/C376/05
Table 1: Structure, priorities and budget of the 2017 CEF Transport Blending call

<table>
<thead>
<tr>
<th>Call</th>
<th>Funding Objectives</th>
<th>Priorities</th>
<th>Maximum available budget</th>
</tr>
</thead>
</table>
| 2017 MAP Transport Blending call | 1. Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections  
2. Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonized through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety  
3. Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures | Core Network Corridors  
Other sections of the Core Network  
Rail interoperability  
European Rail Traffic Management System (ERTMS)  
Innovation and new technologies  
Safe and secure infrastructure  
Single European Sky - SESAR  
Intelligent Transport Systems for Road (ITS)  
Motorways of the Sea (MoS)  
Nodes of the Core Network  
Multimodal logistics platforms | €1 billion  
for proposals submitted under the first cut-off date  
(increased with €350 million for the Innovation and new technologies priority for the second cut-off date) |
Key aspects of the evaluations at the first cut-off date

Proposals submitted and evaluated

At the first cut-off date of the 2017 CEF Transport Blending call, a total of 68 proposals were received by INEA. All proposals were deemed admissible (presented in due time and form) and 65 were declared eligible (meeting the eligibility criteria provided for in the call) and were subsequently evaluated by external experts.

Table 2: Eligible proposals under 2017 CEF Transport Blending call – first cut-off date

<table>
<thead>
<tr>
<th>Priority</th>
<th>Number of eligible proposals</th>
<th>Requested funding (€)</th>
<th>Indicative available budget (€)</th>
<th>Subscription rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Network Corridors</td>
<td>24</td>
<td>1,450,801,578</td>
<td>450,000,000</td>
<td>3.22</td>
</tr>
<tr>
<td>Other sections of the Core Network</td>
<td>1</td>
<td>5,377,600</td>
<td>100,000,000</td>
<td>0.05</td>
</tr>
<tr>
<td>Rail interoperability</td>
<td>2</td>
<td>23,576,800</td>
<td>50,000,000</td>
<td>0.47</td>
</tr>
<tr>
<td>European Rail Traffic Management System (ERTMS)</td>
<td>10</td>
<td>397,051,669</td>
<td>100,000,000</td>
<td>3.97</td>
</tr>
<tr>
<td>Innovation and new technologies</td>
<td>15</td>
<td>175,954,120</td>
<td>140,000,000</td>
<td>1.26</td>
</tr>
<tr>
<td>Safe and secure infrastructure</td>
<td>/</td>
<td>/</td>
<td>10,000,000</td>
<td>/</td>
</tr>
<tr>
<td>Single European Sky - SESAR</td>
<td>2</td>
<td>18,326,765</td>
<td>40,000,000</td>
<td>0.46</td>
</tr>
<tr>
<td>Intelligent Transport Systems for Road (ITS)</td>
<td>/</td>
<td>/</td>
<td>40,000,000</td>
<td>/</td>
</tr>
<tr>
<td>Motorways of the Sea (MoS)</td>
<td>1</td>
<td>6,222,169</td>
<td>40,000,000</td>
<td>0.16</td>
</tr>
<tr>
<td>Nodes of the Core Network</td>
<td>7</td>
<td>81,798,771</td>
<td>10,000,000</td>
<td>8.18</td>
</tr>
<tr>
<td>Multimodal logistics platforms</td>
<td>3</td>
<td>13,455,256</td>
<td>20,000,000</td>
<td>0.67</td>
</tr>
<tr>
<td>Grand Total</td>
<td>65</td>
<td>2,172,564,728</td>
<td>1,000,000,000</td>
<td>2.17</td>
</tr>
</tbody>
</table>

With a total amount of €2.17 billion requested by applicants of the eligible proposals, the requested amount of funding was 2.17 times the available indicative budget (€1 billion).

Evaluation and selection process

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

1. An external evaluation of proposals was organised by the Innovation and Networks Executive Agency in the period from August to October 2017. The technical appraisal of each proposal against four blocks of award criteria (relevance, maturity, impact and quality) was made individually and remotely by at least three external technical experts. These experts then discussed each proposal in a consensus meeting held at INEA’s premises and agreed on a score and comments for each of the four blocks of award criteria, leading to a recommendation for or against funding.

The external technical experts were assisted in their work by Cost-Benefit Analysis experts and Financial Readiness experts selected for their expertise and previous experience in banking and financing. These external experts were contracted for the assessment of both the cost-benefit analyses and the financial readiness documentation required for the proposals. Their assessment was incorporated into the external evaluation.
This evaluation by external experts, which did not take into consideration the budgetary constraints, led to the recommendation of 41 proposals representing a total requested funding of €1.6 billion, 1.6 times the indicative budget of the call (€1 billion).

2. An internal evaluation panel, chaired by the Directorate-General for Mobility and Transport, and with representatives of the Directorates-General for Regional Policy, Environment, and Research and Innovation, as well as the Innovation and Networks Executive Agency, reviewed each proposal on the basis of the policy-related criteria mentioned in the ‘final selection process’ section of the call text. This included the comparative EU added value, the contribution to CEF objectives and priorities, budgetary constraints, compliance with EU environmental law, potential synergies across the different CEF sectors and/or other Union Programmes, the leverage impact of Union funds and EFSI, maximising the crowding in of private sector investors, the likelihood of reaching financial close with a private sector investor, or the EIB, or a National Promotional Bank in a reasonable timeframe, and the promotion of geographical balance between Cohesion and non-Cohesion Member States in the use of private sector investors.

In light of the evaluation and selection process the Commission decided to recommend 39 proposals for CEF co-funding for a budget allocation of €1.02 billion, i.e. slightly above the initial indicative budget € 1 billion of the 2017 CEF Transport Blending call, given the high oversubscription to the call and the large number of high-quality proposals received by INEA.
Preliminary results of the evaluation

As the result of the evaluation, 39 proposals are recommended for funding amounting to close to €1.02 billion of EU support.

Table 3: Recommended proposals under 2017 CEF Transport Blending call – first cut-off date

<table>
<thead>
<tr>
<th>Priority</th>
<th>Number of eligible proposals</th>
<th>Requested funding, €</th>
<th>Number of proposals recommended for funding</th>
<th>Recommended funding, €</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Network Corridors</td>
<td>24</td>
<td>1,450,801,578</td>
<td>16</td>
<td>672,480,245</td>
</tr>
<tr>
<td>Other sections of the Core Network</td>
<td>1</td>
<td>5,377,600</td>
<td>1</td>
<td>4,477,600</td>
</tr>
<tr>
<td>Rail interoperability</td>
<td>2</td>
<td>23,576,800</td>
<td>1</td>
<td>7,276,800</td>
</tr>
<tr>
<td>European Rail Traffic Management System (ERTMS)</td>
<td>10</td>
<td>397,051,669</td>
<td>7</td>
<td>190,876,225</td>
</tr>
<tr>
<td>Innovation and new technologies</td>
<td>15</td>
<td>175,954,120</td>
<td>9</td>
<td>116,591,261</td>
</tr>
<tr>
<td>Safe and secure infrastructure</td>
<td>/</td>
<td>/</td>
<td>/</td>
<td>/</td>
</tr>
<tr>
<td>Single European Sky - SESAR</td>
<td>2</td>
<td>18,326,765</td>
<td>1</td>
<td>10,948,265</td>
</tr>
<tr>
<td>Intelligent Transport Systems for Road (ITS)</td>
<td>/</td>
<td>/</td>
<td>/</td>
<td>/</td>
</tr>
<tr>
<td>Motorways of the Sea (MoS)</td>
<td>1</td>
<td>6,222,169</td>
<td>1</td>
<td>4,338,889</td>
</tr>
<tr>
<td>Nodes of the Core Network</td>
<td>7</td>
<td>81,798,771</td>
<td>2</td>
<td>10,646,579</td>
</tr>
<tr>
<td>Multimodal logistics platforms</td>
<td>3</td>
<td>13,455,256</td>
<td>1</td>
<td>2,114,129</td>
</tr>
<tr>
<td>Grand Total</td>
<td>65</td>
<td>2,172,564,728</td>
<td>39</td>
<td>1,019,749,993</td>
</tr>
</tbody>
</table>

Number of proposals

![Number of proposals](image-url)
CEF funding (€ million)

Proposals recommended per Core Network Corridor

- Scandinavian - Mediterranean: 16
- Rhine - Danube: 7
- Rhine - Alpine: 12
- Other Sections on the Core Network: 2
- Orient/East-Med: 7
- North Sea - Mediterranean: 13
- North Sea - Baltic: 12
- Mediterranean: 14
- Baltic - Adriatic: 13
- Atlantic: 5
**Recommended CEF funding by priority**

(€ million)

- Core Network Corridors: 672.5 (16)
- ERTMS: 190.9 (7)
- Innovation: 116.6 (9)
- Mobility of the Core Network: 4.3 (1)
- Other sections of the Core Network: 2.1 (1)
- Rail interoperability: 10.6 (2)
- SESAR: 4.5 (1)
- Multimodal: 7.3 (1)
- Rail interoperability: 10.9 (1)

**Recommended CEF funding by transport mode**

(€ million)

- Railway: 528.6 (9)
- Rail traffic management/ERTMS: 190.9 (7)
- Roads: 99.6 (6)
- Maritime Ports: 78.9 (5)
- Inland Waterways: 44.7 (3)
- Multimodal: 37.2 (6)
- Inland ports: 24.6 (1)
- Air traffic management/ATM: 10.9 (1)
- Motorways of the Sea (MoS): 4.3 (1)
CEF Funding – Map representations of the proposals recommended for funding

TRANS-EUROPEAN TRANSPORT NETWORK
2017 CEF BLENDING CALL FOR PROPOSALS (1st cut-off)
39 recommended proposals

Proposals for CEF funding

€100 M
€50 M
€25 M
€10 M
€1 M

Core Network Corridors

2017 CEF Blending Call (1st cut-off)
(39 recommended proposals)
### Proposals recommended for funding under the 2017 CEF Blending call (1st cut-off)

**Core Network Corridors**

<table>
<thead>
<tr>
<th>Proposal number</th>
<th>Title</th>
<th>(Coordinating) applicant</th>
<th>Location</th>
<th>Total eligible costs, €</th>
<th>Requested CEF funding, €</th>
<th>% requested CEF funding</th>
<th>Recommended total eligible costs, €</th>
<th>Recommended CEF funding, €</th>
<th>% recommended CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-AT-TM-0001-W</td>
<td>Upgrading and electrification from Wien Stadlau / Gänserndorf to the Slovakian border near Marchegg (bottleneck removal)</td>
<td>Bundesministerium fur Verkehr, Innovation und Technologie</td>
<td>AT</td>
<td>360,900,000</td>
<td>108,270,000</td>
<td>30.00%</td>
<td>328,767,000</td>
<td>65,753,400</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-AT-TM-0045-W</td>
<td>Trimodal port of Linz - Rail connection and port enhancement</td>
<td>Linz Service GmbH fur Infrastruktur und Kommunale Dienste</td>
<td>AT</td>
<td>160,010,000</td>
<td>32,002,000</td>
<td>20.00%</td>
<td>122,901,347</td>
<td>24,580,269</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-BE-TM-0015-W</td>
<td>The Albert Canal: lifting of bridges through a PPP</td>
<td>De Vlaamse Waterweg nv</td>
<td>BE</td>
<td>172,000,000</td>
<td>68,800,000</td>
<td>40.00%</td>
<td>90,000,000</td>
<td>27,000,000</td>
<td>30.00%</td>
</tr>
<tr>
<td>2017-CZ-TM-0020-W</td>
<td>Removing selected bottlenecks on pre-identified sections on the Core Network Corridors of the Czech Republic</td>
<td>Sprava zeleznicni dopravní cesty, s.o. (SZDC, s.o.)</td>
<td>CZ</td>
<td>597,285,054</td>
<td>188,626,947</td>
<td>31.58%</td>
<td>191,421,522</td>
<td>38,284,304</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-DK-TM-0008-W</td>
<td>Implementing the Scan-Med Corridor - upgrading the Danish railway access line to the Fehmarnbelt tunnel (Phase 1)</td>
<td>A/S Femern Landanlaeg</td>
<td>DK</td>
<td>641,092,560</td>
<td>192,327,768</td>
<td>30.00%</td>
<td>617,656,516</td>
<td>123,531,303</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-ES-TM-0063-W</td>
<td>Implementation of UIC gauge in the Mediterranean Corridor: Castellbisbal - Nudo Vilaseca Section</td>
<td>Administrador de Infraestructuras Ferroviarias</td>
<td>ES</td>
<td>284,961,321</td>
<td>85,488,396</td>
<td>30.00%</td>
<td>284,961,321</td>
<td>56,992,264</td>
<td>20.00%</td>
</tr>
<tr>
<td>ID</td>
<td>Project Title</td>
<td>Funding Body</td>
<td>DE/NL</td>
<td>FI</td>
<td>FR</td>
<td>IT</td>
<td>PL</td>
<td>%</td>
<td>DE/NL</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------</td>
<td>-------</td>
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<td>-------</td>
</tr>
<tr>
<td>2017-EU-TM-0024-W</td>
<td>Optimising inland waterway and multimodal transport in the Euregio, along the North Sea - Baltic Corridor</td>
<td>Gemeente Hengelo</td>
<td>58,632,015</td>
<td>11,016,718</td>
<td>18.79%</td>
<td>58,632,015</td>
<td>10,873,127</td>
<td>18.54%</td>
<td></td>
</tr>
<tr>
<td>2017-FI-TM-0027-W</td>
<td>Vuosaari Fairway - Improvement of the maritime access of the port of Helsinki, Vuosaari harbour</td>
<td>Port of Helsinki Ltd</td>
<td>33,600,000</td>
<td>6,720,000</td>
<td>20.00%</td>
<td>33,600,000</td>
<td>6,720,000</td>
<td>20.00%</td>
<td></td>
</tr>
<tr>
<td>2017-FR-TM-0013-W</td>
<td>Core Network - Elimination of the Lyon railway bottleneck</td>
<td>Ministere de la transition ecologique et solidaire</td>
<td>199,430,000</td>
<td>59,829,000</td>
<td>30.00%</td>
<td>153,800,000</td>
<td>30,760,000</td>
<td>20.00%</td>
<td></td>
</tr>
<tr>
<td>2017-IT-TM-0044-W</td>
<td>Ravenna Port Hub: infrastructure works</td>
<td>Autorita di Sistema Portuale del Mare Adriatico centro-settentrionale</td>
<td>186,885,000</td>
<td>37,377,000</td>
<td>20.00%</td>
<td>186,885,000</td>
<td>37,377,000</td>
<td>20.00%</td>
<td></td>
</tr>
<tr>
<td>2017-IT-TM-0066-W</td>
<td>GAINN4SEA-GAINN for South Europe Maritime LNG roll-out</td>
<td>Consorzio 906 societa cooperativa consortile a r.l.</td>
<td>142,654,722</td>
<td>27,315,925</td>
<td>19.15%</td>
<td>77,728,720</td>
<td>14,330,725</td>
<td>18.44%</td>
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<tr>
<td>2017-PL-TM-0038-W</td>
<td>Expansion of the northern quay at the peninsular breakwater in the port of Gdańsk</td>
<td>Zarzad Morskiego Portu Gdansk S.A.</td>
<td>99,574,749</td>
<td>19,914,950</td>
<td>20.00%</td>
<td>99,574,749</td>
<td>19,914,950</td>
<td>20.00%</td>
<td></td>
</tr>
<tr>
<td>ID</td>
<td>Project Description</td>
<td>Participants</td>
<td>SE</td>
<td>182,004,000</td>
<td>54,601,200</td>
<td>30.00%</td>
<td>182,004,000</td>
<td>36,400,800</td>
<td>20.00%</td>
</tr>
<tr>
<td>----------------</td>
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<td>-------------------------------------------------</td>
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<tr>
<td>2017-SE-TM-0035-W</td>
<td>Gothenburg Port Line - removal of bottleneck finalising upgrade to double track</td>
<td>Trafikverket (Swedish Transport Administration)</td>
<td>SE</td>
<td>182,004,000</td>
<td>54,601,200</td>
<td>30.00%</td>
<td>182,004,000</td>
<td>36,400,800</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-SE-TM-0061-W</td>
<td>Long-term achievements - ready for a sustainable core port in Trelleborg (LARS)</td>
<td>Trelleborgs Hamn AB</td>
<td>SE</td>
<td>154,025,000</td>
<td>30,805,000</td>
<td>20.00%</td>
<td>51,941,666</td>
<td>10,388,333</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-SI-TM-0016-W</td>
<td>Construction works between tunnels T1 and T7 for the second track of the Divaca-Koper railway line</td>
<td>2TDK, Družba za razvoj projekta, d.o.o.</td>
<td>SI</td>
<td>545,133,626</td>
<td>163,540,088</td>
<td>30.00%</td>
<td>545,133,626</td>
<td>109,026,725</td>
<td>20.00%</td>
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</tbody>
</table>
### Other sections of the Core Network

<table>
<thead>
<tr>
<th>Proposal number</th>
<th>Title</th>
<th>(Coordinating) applicant</th>
<th>Location</th>
<th>Total eligible costs, €</th>
<th>Requested CEF funding, €</th>
<th>% requested CEF funding</th>
<th>Recommended total eligible costs, €</th>
<th>Recommended CEF funding, €</th>
<th>% recommended CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-IE-TM-0014-W</td>
<td>Capacity Extension of Shannon Foynes (CESF)</td>
<td>Shannon Foynes Port Company</td>
<td>IE</td>
<td>26,888,000</td>
<td>5,377,600</td>
<td>20.00%</td>
<td>22,388,000</td>
<td>4,477,600</td>
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#### Rail interoperability

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<thead>
<tr>
<th>Proposal number</th>
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<th>(Coordinating) applicant</th>
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<th>Recommended CEF funding, €</th>
<th>% recommended CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-DE-TM-0009-W</td>
<td>DB TAF-TSI: Investing in digital communication infrastructure based on Telematics Applications for Freight</td>
<td>DB Cargo AG</td>
<td>DE</td>
<td>18,192,000</td>
<td>7,276,800</td>
<td>40.00%</td>
<td>18,192,000</td>
<td>7,276,800</td>
<td>40.00%</td>
</tr>
</tbody>
</table>

#### European Rail Traffic Management System (ERTMS)

<table>
<thead>
<tr>
<th>Proposal number</th>
<th>Title</th>
<th>(Coordinating) applicant</th>
<th>Location</th>
<th>Total eligible costs, €</th>
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<th>Recommended total eligible costs, €</th>
<th>Recommended CEF funding, €</th>
<th>% recommended CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-DE-TM-0006-W</td>
<td>ERTMS-BR186: Interoperable international freight traffic along four TEN-T corridors across Belgium, France and Germany</td>
<td>DB Cargo AG</td>
<td>DE</td>
<td>19,632,000</td>
<td>9,816,000</td>
<td>50.00%</td>
<td>19,632,000</td>
<td>9,816,000</td>
<td>50.00%</td>
</tr>
<tr>
<td>2017-DE-TM-0007-W</td>
<td>ERTMS-BR185.1: Interoperable international freight traffic along the Rhine-Alpine Core Network Corridor</td>
<td>DB Cargo AG</td>
<td>DE</td>
<td>11,532,000</td>
<td>5,766,000</td>
<td>50.00%</td>
<td>11,532,000</td>
<td>5,766,000</td>
<td>50.00%</td>
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</tbody>
</table>
### Innovation and new technologies

<table>
<thead>
<tr>
<th>Proposal number</th>
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<th>Recommended total eligible costs, €</th>
<th>Recommended CEF funding, €</th>
<th>% recommended CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-DE-TM-0040-W</td>
<td>LNG Rollout in Central Europe - for a greener transportation sector</td>
<td>LIQUIND 24/7 GmbH</td>
<td>DE</td>
<td>16,364,700</td>
<td>3,272,940</td>
<td>20.00%</td>
<td>16,364,700</td>
<td>3,272,940</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-EL-TM-0048-W</td>
<td>SuperGreen (SG)</td>
<td>Ocean Finance Ltd</td>
<td>EL</td>
<td>19,694,903</td>
<td>3,938,981</td>
<td>20.00%</td>
<td>19,694,903</td>
<td>3,938,981</td>
<td>20.00%</td>
</tr>
<tr>
<td>Proposal number</td>
<td>Title</td>
<td>(Coordinating) applicant</td>
<td>Location</td>
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</tr>
<tr>
<td>2017-EU-TM-0004-W</td>
<td>Implementation of Voice over IP (VoIP) in Barcelona ACC</td>
<td>SESAR Deployment Manager (NATS en route on behalf of)</td>
<td>ES, UK</td>
<td>21,896,529</td>
<td>10,948,265</td>
<td>50.00%</td>
<td>21,896,529</td>
<td>10,948,265</td>
<td>50.00%</td>
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</table>
### Motorways of the Sea (MoS)

<table>
<thead>
<tr>
<th>Proposal number</th>
<th>Title</th>
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<th>Location</th>
<th>Total eligible costs, €</th>
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<th>% requested CEF funding</th>
<th>Recommended total eligible costs, €</th>
<th>Recommended CEF funding, €</th>
<th>% recommended CEF funding</th>
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### Nodes of the Core Network

<table>
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<th>Recommended total eligible costs, €</th>
<th>Recommended CEF funding, €</th>
<th>% recommended CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-Fi-TM-0031-W</td>
<td>The multimodal travel centre of Helsinki airport</td>
<td>Finavia Plc</td>
<td>FI</td>
<td>36,900,000</td>
<td>7,380,000</td>
<td>20.00%</td>
<td>36,900,000</td>
<td>7,380,000</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-NL-TM-0060-W</td>
<td>REMETBUS2 Rotterdam</td>
<td>RET N.V.</td>
<td>NL</td>
<td>42,457,600</td>
<td>3,315,939</td>
<td>7.81%</td>
<td>41,825,600</td>
<td>3,266,579</td>
<td>7.81%</td>
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</table>

### Multimodal logistics platforms

<table>
<thead>
<tr>
<th>Proposal number</th>
<th>Title</th>
<th>(Coordinating) applicant</th>
<th>Location</th>
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<th>Recommended total eligible costs, €</th>
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<th>% recommended CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-BG-TM-0029-W</td>
<td>Multimodal logistics platform Sofia-West</td>
<td>TRANSEXPRESS LTD.</td>
<td>BG</td>
<td>10,570,644</td>
<td>2,114,129</td>
<td>20.00%</td>
<td>10,570,644</td>
<td>2,114,129</td>
<td>20.00%</td>
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</table>
# Proposals not recommended for funding under the 2017 CEF Blending call (1st cut-off)

## Core Network Corridors

<table>
<thead>
<tr>
<th>Proposal number</th>
<th>Title</th>
<th>(Coordinating) applicant</th>
<th>Location</th>
<th>Total eligible cost, €</th>
<th>Requested CEF funding, €</th>
<th>% requested CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-DE-TM-0047-W</td>
<td>Erdinger Ringschluss - Tunnel</td>
<td>Flughafen Munchen GmbH</td>
<td>DE</td>
<td>108,357,800</td>
<td>21,671,560</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-FR-TM-0028-W</td>
<td>Atlantic Rail Motorway : Modal shift of all types of semi-trailers on the Atlantic corridor - Tunnel gauge enlargement</td>
<td>Ministere de la transition ecologique et solidaire</td>
<td>FR</td>
<td>52,900,000</td>
<td>15,870,000</td>
<td>30.00%</td>
</tr>
<tr>
<td>2017-FR-TM-0032-W</td>
<td>Works to improve the interconnections of the multimodal container center at the port of Marseille-Fos</td>
<td>Grand Port Maritime de Marseille</td>
<td>FR</td>
<td>46,000,000</td>
<td>6,900,000</td>
<td>15.00%</td>
</tr>
<tr>
<td>2017-NL-TM-0025-W</td>
<td>Removing the bottleneck at Kornwerderzand to improve access to the core network and the North Sea - Baltic corridor</td>
<td>Provincie Fryslan</td>
<td>NL</td>
<td>148,250,000</td>
<td>26,499,942</td>
<td>17.88%</td>
</tr>
<tr>
<td>2017-PL-TM-0059-W</td>
<td>Development of a transhipment-storage terminal of Alfa Terminal Szczecin Spolka z o.o.</td>
<td>Alfa Terminal Szczecin Spolka z ograniczona odpowiedzialnoscia</td>
<td>PL</td>
<td>17,657,382</td>
<td>3,531,476</td>
<td>20.00%</td>
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<tr>
<td>2017-SE-TM-0002-W</td>
<td>Removal of a bottleneck in Sweden - Flackarp-Arlöv four tracks</td>
<td>Trafikverket (Swedish Transport Administration)</td>
<td>SE</td>
<td>343,000,000</td>
<td>102,900,000</td>
<td>30.00%</td>
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<tr>
<td>2017-SE-TM-0033-W</td>
<td>Kardon Line - Relieving the bottleneck from the port of Norrkoping to the Southern Main line by a new railway</td>
<td>Trafikverket (Swedish Transport Administration)</td>
<td>SE</td>
<td>68,400,000</td>
<td>20,520,000</td>
<td>30.00%</td>
</tr>
<tr>
<td>2017-SE-TM-0036-W</td>
<td>Western link - removal of a bottleneck at the Olskroken central hub connecting a new railway tunnel in Gothenburg</td>
<td>Trafikverket (Swedish Transport Administration)</td>
<td>SE</td>
<td>199,567,281</td>
<td>59,870,184</td>
<td>30.00%</td>
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</tbody>
</table>
## Rail interoperability

<table>
<thead>
<tr>
<th>Proposal number</th>
<th>Title</th>
<th>(Coordinating) applicant</th>
<th>Location</th>
<th>Total eligible cost, €</th>
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<th>% requested CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-EL-TM-0042-W</td>
<td>Upgrading railway infrastructure in the &quot;Olympia - Pyrgos - Katakolo&quot; line</td>
<td>Ministry of Infrastructure and Transport</td>
<td>EL</td>
<td>81,500,000</td>
<td>16,300,000</td>
<td>20.00%</td>
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</tbody>
</table>

## European Rail Traffic Management System (ERTMS)

<table>
<thead>
<tr>
<th>Proposal number</th>
<th>Title</th>
<th>(Coordinating) applicant</th>
<th>Location</th>
<th>Total eligible cost, €</th>
<th>Requested CEF funding, €</th>
<th>% requested CEF funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-DE-TM-0010-W</td>
<td>ERTMS-EG3100/BR185.2: Interoperable international freight traffic along the Scandinavian - Mediterranean Corridor</td>
<td>DB Cargo AG</td>
<td>DE</td>
<td>13,382,000</td>
<td>6,691,000</td>
<td>50.00%</td>
</tr>
<tr>
<td>2017-ES-TM-0049-W</td>
<td>Retrofit of on-board ERTMS in Renfe's vehicles</td>
<td>Renfe Fabricacion y Mantenimiento</td>
<td>ES</td>
<td>21,500,000</td>
<td>10,312,500</td>
<td>47.97%</td>
</tr>
<tr>
<td>2017-SE-TM-0017-W</td>
<td>ERTMS Deployment on the Iron Ore line</td>
<td>Trafikverket (Swedish Transport Administration)</td>
<td>SE</td>
<td>250,300,000</td>
<td>100,120,000</td>
<td>40.00%</td>
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</tbody>
</table>
### Innovation and new technologies

<table>
<thead>
<tr>
<th>Proposal number</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2017-DE-TM-0058-W</td>
<td>LNG retrofitting of the RoRo Pax Ferry MS ‘Münsterland’</td>
<td>AKTIEN-GESELLSCHAFT ‘EMS’</td>
<td>DE</td>
<td>10,150,000</td>
<td>2,030,000</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-DK-TM-0018-W</td>
<td>GreenLNG - Liquefied Bio Natural Gas in Hirtshals</td>
<td>GreenLNG A/S</td>
<td>DK</td>
<td>51,080,271</td>
<td>10,216,054</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-EE-TM-0043-W</td>
<td>AURORA 2 - Roll-out of flexible LNG bunkering infrastructure in Baltic ports for reliable supply of alternative fuel</td>
<td>LNG Gorskaya Overseas OU</td>
<td>EE</td>
<td>86,610,000</td>
<td>17,322,000</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-EL-TM-0041-W</td>
<td>Upgrading infrastructure towards the decarbonisation of the bus fleet in the metropolitan cities of Greece</td>
<td>Ministry of Infrastructure and Transport</td>
<td>EL</td>
<td>26,500,000</td>
<td>7,950,000</td>
<td>30.00%</td>
</tr>
<tr>
<td>2017-IT-TM-0026-W</td>
<td>Project for the development of a network of CNG and LNG refuelling stations</td>
<td>Asset Company 1 S.r.l.</td>
<td>IT</td>
<td>59,832,500</td>
<td>10,536,503</td>
<td>17.61%</td>
</tr>
<tr>
<td>2017-SE-TM-0023-W</td>
<td>The Söderström bridge - central innovative railway bridge Stockholm</td>
<td>AB Storstockholms Lokaltrafik</td>
<td>SE</td>
<td>28,840,000</td>
<td>5,768,000</td>
<td>20.00%</td>
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</tbody>
</table>

### Single European Sky - SESAR

<table>
<thead>
<tr>
<th>Proposal number</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2017-LV-TM-0012-W</td>
<td>ATM technical infrastructure modernization for safety, capacity and security reasons and operational effectiveness</td>
<td>SJSC &quot;Latvijas gaisa satiksme&quot;</td>
<td>LV</td>
<td>14,757,000</td>
<td>7,378,500</td>
<td>50.00%</td>
</tr>
</tbody>
</table>
## Nodes of the Core Network

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>2017-ES-TM-0051-W</td>
<td>Remodelling works for the Madrid Chamartin railway complex to adapt high speed services. Phase I</td>
<td>Administrador de Infraestructuras Ferroviarias</td>
<td>ES</td>
<td>171,220,000</td>
<td>51,366,000</td>
<td>30.00%</td>
</tr>
<tr>
<td>2017-ES-TM-0067-W</td>
<td>Upgrading of Kukularra junction to decongest the Bilbao urban node road network and the access to other transport modes</td>
<td>Diputacion Foral de Bizkaia</td>
<td>ES</td>
<td>12,240,895</td>
<td>2,448,179</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-FR-TM-0021-W</td>
<td>Bordeaux airport update</td>
<td>SA Aeroport de Bordeaux Merignac</td>
<td>FR</td>
<td>15,510,000</td>
<td>3,102,000</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-PL-TM-0055-W</td>
<td>Building a modern and environmentally friendly bus depot on Redutowa 27 street in Warsaw</td>
<td>Miejskie Zakłady Autobusowe Sp. z o.o.</td>
<td>PL</td>
<td>38,673,069</td>
<td>7,734,614</td>
<td>20.00%</td>
</tr>
<tr>
<td>2017-SE-TM-0019-W</td>
<td>New Slussen - increased accessibility in the new transport hub</td>
<td>Exploateringskontoret Stockholms Stad</td>
<td>SE</td>
<td>32,260,200</td>
<td>6,452,040</td>
<td>20.00%</td>
</tr>
</tbody>
</table>

## Multimodal logistics platforms

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>2017-BE-TM-0057-W</td>
<td>CTDP (Central Trade Data Platform)</td>
<td>NxtPort</td>
<td>BE</td>
<td>20,389,230</td>
<td>3,621,127</td>
<td>17.76%</td>
</tr>
<tr>
<td>2017-FI-TM-0005-W</td>
<td>Centralising of open access intermodal terminal operations for extra-long freight trains in the Kouvola rail-road terminal</td>
<td>City of Kouvola</td>
<td>FI</td>
<td>38,600,000</td>
<td>7,720,000</td>
<td>20.00%</td>
</tr>
</tbody>
</table>
Info sheets of project proposals submitted under the 2017 CEF Transport Blending call (1st cut-off date)

1. Proposals recommended for funding

39 info sheets:

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Core Network Corridors
Upgrading and electrification from Wien Stadlau / Gänserndorf to the Slovakian border near Marchegg (bottleneck removal)

2017-AT-TM-0001-W
Baltic - Adriatic

Member State(s) concerned:
Austria

(Coordinating) Applicant:
Bundesministerium fur Verkehr, Innovation und Technologie

Implementation schedule:
Start date: July 2017
End date: December 2023

Requested funding:
Total eligible costs: €360,900,000
Requested funding: €108,270,000
Requested EU support: 30.00%

Recommended funding:
Recommended total eligible costs: €328,767,000
Recommended funding: €65,753,400
Recommended EU support: 20.00%

The Action is located on the Baltic-Adriatic Core Network Corridor and specifically on the section between Vienna and Bratislava. It consists of the construction, upgrade and electrification of the railway line sections between Gänserndorf - Marchegg and between Vienna Stadlau and the Slovakian border, hence removing an existing bottleneck. The maximum speed will be increased from 120 up to 200 km/h, saving 25 minutes on this section. The modal shift from road to rail and the electrification of the line will result in a decrease in CO2 emissions.

Evaluation Remarks

The Action’s relevance is very good as it addresses a bottleneck on a Core Network Corridor. Its maturity is good and the Action is well prepared in terms of financial readiness with clear evidence to support financial close. The impact is very good: CEF funding will expedite the implementation of the Action. The impact of CEF funding in leveraging external sources of funding is limited. The Action’s quality is good. It was decided to recommend the Action for funding in a reduced scope, some activities being of limited or no relevance to the Call priority. The co-funding rate is reduced from 30% to 20% due to budgetary constraints.
Trimodal port of Linz - Rail connection and port enhancement

2017-AT-TM-0045-W
Rhine - Danube

The Action concerns the multimodal inland port of Linz. It is located on the Rhine-Danube Core Network Corridor. The Action removes a main bottleneck on the port of Linz’s rail connection to the main rail corridor and on the port’s road connections to highways A1 and A7. Storage capacity will be increased through the installation of three storage facilities for inbound and outbound traffic. The Action will reduce CO2 emissions by encouraging modal shift and through the electrification of the port’s railway network.

Evaluation Remarks

The Action’s relevance is good as it removes a bottleneck on a Core Network Corridor. The maturity is good, particularly in terms of financial readiness. There is evidence to support a timely financial close. The impact of the Action is good. The leverage is reasonably high. The quality of the Action is very good. It was decided to recommend the Action for funding in a reduced scope, some activities being of limited or no relevance to the call priority.
The Albert Canal: lifting of bridges through a PPP

2017-BE-TM-0015-W
North Sea - Mediterranean

2017 CEF Blending call (1st cut-off)
Core Network Corridors

**Member State(s) concerned:**
Belgium

**Coordinating) Applicant:**
De Vlaamse Waterweg nv

**Implementation schedule:**
- Start date: August 2017
- End date: March 2022

**Requested funding:**
- Total eligible costs: €172,000,000
- Requested funding: €68,800,000
- Requested EU support: 40.00%

**Recommended funding:**
- Recommended total eligible costs: €90,000,000
- Recommended funding: €27,000,000
- Recommended EU support: 30.00%

The Albert Canal is the most important inland waterway in Belgium. It connects the port of Antwerp and the Scheldt river with the inland port of Liège and the Meuse river. The Action addresses a bottleneck on the North Sea-Mediterranean Core Network Corridor. It is a part and the very last phase of a global project which aims to lift all 63 bridges to an under-clearance of 9.1 metres. This last phase will lift the last 15 bridges and will be carried out through a Public-Private Partnership (PPP). The overall benefit of the Action and global project will be to enable the transport of 4 layers of containers and smooth navigation of class VIb ships on the whole length of the Albert Canal.

**Evaluation Remarks**
The Action’s relevance is excellent as it is the very last phase of a global project to remove a bottleneck on the Albert Canal. The maturity of the Action is very good: one part has already started and financial close is expected to be reached in time for the second part. The impact is good as the passage of larger vessels with a higher load will lower costs and increase the competitiveness of inland waterway transport. EU funding will have a stimulating effect on public and private investment for the second cluster of bridges only. For this reason, only this cluster was retained for funding, with the respective co-funding rate reduced from 40% to 30% due to budgetary constraints. The Action’s quality is very good.
Removing selected bottlenecks on pre-identified sections on the Core Network Corridors of the Czech Republic

2017-CZ-TM-0020-W
Baltic - Adriatic, Orient/East-Med, Rhine - Danube

2017 CEF Blending call (1st cut-off) Core Network Corridors

<table>
<thead>
<tr>
<th>Member State(s) concerned:</th>
<th>Czech Republic</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Coordinating) Applicant:</td>
<td>Sprava zeleznici dopravni cesty, s.o. (SZDC, s.o.)</td>
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<tr>
<td>Implementation schedule:</td>
<td>Start date: March 2019 End date: December 2023</td>
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<tr>
<td>Requested funding:</td>
<td>Total eligible costs: €597,285,054 Requested funding: €188,626,947 Requested EU support: 31.58%</td>
</tr>
<tr>
<td>Recommended funding:</td>
<td>Recommended total eligible costs: €191,421,522 Recommended funding: €38,284,304 Recommended EU support: 20.00%</td>
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</tbody>
</table>

The Action aims to rehabilitate selected sections of the railway network in the Czech Republic to improve safety, reduce operating costs and ensure interoperability and reliability. It is located on the Orient/East-Med, Rhine-Danube and Baltic-Adriatic Core Network Corridors. The Action consists of eight activities - each one addressing a separate rail section - covering preparatory works, construction works and supervision. In the long term, it will increase the competitiveness of the rail sector and improve the efficiency and quality of traffic flows.

Evaluation Remarks

The Action’s relevance is good as it aims to remove existing and prevent future bottlenecks on the Orient/East-Med and Baltic-Adriatic Core Network Corridors. The maturity is good for two of eight activities/rail sections and the financing agreement is expected to be closed on time. The impact is good as the Action is economically and financially viable with EU support. The quality is good. Due to budgetary constraints, the co-funding rate is reduced for two activities, from 30% and 40%, respectively, to 20%.
Implementing the Scan-Med Corridor – upgrading the Danish railway access line to the Fehmarnbelt tunnel (Phase 1)

2017-DK-TM-0008-W
Scandinavian – Mediterranean

**Member State(s) concerned:**
Denmark

**(Coordinating) Applicant:**
A/S Femern Landanlæg

**Implementation schedule:**
Start date: July 2017
End date: December 2023

**Requested funding:**
Total eligible costs: €641,092,560
Requested funding: €192,327,768
Requested EU support: 30.00%

**Recommended funding:**
Recommended total eligible costs: €617,656,516
Recommended funding: €123,531,303
Recommended EU support: 20.00%

The Action concerns the upgrade of the Danish railway access line to the cross-border Fehmarnbelt tunnel between Denmark and Germany and, more specifically, the Ringsted to Rødby section. The Action intends to introduce a line speed of 200 km/h by electrifying and equipping 83 km of the railway line with ERTMS level 2 Baseline 3 to avoid a bottleneck on the Danish access line to the Fehmarnbelt tunnel. More precisely, the Action concerns works on the earth, track, bridges and stations, as well as ERTMS deployment.

**Evaluation Remarks**

The Action’s relevance is excellent as it aims to eliminate a bottleneck on the rail access routes to the Fehmarnbelt. Its maturity is very good as financial readiness is high, with financial close ensured within the timeline required by the call. Its impact is good, as demonstrated by the solid multiplier and leverage effects of the EU grant. The proposal’s quality is good in terms of its logic, completeness and clarity. The co-funding rate is reduced from 30% to 20% due to budgetary constraints.
The Action’s relevance is very good. Its maturity is good but impact and quality are only fair. While recognising that the proposal could have benefitted from a more detailed presentation and taking into account the fact that the possibility to use credit lines/framework loan agreements was allowed under the terms of the call, it was decided to recommend this proposal for funding due to the Action’s contribution to the balanced development of the network, the Action’s complementarity with other EU funded projects and its high EU added value. The co-funding rate is reduced from 30% to 20% due to budgetary constraints.
Optimising inland waterway and multimodal transport in the Euregio, along the North Sea - Baltic Corridor

2017-EU-TM-0024-W
North Sea - Baltic

Member State(s) concerned:
Germany, The Netherlands

(Coordinating) Applicant:
Gemeente Hengelo

Implementation schedule:
Start date: July 2017
End date: May 2022

Requested funding:
Total eligible costs: €58,632,015
Requested funding: €11,016,718
Requested EU support: 18.79%

Recommended funding:
Recommended total eligible costs: €58,632,015
Recommended funding: €10,873,127
Recommended EU support: 18.54%

The Action is located on the Twente inland waterway canal, on the North Sea-Baltic Core Network Corridor. It is part of a global project focused on core inland waterway infrastructure on the Twente canal. The Action aims to improve navigability on the canal by upgrading the fairway, the core inland ports along the canal, and an open-access (un)loading quay, from ECMT classification IV to Va. Smart freight transport information services for the Euregio and remote lock control operations will also be implemented as part of the Action. Upon the Action's completion, the Twente canal will be accessible for vessels with maximum length of 110 metres and a width of 11.4 metres, loaded to a maximum of 2,450 tonnes.

Evaluation Remarks

The Action's relevance is excellent and addresses the requirements of the call by removing physical and functional bottlenecks. Maturity is very good as the Action received approvals to start works and is technically mature. Full financial close is likely to be achieved within the timeline required by the call. The Action's impact is very good since it reduces road congestion and greenhouse gas emissions. The Action is economically viable and is not financially viable without EU funding. The Action's quality is overall very good, with a good management plan.
Vuosaari Fairway - Improvement of the maritime access of the port of Helsinki, Vuosaari harbour

**2017-FI-TM-0027-W**
North Sea - Baltic, Scandinavian - Mediterranean

**Member State(s) concerned:** Finland

**(Coordinating) Applicant:** Port of Helsinki Ltd

**Implementation schedule:**
Start date: January 2018
End date: December 2020

**Requested funding:**
- Total eligible costs: €33,600,000
- Requested funding: €6,720,000
- Requested EU support: 20.00%

**Recommended funding:**
- Recommended total eligible costs: €33,600,000
- Recommended funding: €6,720,000
- Recommended EU support: 20.00%

The Action aims to improve the safe maritime access and remove the bottleneck of insufficient vessel draught in the core network port of Helsinki, located at the node of the Scandinavian-Mediterranean and the North Sea-Baltic Core Network Corridors. This will be achieved by capital dredging of the Vuosaari fairway and Vuosaari harbour basin to a maximum draught of 13 meters, which will enable the port to accommodate larger vessels, particularly containers and break-bulk vessels. The Action will have a positive impact on safety and congestion in the port of Helsinki, and will ensure cross-border continuity of maritime transport between the North Sea-Baltic Core Network Corridor and the pre-identified section of the Helsinki-Tallinn port interconnection.

**Evaluation Remarks**

The Action’s relevance, impact and quality are very good. The Action addresses the objectives of the Call as it aims to improve safe maritime access in the core network port of Helsinki. The Action’s maturity is good. Technically it is ready to start and financial close is expected within the timeline required by the call. It is economically viable and the CEF grant is important for obtaining the private bank loan. The scope of the Action is sound and coherent with the objectives of the Action.
### Core Network - Elimination of the Lyon railway bottleneck

**2017-FR-TM-0013-W**  
Mediterranean, North Sea - Mediterranean

<table>
<thead>
<tr>
<th><strong>2017 CEF Blending call (1st cut-off)</strong></th>
<th><strong>Core Network Corridors</strong></th>
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<tr>
<td><strong>Member State(s) concerned:</strong></td>
<td>France</td>
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<tr>
<td><strong>(Coordinating) Applicant:</strong></td>
<td>Ministere de la transition ecologique et solidaire</td>
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<td><strong>Implementation schedule:</strong></td>
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<td>Start date:</td>
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<td>End date:</td>
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<td>Total eligible costs:</td>
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<td>Recommended total eligible costs:</td>
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<td>Recommended EU support:</td>
<td>20.00%</td>
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Located at the crossing between the Mediterranean and North Sea-Mediterranean Core Network Corridors, the Lyon railway junction handles more than 1,200 passenger and freight trains per day and includes some 15 different lines. The Action forms part of a global project to improve the quality of services of the biggest bottleneck on the French rail network and one of the most significant on the European network. More specifically, it addresses bottlenecks currently hampering the performance of this rail infrastructure through works to upgrade 8 different sections. As from 2024, more than 50 million passengers will benefit from enhanced efficiency and safety. Reliability will also be improved, with nearly 120,000 train/minutes saved each year.

### Evaluation Remarks

The Action’s relevance is excellent as it addresses the removal of bottlenecks hindering traffic on the Core Network. The maturity is good with strong political commitment. The level of financial readiness is good, with an adequate financing structure and a moderate risk of delay to achieve financial close. The impact is good. CEF funding will stimulate the implementation of the Action. There is positive impact on traffic service, safety and security. The quality is good. It was decided to recommend the Action for funding in a reduced scope, and to reduce the respective co-funding rate from 30% to 20%, due to budgetary constraints.
### Evaluation Remarks

The Action's relevance is very good. It will contribute to the development of the network as it aims to remove a bottleneck by improving access to and navigability of the port of Ravenna. Its maturity is very good. There is clear evidence that financial close will be achieved with the timeline required by the call. The impact is good. Most of the economic and environmental benefits are from efficiency gains of maritime transport operations. However, there is medium leverage impact of EU funds, since the EIB loan had already been approved for the initial design in 2013. The quality is very good. Cost and management procedures are sound.
The Action concerns the installation of two new multimodal Liquefied Natural Gas (LNG) facilities at the Italian core ports of Venice and Livorno, on the Mediterranean, Baltic-Adriatic and the Scandinavian-Mediterranean Core Network Corridors. It is part of the GAINN_IT global project promoted by the Italian Ministry of Infrastructure to develop alternative fuels. The objective is to accelerate the introduction of LNG in transport and allow fuelling of large vessels. Bunkering vessels will operate mainly in the ports of Livorno and Venice, but their operations can also reach the ports of Koper (Slovenia) and Rijeka (Croatia). Facilities will be also used for industrial purposes (storage) and to supply land LNG stations for heavy goods transport.

The Action’s relevance is good as it will stimulate LNG uptake in maritime transport by removing a functional barrier to the introduction of LNG in the market alongside the Mediterranean, Baltic-Adriatic and Scandinavian-Mediterranean Core Network Corridors. The Action’s Maturity is very good: it is ready to start and CEF funding will attract private investors by increasing its profitability. Financial close is likely to be achieved within the timeline required by the call. The Action’s impact is good as the LNG facilities of Livorno will also serve road transport. The proposal’s quality is good.
Expansion of the northern quay at the peninsular breakwater in the port of Gdańsk

2017-PL-TM-0038-W
Baltic - Adriatic

Member State(s) concerned:
Poland

(Coordinating) Applicant:
Zarzad Morskiego Portu Gdańsk S.A.

Implementation schedule:
Start date: September 2017
End date: December 2020

Requested funding:
Total eligible costs: €99,574,749
Requested funding: €19,914,950
Requested EU support: 20.00%

Recommended funding:
Recommended total eligible costs: €99,574,749
Recommended funding: €19,914,950
Recommended EU support: 20.00%

The Action is located in the northern part of the port of Gdańsk, core port of the Baltic-Adriatic Core Network Corridor, and it is part of a larger global project on the port’s development. The Action aims to build basic infrastructure on a quay created by way of silting. It features several berths of a cumulated approximate length of one kilometre along the peninsular breakwater, with the aim to increase the port’s handling capacity. Thanks to the construction of a ro-ro ramp, the Action will allow a universal quay servicing also ro-ro cars.

Evaluation Remarks

The Action’s relevance is good, increasing the port’s capacity. The maturity is very good and there is evidence to support a financial close within the timeline required by the call. The impact is good, with a positive effect on the development of the port and its competitiveness, though the leverage of the CEF funding is low. The quality of the Action is good, as it is sound in financial, technical and operational terms.
The Action aims to deploy ETCS Level 2 on a 195 km long stretch of the Poznań-Szczecin railway line and the modernisation of the railway infrastructure on the 75 km long Wronki-Słonice subsection, located on the Baltic-Adriatic Core Network Corridor. The Action covers the modification of track systems together with associated infrastructure, the installation of control command and signalling equipment as well as ETCS deployment. Once completed, the Action will greatly contribute to the development of the Baltic-Adriatic Core Network Corridor.

Evaluation Remarks

The Action’s relevance and impact are very good, as it contributes to improving railway transport on the Baltic-Adriatic Core Network Corridor and provides evidence of financial close within the timeline required by the call. The Action’s maturity and quality are only fair, with the works scheduled to start only in 2020 and the proposal lacking completeness, notably in its ERTMS component. It was decided to recommend the proposal for funding, in a reduced scope (without the ERTMS component), due to the contribution of the Action to the balanced development of the network, its complementarity with other EU funded projects, in view of optimising the impact of investments already made in the country, and its high EU added-value. The co-funding rate is reduced from 30% to 20% due to budgetary constraints.
Gothenburg Port Line - removal of bottleneck finalising upgrade to double track

2017-SE-TM-0035-W
Scandinavian - Mediterranean

2017 CEF Blending call (1st cut-off)
Core Network Corridors

Member State(s) concerned:
Sweden

(Coordinating) Applicant:
Trafikverket (Swedish Transport Administration)

Implementation schedule:
Start date: July 2017
End date: June 2023

Requested funding:
Total eligible costs: €182,004,000
Requested funding: €54,601,200
Requested EU support: 30.00%

Recommended funding:
Recommended total eligible costs: €182,004,000
Recommended funding: €36,400,800
Recommended EU support: 20.00%

The Action aims to upgrade to double track, the railway link leading to/from the port of Gothenburg, situated on the Scandinavian-Mediterranean Core Network Corridor. It is part of the global project which aims to upgrade to double track the port of Gothenburg’s railway line. Two main activities are included: construction works for the Pölsebo-Skandiahamnen (1.6 km) section and construction works for the Eriksberg-Pölsebo (1.9 km) section. In the long run, the Action will create favourable urban development in the core of the Gothenburg region.

Evaluation Remarks

The Action’s relevance is very good as it addresses a bottleneck on a pre-identified section of the Scandinavian-Mediterranean Core Network Corridor. The technical and financial maturity are also very good. One activity has started and the remaining other is well advanced. Financial close is very likely to occur within the timeline required by the call. The Action’s impact is good as CEF funding will reduce financing risks. The quality is good as activities are coherent with the objectives and the work plan is realistic. Due to budgetary constraints, the co-funding rate is reduced from 30% to 20%.
Long-term achievements - ready for a sustainable core port in Trelleborg (LARS)

Scandinavian – Mediterranean

Member State(s) concerned:
Sweden

(Coordinating) Applicant:
Trelleborgs Hamn AB

Implementation schedule:
Start date: August 2017
End date: December 2023

Requested funding:
Total eligible costs: €154,025,000
Requested funding: €30,805,000
Requested EU support: 20.00%

Recommended funding:
Recommended total eligible costs: €51,941,666
Recommended funding: €10,388,333
Recommended EU support: 20.00%

The Action is located in the port of Trelleborg on the Scandinavian–Mediterranean Core Network Corridor and foresees works to remove a bottleneck in the port’s capacity. In particular, the Action envisions land filling works in the new eastern port area, the construction of three new berths, the construction of one quay, the construction of check-in infrastructure at the east entrance as well as filling works and the construction of a road crossing flyover and the last mile connection from the new east port entrance. Its completion will greatly increase the sea and land side access to the port and will remove the current bottleneck limiting the port’s operations.

Evaluation Remarks

The Action’s relevance is good as it addresses a bottleneck and contributes to the objectives of cohesion and sustainability. Its maturity is also good as the activities retained have the required consents and political support. The Action’s impact is likewise good as it will remove the bottleneck of hinterland access to the port and increase its capacity. The Action’s quality is very good and it is part of a well-defined global project with well-prepared activities. It was decided to recommend the Action for funding in a reduced scope.
Construction works between tunnels T1 and T7 for the second track of the Divaca-Koper railway line

Member State(s) concerned: Slovenia

(Coordinating) Applicant: 2TDK, Druzba za razvoj projekta, d.o.o.

Implementation schedule:
Start date: September 2017
End date: December 2023

Requested funding:
Total eligible costs: €545,133,626
Requested funding: €163,540,088
Requested EU support: 30.00%

Recommended funding:
Recommended total eligible costs: €545,133,626
Recommended funding: €109,026,725
Recommended EU support: 20.00%

Evaluation Remarks

The Action’s relevance is very good as it fully meets the objectives and conditions of the call and contributes to the removal of a single-track bottleneck on the core rail network. Maturity is very good, as the Action is ready to start from a technical point of view and the relevant financing agreements are expected to be fully closed within the timeline required by the call. Impact is very good. The socio-economic effects of the Action are well demonstrated and CEF funding is expected to have positive effects. The quality of the proposal is good, as it is logical and consistent from a technical point of view. Due to budgetary constraints, the co-funding rate is reduced from 30% to 20%.
2017 CEF Transport Blending call

Other sections of the Core Network
The Action aims to improve the trade capacity of the core network port of Shannon Foynes and to enable the multi-modal connection of the port with a rail junction to the North Sea-Mediterranean Core Network Corridor. More precisely, it intends to construct an open jetty structure that will connect two existing jetties. In parallel, it will carry out the reclamation of new port lands allowing the expansion of the port and the connection to the national road and rail networks. The Action will reduce CO2 emissions by encouraging modal shift.

**Evaluation Remarks**

The Action’s relevance is good since it addresses a core maritime port. Its maturity is also very good as its financial readiness is high, with the financial close ensured within the timeline required by the call. The impact is good, demonstrated by the solid multiplier and leverage effects of the EU grant. Its quality is very good in terms of its logic, completeness and clarity.
2017 CEF Transport Blending call

Rail interoperability
DB TAF-TSI: Investing in digital communication infrastructure based on Telematics Applications for Freight

2017-DE-TM-0009-W
9 Core Network Corridors

Member State(s) concerned: Germany

(Coordinating) Applicant: DB Cargo AG

Implementation schedule:
Start date: January 2018
End date: December 2022

Requested funding:
Total eligible costs: €18,192,000
Requested funding: €7,276,800
Requested EU support: 40.00%

Recommended funding:
Recommended total eligible costs: €18,192,000
Recommended funding: €7,276,800
Recommended EU support: 40.00%

The Action aims to reduce the lack of interoperability and digital connectivity in the rail freight sector in Germany and beyond. The elements of this digital and interoperable infrastructure development include: a) A uniform TAF TSI-based database for rail assets b) Standardised TAF TSI-compliant applications and interfaces for the rail actors involved c) Standardised, uniform processes and digital documents for international rail freight transport. As result of the Action, Deutsche Bahn Cargo will fully comply with TAF TSI regulation (EU) 1305/2014.

Evaluation Remarks

The Action’s relevance is very good as it fully addresses interoperability by meeting the provisions of Directive 2008/57/EC. Maturity is very good as it is supported by the Federal Ministry of Transport and it has been approved by the DB Group. Impact is very good as it will contribute to service quality, safety and security and traffic management. Aside from some minor shortcomings, the Action’s quality is good: activities are sound and in line with its objectives.
2017 CEF Transport Blending call
ERTMS-BR186: Interoperable international freight traffic along four TEN-T corridors across Belgium, France and Germany

2017-DE-TM-0006-W
4 Core Network Corridors

Member State(s) concerned:
Germany

(Coordinating) Applicant:
DB Cargo AG

Implementation schedule:
Start date: January 2018
End date: December 2022

Requested funding:
Total eligible costs: €19,632,000
Requested funding: €9,816,000
Requested EU support: 50.00%

Recommended funding:
Recommended total eligible costs: €19,632,000
Recommended funding: €9,816,000
Recommended EU support: 50.00%

The Action concerns the upgrade to ERTMS Level 2, Baseline 3 (release 3.4.0) of 65 electric locomotives type BR186, currently equipped with ETCS pre-B2/B2. The fleet concerned is used for international freight services on the Rhine-Alpine, North Sea-Baltic, Atlantic and North Sea-Mediterranean Core Network Corridors across Germany, Belgium and France. The Action is part of a global project which supports the retrofit of 1,200 Deutsche Bahn Cargo freight locomotives with the latest ERTMS baseline version by 2026 and includes prototyping and serial upgrade activities. The Action will remove existing functional bottlenecks at border crossings and enable seamless and efficient cross-border freight service operation.

Evaluation Remarks

The Action’s relevance is excellent and fully in line with the TEN-T priorities and the call objectives. Maturity, including financial readiness, and expected impact are very good. The latter is demonstrated by the substantial size of the fleet and its border-crossing capability. The quality of the proposal is also very good, in terms of its logic, completeness and clarity.
ERTMS-BR185.1: Interoperable international freight traffic along the Rhine-Alpine Core Network Corridor

2017-DE-TM-0007-W

Rhine - Alpine

Member State(s) concerned:
Germany

(Coordinating) Applicant:
DB Cargo AG

Implementation schedule:
Start date: January 2019
End date: December 2023

Requested funding:
Total eligible costs: €11,532,000
Requested funding: €5,766,000
Requested EU support: 50.00%

Recommended funding:
Recommended total eligible costs: €11,532,000
Recommended funding: €5,766,000
Recommended EU support: 50.00%

The Action aims to deploy ERTMS and upgrade 57 existing type BR 185.1 locomotives to the latest ETCS/ERTMS Baseline 3. The fleet is operating internationally, crossing the Alps along the Rhine-Alpine Core Network Corridor. The Action is part of a global project aiming to retrofit 1,200 Deutsche Bahn Cargo freight locomotives with the latest ERTMS version by 2026. It includes prototyping and serial upgrade activities. The Action will remove existing functional bottlenecks at border crossings and will enable seamless and efficient cross-border freight service operations.

Evaluation Remarks

The Action’s relevance is excellent, fully in line with the TEN-T priorities and the call objectives. Maturity, including financial readiness, is very good: the suppliers have been selected and framework contracts have been finalised. Impact is good, as the CEF grant will facilitate the implementation of the Action and thus help to accelerate the deployment of ETCS. The quality of the proposal is very good: it is logic and complete.
ERTMS-DE6400: Interoperable international freight traffic along three TEN-T corridors across Belgium and the Netherlands

2017-DE-TM-0011-W
North Sea - Baltic, Rhine - Alpine, North Sea - Mediterranean

2017 CEF Blending call (1st cut-off) ERTMS

Member State(s) concerned:
Germany

(Coordinating) Applicant:
DB Cargo AG

Implementation schedule:
Start date: January 2019
End date: December 2023

Requested funding:
Total eligible costs: €12,132,000
Requested funding: €6,066,000
Requested EU support: 50.00%

Recommended funding:
Recommended total eligible costs: €12,132,000
Recommended funding: €6,066,000
Recommended EU support: 50.00%

The Action concerns the retrofit of 48 type DE6400 locomotives with ERTMS Level 2 Baseline 3.4.0. They are operated on international freight services along the Rhine-Alpine, North Sea-Baltic and North Sea-Mediterranean Core Network Corridors. The Action is part of a global project which aims at the retrofit of 1,200 Deutsche Bahn Cargo freight locomotives with latest ERTMS version by 2026. The Action includes the development, testing, subsystem verification and authorisation of 2 prototype vehicles, followed by the serial retrofit. This Action will contribute to the interoperability of the EU rail sector.

Evaluation Remarks

The Action’s relevance is excellent, as it addresses the objectives and priorities of the call. Maturity is very good and the Action is ready to start from a technical point of view. The financial close of the Action can be expected within the timeline required by the call. The Action’s impact is very good, as it will facilitate international rail freight traffic. The proposal’s quality is good.
Track-side deployment of ERTMS level 2 baseline 3 on the Paris-Lyon HSL


Other Sections on the Core Network

**Member State(s) concerned:**
France

**(Coordinating) Applicant:**
Ministere de la transition ecologique et solidaire

**Implementation schedule:**
Start date: December 2018
End date: December 2023

**Requested funding:**
Total eligible costs: €334,800,000
Requested funding: €167,400,000
Requested EU support: 50.00%

**Recommended funding:**
Recommended total eligible costs: €292,270,000
Recommended funding: €116,908,000
Recommended EU support: 40.00%

The Action concerns the deployment of the latest applicable technical specifications for interoperability – ERTMS Baseline 3 Level 2 (release 3.6.0) on the 483 km Paris–Lyon high speed railway line (HSL). It is part of a two-phase global project, which aims to increase the current capacity of the line from 13 to 16 train paths per hour. The Action includes ERTMS trackside deployment and adaptation of the existing infrastructure required for ERTMS operation. The Action will contribute to the sustainable use of the existing rail infrastructure and will relieve congestion on the Paris-Lyon HSL and at the approaches to the Lyon and Paris main stations.

**Evaluation Remarks**

The Action’s relevance and maturity are very good and the impact is excellent. It addresses the objectives of the call and has strong political support. The financial readiness is very good and financial close is expected within the timeline required by the call. Impact is demonstrated by the importance of the ERTMS deployment on this high speed rail corridor. The quality of the proposal is good. It was decided to recommend the Action for funding in a reduced scope, since some activities are of limited or no relevance to the call priority.
Rail Freight Strengthening Project - Retrofit of E405/E412 MIR locomotives with ETCS/ERTMS L2 Baseline 3

**2017-IT-TM-0003-W**
Baltic - Adriatic, Mediterranean, Scandinavian - Mediterranean

### Member State(s) concerned:
Italy

### (Coordinating) Applicant:
Mercitalia Rail Srl

### Implementation schedule:
Start date: March 2018
End date: June 2023

### Requested funding:
- Total eligible costs: €12,301,000
- Requested funding: €6,150,500
- Requested EU support: 50.00%

### Recommended funding:
- Recommended total eligible costs: €12,301,000
- Recommended funding: €6,150,500
- Recommended EU support: 50.00%

The Action covers the retrofit with ETCS/ERTMS L2 Baseline 3 of 61 Mercitalia rail freight E405 and E412 locomotives which are involved in international transport. Once retrofitted, the locomotives will potentially be able to run on three different Core Network Corridors (Scandinavian-Mediterranean, Mediterranean and Baltic-Adriatic). The Action will guarantee a complete interoperability of the rolling stock. It will also improve existing functional bottlenecks, enabling a seamless cross-border freight service operation, particularly between Italy-Switzerland/Austria-Germany.

### Evaluation Remarks
The Action's relevance is very good as it properly addresses the objectives and priorities of the call. Maturity and impact are very good, as the Action will contribute to enhanced interoperability on three Core Network Corridors. The full financial close within the timeline required by the call is realistic. Quality is good, the proposal being overall clear and logic.
ERTMS Baseline 3 upgrade on-board units (OBUs) Rhine-Alpine freight locomotives

2017-NL-TM-0046-W
North Sea - Baltic, Rhine - Alpine, North Sea - Mediterranean

2017 CEF Blending call (1st cut-off) ERTMS

<table>
<thead>
<tr>
<th>Member State(s) concerned:</th>
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<tbody>
<tr>
<td>(Coordinating) Applicant:</td>
<td>Ministry of Infrastructure and the Environment</td>
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<td>Implementation schedule:</td>
<td>Start date: January 2018</td>
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<td>Requested funding:</td>
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<td>Requested EU support: 45.00%</td>
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<tr>
<td>Recommended funding:</td>
<td>Recommended total eligible costs: €72,136,000</td>
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<td>Recommended funding: €32,461,200</td>
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<td>Recommended EU support: 45.00%</td>
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The Action concerns the upgrade and re-authorisation of ERTMS/ETCS on-board units components to Baseline 3 of 300 freight locomotives of various types already equipped with ETCS L1, L2 (SRS 2.3.0d). These locomotives are authorised for cross-border operation on the Rhine-Alpine and parts of North Sea-Mediterranean and North Sea-Baltic Core Network Corridors. The Action will be organised in close cooperation with the Dutch ERTMS Deployment programme, the Rhine-Alpine Rail Freight Corridor Organisation and the European Union Agency for Railways (EUAR).

Evaluation Remarks

The Action's relevance is excellent, meeting the call objectives and supported by the executive board of the Rhine-Alpine Core Network Corridor. Maturity and impact are very good. The Action gathers 15 owners operating on the Dutch part of the most highly trafficked corridor and is technically ready to start. Financial readiness is excellent. Quality is good, the proposal being overall clear and logic.
Deployment of ERTMS on-board in Sweden 2017-2023

2017-SE-TM-0022-W
Scandinavian - Mediterranean, Other Sections on the Core Network

The Action concerns a combination of upgrade and retrofit of onboard ERTMS Level 2 equipment on 420 locomotives. The objective is to enable the nine vehicle owners to continue future operation and conform to Sweden's chosen vehicle strategy for the implementation of ERTMS. The vehicles run on the Swedish part of the core network and the Scandinavian-Mediterranean Core Network Corridor. The Action is part of the global project to roll out ERTMS nationwide. The Action is structured around nine deployment activities, corresponding to the number of implementing vehicle owners, and one project management activity.

Evaluation Remarks

The Action's relevance and maturity are very good. The Action is ready to start and full financial close within the timeline required by the call is realistic. It also has a positive impact on railway interoperability, efficient use of EU financial resources and mobilisation of additional private funding. The financial readiness is adequate, leading to a standard multiplier and minimum leverage. Quality is good in terms of its logic, completeness and clarity. It was decided to recommend the Action for funding in a reduced scope (without the national passenger traffic component).
2017 CEF Transport Blending call

Innovation and new technologies
LNG Rollout in Central Europe - for a greener transportation sector

2017-DE-TM-0040-W
5 Core Network Corridors

The Action aims to promote the use of Liquefied Natural Gas (LNG) as fuel for inland navigation and road freight transport. It consists of fostering the rollout of small scale LNG terminals in nine locations in Germany and one in the Czech Republic. These small scale and open access terminals will be developed at strategically important inland ports along the core network in order to develop an efficient LNG fuel market in Central Europe. These terminals will combine LNG distribution hubs with fuelling facilities for trucks and bunkering facilities for inland vessels. This Action is the roll-out of Action 2015-DE-TM-0376-M, consisting of two LNG terminals in Germany.

Evaluation Remarks

The Action's relevance is very good. It addresses the call objectives by supporting the deployment of a sustainable and efficient transport system along the core network. The Action is technologically mature and based on the results and outcomes of a previous CEF Action. The financial readiness is good and the letter of support demonstrates that the issuer has an excellent understanding of the Action and provides some assurance on the lender’s intention to finance the Action. The impact of CEF funding in leveraging external private sources of funding is very good. The overall quality of the Action is good.
EUROP-E: European Ultra-Charge Roll Out Project – Electric

2017-DE-TM-0064-W
9 Core Network Corridors

The Action concerns the deployment of a pan-EU network of 340 Ultra-Charging (UC) stations for electric vehicles in 13 EU countries, namely Austria, Belgium, Denmark, France, Germany, Ireland, Italy, the Netherlands, Poland, Portugal, Spain, Sweden and the UK, between 2017 and 2021. It addresses all the 9 Core Network Corridors and it is part of global project aimed at deploying a wider network of 485 UC stations in 23 EU countries during the 2017-2026 time frame.

Evaluation Remarks

The Action’s relevance is excellent. It demonstrates EU added-value by addressing cross-border connectivity and interoperability between 13 countries. The technical and financial maturity are excellent. The impact is very good, stimulating private sector finance and bringing environmental benefits and accessibility. The quality is very good: the activities are sound and comprehensive in view of achieving the objectives.
**SuperGreen (SG)**

**2017-EL-TM-0048-W**

**Orient/East-Med**

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### 2017 CEF Blending call (1st cut-off)

#### Innovation

- **Member State(s) concerned:** Greece
- **(Coordinating) Applicant:** Ocean Finance Ltd
- **Implementation schedule:**
  - Start date: January 2019
  - End date: April 2021

#### Requested funding:
- Total eligible costs: €19,694,903
- Requested funding: €3,938,981
- Requested EU support: 20.00%

#### Recommended funding:
- Recommended total eligible costs: €19,694,903
- Recommended funding: €3,938,981
- Recommended EU support: 20.00%

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**Evaluation Remarks**

The Action’s relevance is very good as it addresses the objectives of the call for the innovation priority. The technical and administrative maturity is very good. The impact is good and the CEF funding required aims to overcome the funding gap. Despite some shortcomings, the overall quality of the proposal is good.

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The Action involves the implementation of a sustainable and green transport system in Greece. It consists of three all-electric commuter vessels and one hybrid propulsion (Liquefied Natural Gas/Electric) catamaran that will connect the core network port of Piraeus with other ports in the comprehensive network. The Action includes a fleet of four electric buses to transfer the vessels’ passengers from several points of Athens to the port of Piraeus and vice versa. It also involves two Liquefied Natural Gas (LNG) bunkering tanker trucks and various mobile electricity storage systems to supply all vehicles, as well as one LNG/Compressed Natural Gas fuelled truck for the autonomous management of all mobile equipment. Moreover, it involves a multimodal integration electronic platform to facilitate the booking of travel arrangements.
The Action is very relevant, even though part of it is not located on the core network. The Action’s maturity is good and it is technically ready to start, but efforts are required to achieve financial close within the timeline required in the call. Impact is very good, especially in terms of environmental aspects. The Cost Benefit Analysis demonstrates that the Action is not financially viable, which justifies the EU grant. The Action’s quality is good: the activities are clearly presented and fully in line with the objectives of the Action and the global project.
Central European Ultra Charging

2017-EU-TM-0065-W
6 Core Network Corridors

**2017 CEF Blending call (1st cut-off)**
Innovation

**Member State(s) concerned:**
Austria, Bulgaria, Czech Republic, Hungary, Italy, Romania, Slovakia

**(Coordinating) Applicant:**
VERBUND AG

**Implementation schedule:**
Start date: August 2017
End date: December 2020

**Requested funding:**
- Total eligible costs: €65,198,027
- Requested funding: €13,039,605
- Requested EU support: 20.00%

**Recommended funding:**
- Recommended total eligible costs: €61,738,027
- Recommended funding: €12,347,605
- Recommended EU support: 20.00%

The Action will deploy and operate a network of 118 ultra-fast charging stations for electric vehicles (EVs) in Austria, the Czech Republic, Hungary, Italy and Slovakia along the Core Network. It will enable long-distance travel with EVs and the connection of urban nodes. It will ensure the interoperability of fast charging infrastructure within the EU and will bridge the technology adoption gap between EU Member States. The Action builds on the results of previous TEN-T/CEF funded Actions (studies with real-life trials): Central European Green Corridor (concluded), EVA+, Ultra-E and NCE-FasrEvNet (ongoing).

**Evaluation Remarks**

The Action’s relevance is excellent. It has a high European added-value, addressing the requirements of the call and the provisions of article 4 of the TEN-T Guidelines, and a clear cross-border impact ensuring connectivity among 7 EU Member States. It is technically mature, the procurement processes are already in place and the financial readiness is also demonstrated. The impact is very good. The Action will positively increase the attractiveness of long range electric vehicle usage. The Action’s quality is good with a coherent distribution of resources between tasks.
MEGA-E: Metropolitan Greater Areas - Electric

2017-EU-TM-0068-W
8 Core Network Corridors

The Action consists of expanding the coverage of ultra-charging (UC) stations across the European Union. While the global project aims at installing 322 UC stations in 20 countries, the Action itself encompasses the deployment of 202 UC stations (up to 350 kW) in 30 greater metropolitan areas within 13 countries along the Core Network Corridors and the core network itself. The Action also foresees the introduction of 39 multimodal e-hubs in 10 major cities (park & ride facilities and intermodal nodes such as train stations and bus terminals), allowing UC and/or intermodality with e-taxi, e-car sharing, e-logistics or e-buses.

**Evaluation Remarks**

The Action’s relevance is excellent. It addresses well the priorities of the call. Its impact is very good as it will increase accessibility to e-mobility in urban areas and accommodate long distance traffic. The proposal is of very good quality in terms of structure and organisational set-up. Notwithstanding a number of financial and technical issues regarding its maturity, it was decided to recommend this proposal for funding, in a reduced scope (excluding the dissemination and communication activities) due to its high EU added-value.
Blue Stations Network

2017-FR-TM-0034-W
5 Core Network Corridors

The Action will deploy 15 innovative multi-fuel stations in France, Italy and the UK, and supply three different fuels: (Bio) Liquefied Natural Gas (LNG), (Bio) Compressed Natural Gas (CNG), and cryogenic nitrogen for refrigerated transport (“Blueeze”). Located along five Core Network Corridors (North Sea-Mediterranean, Atlantic, Baltic-Adriatic, Scandinavian-Mediterranean and Mediterranean) and in several urban nodes listed in the TEN-T Guidelines, it is part of a global project which aims to facilitate the mass-market adoption of (Bio) LNG as an alternative fuel by developing the infrastructure in a large number of EU Member States, including countries eligible for the cohesion fund. In the long term, the Action aims to reduce 92,000 tonnes of CO2 a year.

Evaluation Remarks

The Action’s relevance is excellent as it fully meets the call requirements concerning the innovation priority. Its deliverables are complementary to already existing LNG supply stations on the network. Both the maturity and impact of the Action are very good. Technical and financial maturity are at a high level. The Action will enable a market uptake and the impact of the CEF funding in leveraging private sources of funding is good. The Action’s quality is good, with well detailed description of the work and appropriate control procedures.
Zero Emission Valley

2017-FR-TM-0052-W
Mediterranean, North Sea - Mediterranean

The Action is a flagship initiative for the French region of Auvergne-Rhône-Alpes which aims to create a bankable investment environment for hydrogen infrastructure investors by building stations for the captive fleet of this local cluster. Principally located along the Mediterranean and North Sea-Mediterranean Core Network Corridors, as well as the core road network, the Action is also part of France’s "H2Mobilite" programme, which aims to deploy 600 hydrogen refuelling stations in the country by 2030. The Action will deploy 20 stations, out of which 15 will be supplied by onsite electrolysers. It will also procure and lease 1,000 fuel cell vehicles.

**Evaluation Remarks**

The Action’s relevance is very good. It contributes to a balanced and sustainable development of the transport network and supports policy implementation regarding alternative fuels. Despite the limited maturity and lower impact of the Action, inherent to the slowly emerging hydrogen market, and the need to secure the grid balancing services, the Action has a strong EU added-value justifying CEF support. The Action has a very good quality with a tailor made organisational setup. It was decided to recommend the proposal for funding due to the contribution of the Action to the balanced development of the network, its complementarity with other Actions funded under Horizon 2020 and its high EU added-value.
Port-Liner, "zero emission" ships for inland waterways

2017-NL-TM-0056-W
North Sea - Baltic, Rhine - Alpine, North Sea - Mediterranean

2017 CEF Blending call (1st cut-off)
Innovation

Member State(s) concerned:
The Netherlands

(Coordinating) Applicant:
Port-Liner Holding BV

Implementation schedule:
Start date: July 2017
End date: July 2019

Requested funding:
Total eligible costs: €55,863,003
Requested funding: €6,992,122
Requested EU support: 12.52%

Recommended funding:
Recommended total eligible costs: €34,893,003
Recommended funding: €6,873,922
Recommended EU support: 19.70%

The Action is part of a project seeking finance for the construction of six container inland waterway barges, with full electrical propulsion, fed by batteries (1.6 MW) containerised in ‘Eco Port Boxes’. The ‘Eco Port Boxes’, will be swapped at port terminals for charging. For each ship, 2 sets of 4 ‘Eco port Boxes’ will be deployed. Preparatory tasks, design, engineering and construction of the ‘Eco-Port Boxes’ are part of the Action. Once completed, ships will operate on key sections of 3 Core Network Corridors, serving the core ports of Rotterdam, Amsterdam, Antwerp and Duisburg. The Action is included in a global project whose objectives are to promote the uptake of “zero emission” shipping based on electric propulsion, targeting inland waterway vessels for retrofit.

Evaluation Remarks

The Action’s relevance is very good as it fully addresses the priorities of the call. The technology is very mature and the administrative procedures have started. The financial readiness is good. The impact is very good: the socio-economic and environmental impacts are very positive. CEF funding will contribute to accelerate the roll out of electric inland waterway vessels. The quality of the proposal is good.
2017 CEF Transport Blending call
Implementation of Voice over IP (VoIP) in Barcelona ACC

**2017-EU-TM-0004-W**
Mediterranean

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**Member State(s) concerned:**
Spain, United Kingdom

**(Coordinating) Applicant:**
SESAR Deployment Manager (NATS en route on behalf of)

**Implementation schedule:**
Start date: January 2018
End date: December 2021

**Requested funding:**
- Total eligible costs: €21,896,529
- Requested funding: €10,948,265
- Requested EU support: 50.00%

**Recommended funding:**
- Recommended total eligible costs: €21,896,529
- Recommended funding: €10,948,265
- Recommended EU support: 50.00%

The Action addresses the deployment of Voice over the Internet Protocol (VoIP) technology at Barcelona Area Control Centre (ACC) and will ensure compliance with EUROCAE specifications. The VoIP communication system facilitates the integration of voice and data in the same communication network. Migration to VoIP technology contributes to the SESAR Pilot Common Project (PCP) and will have a positive impact in enhancing air traffic management (ATM) performance. The Action includes five activities: Framework Partnership Agreement (FPA) Action coordination, project management, procurement, deployment and support activities.

**Evaluation Remarks**

The Action’s relevance and maturity are excellent as it addresses the call priorities and the technology is mature. There is sufficient evidence to support a financial close within the timeline required in the call. The Action demonstrates the leverage effect of EU funds. The impact is very good as the Action will significantly enhance ATM performance and flight efficiency. The Action’s quality is good though the description of activities is unbalanced. Limited information is provided on the technical implementation of the two most significant activities from a budget point of view.
2017 CEF Transport Blending call

Motorways of the Sea
The Action aims to upgrade the Barcelona-Civitavecchia Motorway of the Sea (MoS) link, one of the busiest maritime lines located on the Mediterranean Core Network Corridor. The improvement in the maritime link will be realised via upgrades in the infrastructure of both ports that will improve operational efficiency, safety, promote inter-modality and hinterland connectivity. More specifically, a ro-ro/pax pier will be constructed in the port of Civitavecchia. In the port of Barcelona, an existing pier and a ro-ro/pax ramp will be upgraded and the rail terminal in the Contradique warf will be converted to UIC standards. The Action is part of a global project of wider infrastructure developments in the two ports.
2017 CEF Transport Blending call

Nodes of the Core Network
The Action aims to construct a multimodal and digital travel centre in front of the airport of Helsinki. The Helsinki node is located at the junction of the Mediterranean-Scandinavian and North Sea-Baltic Core Network Corridors. The Action is part of the global project to extend the capacity of the airport of Helsinki and its connections. The travel centre will have transfer areas and platforms for trains, buses and taxis, as well as indoor parking for cars and bicycles. It also includes the building of a new, shorter tunnel connection to the existing train station and its integration with the travel centre. The aim is to improve the connection between Helsinki’s airport, city centre and harbours.

The Action’s relevance is excellent as it will eliminate a bottleneck in the connection between the TEN-T network and the urban area of Helsinki. The impact is excellent, shifting traffic to more environmentally friendly travel modes and generating significant time savings. CEF funding is necessary to accelerate the investment. The maturity is good, but the timely financial close with the EIB needs to be monitored. The quality is very good, with detailed and coherent descriptions.

Evaluation Remarks
The Action’s relevance is good, as it will contribute to a substantial shift towards alternative fuels in public transport in an urban node located on three Core Network Corridors. The Action’s maturity and impact are very good. There is political commitment at local, regional and national level and the financial readiness of the Action is very good. Moreover, the Action will have a significant positive environmental impact and its capacity to maximise private finance and investment is very good. The Action’s quality is very good: it is sound and the information provided is in general clear and complete.
2017 CEF Transport Blending call

Multimodal logistics platforms
Multimodal logistics platform Sofia-West

2017-BG-TM-0029-W
Orient/East-Med

The Action is part of the global project to modernise the Sofia railway node. It concerns further development of the existing Sofia-West multimodal logistics platform located on the Orient/East-Med Core Network Corridor. The works will improve the quality of the infrastructure in terms of safety, security and efficiency (i.e. adaptations to cater for 740 metre trains) as well as remove existing bottlenecks and improve connections with both rail and road networks. In the long run it will enhance the modal shift from road to rail and ensure integration and interoperability in the section. It will also reduce road congestion and consequently reduce CO2 emissions.

Evaluation Remarks

The Action’s relevance is very good as it contributes to the removal of existing bottlenecks, the increase in modal shift from road to rail and the reduction of congestion and greenhouse gas emissions on the Orient/East-Med Core Network Corridor in Sofia. Its maturity is very good as it has obtained political support and the necessary administrative approvals. The Action started in April 2017. Preliminary studies are completed and land has been acquired. Despite some lack of clarity concerning financial readiness, the impact is good. The quality of the Action is good, as objectives and deliverables are presented in clear and detailed manner.
2017 CEF Transport Blending call

Proposals NOT recommended for funding
The Action’s relevance is poor as most of the activities relate to the operation of the platform, which is not allowed by the call. The Action has also no cross-border impact. Its maturity and quality are good, but its financial readiness is low and the budgeted costs have not been sufficiently detailed. Its impact is only fair. Calculations show that the Action is not financially viable even with the CEF grant.
ERTMS-EG3100/BR185.2: Interoperable international freight traffic along the Scandinavian - Mediterranean Corridor

2017-DE-TM-0010-W

NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
ERTMS

Member State(s) concerned:
Germany

(Coordinating) Applicant:
DB Cargo AG

Requested funding:
Total eligible costs: €13,382,000
Requested funding: €6,691,000
Requested EU support: 50.00%

Recommended funding:
€0

The Action concerns the retrofit of 13 type EG 3100 locomotives and 3 type BR 185.2 locomotives with ERTMS Level 2 Baseline 3.4.0. The locomotives are operated on international freight services along the Scandinavian-Mediterranean Core Network Corridor between Germany, Denmark and Sweden. The Action is part of a global project which aims to retrofit 1,200 Deutsche Bahn Cargo freight locomotives with the latest ERTMS version by 2026. The Action includes the development, testing, subsystem verification and authorisation of 2 prototype vehicles, followed by the serial retrofit. This Action will contribute to the interoperability of the EU rail sector.

Evaluation Remarks:

The Action’s relevance is excellent and its maturity and impact are very good. The financial close of the Action can be expected within the timeline required by the Call. However, quality is only fair, with contradictory information on the number of vehicles, the system installed, and the high, unjustified cost of the prototypes.
Erdinger Ringschluss - Tunnel

2017-DE-TM-0047-W
NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off) Core Network Corridors

Member State(s) concerned:
Germany

(Coordinating) Applicant:
Flughafen München GmbH

Requested funding:
Total eligible costs: €108,357,800
Requested funding: €21,671,560
Requested EU support: 20.00%

Recommended funding:
€0

The Action concerns the construction works of a tunnel (around 1.7 km) within the airport of Munich. It is part of the Erdinger Ringschluss global project, which will establish a two-track electrified railway connection between the airport of Munich and the city of Erding, totaling 12.9 km. The new track will enable passengers from areas of northern Lower Bavaria and Austria to commute to Munich’s airport by rail. It is a part of the pre-identified München-Mühldorf-Freibassing-Salzburg project and implemented along the Rhine-Danube and Scandinavia-Mediterranean Core Network Corridors.

Evaluation Remarks:

The Action’s relevance is very good as it aims to complete a missing link connecting the airport of Munich to the rail network. The Action’s maturity is very good as it is ready to be launched. The Action’s overall quality is good. However, the Action is not recommended for funding in view of shortcomings as regards the catalyst effect of the EU funding and the environmental aspects related to the overall airport expansion project to which this Action relates.
LNG retrofitting of the RoRo Pax Ferry MS "Münsterland"

2017-DE-TM-0058-W
NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Innovation

Member State(s) concerned: Germany

(Coordinating) Applicant: AKTIEN-GESELLSCHAFT "EMS"

Requested funding:
Total eligible costs: €10,150,000
Requested funding: €2,030,000
Requested EU support: 20.00%

Recommended funding:
€0

The Action aims at the retrofit of the "MS Münsterland" ferry, built in 1986, from marine diesel oil (MDO) to a dual fuel (MDO and Liquefied Natural Gas - LNG). An innovative technique will be used for the retrofit: the construction of a new stern, with new power units, and the replacement of the old stern. The ferry operates in the Ems river estuary, linking the comprehensive ports of Emden, Eemshaven/Delfzijl and the Island of Borkum (North Sea). The Action is part of a wider project, which includes the refurbishment of the interior of the ferry. It includes design, construction and installation of the stern and the LNG propulsion units. Once implemented the Action will contribute the a reduction in the emission of pollutants on the Wadden Sea and to the Masterplan for the deployment of small scale LNG in the area.

Evaluation Remarks

The Action's technical and financial maturity and quality are good. Relevance is limited as there is no direct link between the Action and the infrastructure on the Core Network. The vessel to be retrofitted serves two comprehensive ports and one island outside the TEN-T network. The impact is minor due to the size of the roll-out (one ship) and the reduced leverage effect of the requested CEF grant in attracting additional private funds.
GreenLNG - Liquefied Bio Natural Gas in Hirtshals

2017-DK-TM-0018-W
NOT RECOMMENDED FOR FUNDING

Member State(s) concerned:
Denmark

(Coordinating) Applicant:
GreenLNG A/S

Requested funding:
- Total eligible costs: €51,080,271
- Requested funding: €10,216,054
- Requested EU support: 20.00%

Recommended funding:
€0

The Action aims to develop, build and put into operation a liquefaction plant in the port of Hirtshals, including additional storage facilities and supply points for trucks and tank containers linked to existing Liquefied Natural Gas (LNG) storage facilities and ship bunkering supply points. The plant will transform Natural Gas and Biomethane into LNG and Liquefied Bio Natural Gas (LBNG) for sale to, primarily, the transport sector. The LBNG transformed at the plant is expected to be sold with accompanying Biogas certificates, effectively transforming the LNG into LBNG.

Evaluation Remarks:
Despite the Action’s very good quality and impact, in particular on regional/local development, the Action’s relevance is only fair as the liquefaction plant will be located in a comprehensive maritime port (Hirtshals). Moreover, the Action is not considered mature enough as planning and environmental permits are not secured, detailed design is not in place and financial close is not likely to be reached within the timeline required by the call.
AURORA 2 - Roll-out of flexible LNG bunkering infrastructure in Baltic ports for reliable supply of alternative fuel

2017-EE-TM-0043-W

NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Innovation

Member State(s) concerned: Estonia

(Coordinating) Applicant: LNG Gorskaya Overseas OU

Requested funding:
- Total eligible costs: €86,610,000
- Requested funding: €17,322,000
- Requested EU support: 20.00%

Recommended funding: €0

The Action aims to provide a reliable, competitive and sustainable supply of Liquefied Natural Gas (LNG) as an alternative fuel to ships, trucks and inland waterway vessels. It entails the deployment of multimodal floating LNG storage and supply facilities in five Baltic Sea ports: Piteå (Sweden), Grenå (Danemark), Hamina Kotka (Finland), Liepaja (Lithuania) and Pärnu (Estonia). The Action is part of a global project consisting of seven innovative and technically mature small-scale floating storage (capacity of 5,500 m³) and supply facilities for the provision of LNG throughout the Baltic Sea by 2019. The Action includes design and construction of the flexible and multimodal floating LNG storage and supply facilities, five small-scale LNG bunkering vessels and dissemination of ex-post climate change impact assessment.

Evaluation Remarks:

The Action’s relevance is strongly affected by the ineligibility of two port locations. Even though the proposal’s quality is broadly good, the financial readiness level is not sufficient to assume that the close will be reached within the timeline required by the call. The financial analysis does not confirm the impact of CEF funding. It was consequently decided not to recommend this proposal for funding due to its relatively lower EU added value in comparison with other proposed Actions and to budgetary constraints.
Upgrading infrastructure towards the decarbonisation of the bus fleet in the metropolitan cities of Greece

2017-EL-TM-0041-W
NOT RECOMMENDED FOR FUNDING

**2017 CEF Blending call (1st cut-off)**

**Innovation**

**Member State(s) concerned:**
Greece

**(Coordinating) Applicant:**
Ministry of Infrastructure and Transport

**Requested funding:**
- Total eligible costs: €26,500,000
- Requested funding: €7,950,000
- Requested EU support: 30.00%

**Recommended funding:**
€0

The Action consists in upgrading the bus infrastructure in Athens and Thessaloniki, whilst the global project aims to renew the entire bus fleets, totalling 935 buses in Athens and 354 in Thessaloniki. The Action encompasses, on the one hand, the upgrade of six bus depots in the metropolitan area of Athens and the construction of a new one in Thessaloniki and, on the other hand, the installation of 50 e-bus charging stations in Athens.

**Evaluation Remarks**

The Action’s relevance is poor as it relates mainly to upgrading and constructing bus depots. The maturity is good as the technology is mature and the necessary political support is guaranteed. Impact is limited. While charging stations are planned, no information is provided about the e-buses which will use them. The quality is poor, in particular since tasks are focused on secondary objectives rather than transport decarbonisation.
Upgrading railway infrastructure in the "Olympia - Pyrgos - Katakolo" line

2017-EL-TM-0042-W

NOT RECOMMENDED FOR FUNDING

**2017 CEF Blending call (1st cut-off)**

**Rail interoperability**

**Member State(s) concerned:**
Greece

**(Coordinating) Applicant:**
Ministry of Infrastructure and Transport

**Requested funding:**
- Total eligible costs: €81,500,000
- Requested funding: €16,300,000
- Requested EU support: 20.00%

**Recommended funding:**
€0

The Action concerns the upgrade of the Katakolo-Pyrgos-Olympia (KPO) rail line, completing electrification as well as the signalling system. The main objective of the Action is to contribute to the interoperability of the western Peloponnesian railway. The Action contributes to a global project which involves the design and/or construction of railway lines, ports and road sections in Western Greece. Completion of the Action will allow safe railway operations at a 160 km/h speed.

**Evaluation Remarks**

The Action’s relevance is only fair as it does not demonstrate that it meets the general objectives of the call for interoperability nor does it provide evidence of EU added-value. The maturity is good and its financial readiness is demonstrated. The impact is good as the Action will divert traffic from road to rail. The quality is only fair as the Action does not sufficiently detail the works to be performed.
Retrofit of on-board ERTMS in Renfe's vehicles

**2017-ES-TM-0049-W**

**NOT RECOMMENDED FOR FUNDING**

<table>
<thead>
<tr>
<th>2017 CEF Blending call (1st cut-off)</th>
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<td><strong>Member State(s) concerned:</strong></td>
<td>Spain</td>
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<tr>
<td><strong>(Coordinating) Applicant:</strong></td>
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<td>47.97%</td>
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<td><strong>Recommended funding:</strong></td>
<td>€0</td>
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The Action covers: i) the deployment of ERTMS Level 1 and 2 Baseline 3 on 36 train-sets ii) the upgrade of the system to Baseline 3 of 32 train-sets serving commuter traffic and national high speed connections. It is a part of a global project which aims to ensure the interoperability of the applicant’s rolling-stock by means of ETCS deployment. The Action is divided into a number of retrofit and upgrade activities, also including vehicles’ testing, subsystem verification and authorisation. The Action’s implementation will increase interoperability of a part of the Spanish railway fleet.

**Evaluation Remarks:**

The Action’s relevance and maturity are very good. It covers the deployment of ETCS Baseline 3 on a number of different types of rail vehicles by an applicant with proven experience in implementing similar projects. The proposal’s quality is good in terms of its logic and completeness. Nevertheless, its impact is only fair since the EU support will not stimulate any additional public or private financing.
Remodelling works for the Madrid Chamartín railway complex to adapt high speed services. Phase I

**2017-ES-TM-0051-W**

NOT RECOMMENDED FOR FUNDING

### 2017 CEF Blending call (1st cut-off)

**Nodes of the Core Network**

**Member State(s) concerned:**
Spain

**(Coordinating) Applicant:**
Administrador de Infraestructuras Ferroviarias

**Requested funding:**
- Total eligible costs: €171,220,000
- Requested funding: €51,366,000
- Requested EU support: 30.00%

**Recommended funding:**
€0

The Action is part of a global project which aims to connect the railway stations of Atocha and Chamartín through a standard gauge high speed railway tunnel so as to link the north and south high speed lines in Spain. It comprises works at the Madrid Chamartín railway station aiming to increase its track area capacity and connect it to the railway tunnel leading to Atocha. Moreover, it also covers works for remodelling the commuter lobby and metro connection. The Action will contribute to the reduction of travel time for long-distance passengers on the Mediterranean and Atlantic Core Network Corridors.

### Evaluation Remarks

The Action’s relevance is excellent and its impact is good. However, its maturity is only fair since the financial close of the new loan is highly uncertain. The quality is poor. Some engineering issues highlighted in the risk assessment have not been addressed, putting at stake the timely completion of the Action. Moreover, the Cost Benefit Analysis is out of date and therefore the financial analysis is not reliable.
The Kukularra junction, located between Bilbao and its core network port and airport, is one of the most congested sections in the Bizkaia road network. The Action aims to remove a bottleneck by adapting the congested road sections to cater for current and future traffic flows. The Action is located in one of the urban nodes on the Atlantic Core Network Corridor and it is part of a global project which aims to remove bottlenecks between transport modes within the urban area. Activities include works and post-works traffic monitoring. Upon the Action’s completion, traffic congestion should be reduced and safety and interconnection between transport modes should be improved.

Evaluation Remarks:

The Action’s relevance is good despite its limited EU added value: its effects are mostly local as it does not address convincingly the connections between the long distance network and urban transport. Impact is good, since it will relieve road congestion. Maturity is very good, since the start date of the works is determined, and so is the quality, with the Action being clear and logic. It was decided not to recommend this proposal for funding due to its relatively lower EU added value in comparison with other proposed Actions and due to budgetary constraints.
Centralising of open access intermodal terminal operations for extra-long freight trains in the Kouvala rail-road terminal

**2017-FI-TM-0005-W**

**NOT RECOMMENDED FOR FUNDING**

### 2017 CEF Blending call (1st cut-off)

**Multimodal**

**Member State(s) concerned:** Finland

**Coordinating Applicant:**
City of Kouvala

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**Requested funding:**
- Total eligible costs: €38,600,000
- Requested funding: €7,720,000
- Requested EU support: 20.00%

**Recommended funding:** €0

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The Action, part of the northern end of the Scandinavian-Mediterranean Core Network Corridor, is also part of a global project which aims at improving logistics on this Corridor. It aims to upgrade the existent Kouvala rail-road terminal (RRT) in order to enable the operation of extra-long trains of up to 1,100 metres, as well as building the “last mile” connection between the intermodal RRT and the TEN-T road network. It contributes to the core network in terms of enhancing the accessibility and connectivity by improved intermodality. The specific activities foreseen include project management and communication, the intermodal terminal area, last mile connections, rail infrastructure and pavement and finishing.

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**Evaluation Remarks:**

The Action’s relevance is good. It contributes to enhancing multimodal integration on the Scandinavian-Mediterranean Core Network Corridor, although with limited European added value. Impact is good, with the stimulating effect of the EU support on public investment. The Action however suffers from several critical weaknesses in terms of insufficient maturity (delayed expropriations) and quality (detailed descriptions missing).
Bordeaux airport update

2017-FR-TM-0021-W
NOT RECOMMENDED FOR FUNDING

Member State(s) concerned:
France

(Coordinating) Applicant:
SA Aeroport de Bordeaux Merignac

Requested funding:
Total eligible costs: €15,510,000
Requested funding: €3,102,000
Requested EU support: 20.00%

Recommended funding:
€0

The airport of Bordeaux, the 5th largest airport in France, and located on the Atlantic Core Network Corridor, has recorded a significant growth in national and international traffic. The Action, part of the overall upgrade project of the airport, aims to contribute to an improved link between the airport and the city centre. The Action consists of two activities: the redevelopment of the airport’s traffic lanes and forecourt and reorganisation of the airport's car parks; and the restructuring of luggage handling systems and passenger security checkpoints.

Evaluation Remarks:

Although the Action’s maturity and quality are good, its relevance is only fair and its impact is poor. The removal of a bottleneck and the EU added value are not adequately demonstrated. Moreover, the need for CEF funding is not sufficiently demonstrated. In addition, the economic analysis in the Cost Benefit Analysis is not clearly presented.
Atlantic Rail Motorway: Modal shift of all types of semi-trailers on the Atlantic corridor - Tunnel gauge enlargement

**2017-FR-TM-0028-W**

NOT RECOMMENDED FOR FUNDING

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<td>Member State(s) concerned:</td>
<td>France</td>
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<tr>
<td>(Coordinating) Applicant:</td>
<td>Ministere de la transition ecologique et solidaire</td>
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**Requested funding:**

- Total eligible costs: €52,900,000
- Requested funding: €15,870,000
- Requested EU support: 30.00%

**Recommended funding:**

€0

The Action, partly located on the pre-identified Bordeaux-Tours section of the Atlantic Core Network Corridor, offers an innovative response to the challenge of re-establishing a balance between transport modes and creating a sustainable transport system. Part of the global project to connect the Benelux countries with the Iberian peninsula, it concerns works aiming to accelerate the removal of the bottleneck of the Les Bâchées and La Ramade tunnels by improving the structure gauge to enable all type of semi-trailers. Shifting some traffic from road to rail will have substantial social and environmental benefits, including reduced road transport pollution, less traffic congestion on the corridor and safer roads.

**Evaluation Remarks**

The Action's relevance and impact are good. It contributes to the removal of bottlenecks on the pre-identified Bordeaux-Tours section of the Atlantic Core Network Corridor. The impact of CEF funding is good but the economic viability of the Action strongly depends on underlying assumptions used in the CBA which are not sufficiently substantiated. Maturity and quality are only fair. Despite the political commitment and good financial readiness, the technical readiness cannot be established and the proposal lacks detailed information on several key aspects.
Works to improve the interconnections of the multimodal container center at the port of Marseille-Fos

2017-FR-TM-0032-W

NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Core Network Corridors

Member State(s) concerned:
France

(Coordinating) Applicant:
Grand Port Maritime de Marseille

Requested funding:
Total eligible costs: €46,000,000
Requested funding: €6,900,000
Requested EU support: 15.00%

Recommended funding:
€0

The Action concerns the port of Marseille-Fos, located on the Mediterranean and North-Sea Mediterranean Core Network Corridors. It is part of a global project (“Improvement of West Port's multimodal container centre”), aiming to create multimodal capacity and interconnection to position the port as a long term global player in container traffic. The Action aims to adapt the current container terminals to the increasing size of container vessels. The activities concern the extension of the wharf length of dock and a platform for container storage. Overall it aims to strengthen the access to the southern European market, supporting the development of the world maritime transport and contribute to the creation of new jobs.

Evaluation Remarks:

The Action’s relevance is limited since one entire activity and part of the remaining other are not priorities of the call. In addition, the Action does not clearly address a bottleneck and demonstrates only low leverage impact for external investments. In addition, the evidence in the proposal in view of the financial close within the timeline required in the call is insufficient. The overall quality of the proposal is only fair and some aspects, such as the organisational structure and management procedures, are only briefly addressed.
Project for the development of a network of CNG and LNG refuelling stations

2017-IT-TM-0026-W
NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Innovation

Member State(s) concerned:
Italy

(Coordinating) Applicant:
Asset Company 1 S.r.l.

Requested funding:
- Total eligible costs: €59,832,500
- Requested funding: €10,536,503
- Requested EU support: 17.61%

Recommended funding:
€0

The Action aims to deploy refuelling infrastructure for Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG), along the Scandinavian-Mediterranean, Baltic-Adriatic, Rhine-Alpine and Mediterranean Core Network Corridors, in order to meet EU objectives for sustainability of the transport sector and ensure environmental and economic benefits for consumers, businesses and public administrations. The Action foresees the deployment of 300 refuelling stations (276 CNG + 24 L-CNG), including 150 stations located along the Core Network Corridors. It should contribute to the creation of a fully integrated European distribution network of alternative fuels that will stimulate energy efficiency in an economically viable way.

Evaluation Remarks:
The Action is relevant, although the exact locations of the CNG and LNG refuelling stations are not identified. The Action’s maturity is good and financial close can be achieved within the timeline required by the call. The Action’s quality is good. However the impact of the Action is only fair, with significant weaknesses: the cross-border impact is not fully proven and the effect of EU financial support is not sufficiently demonstrated.
ATM technical infrastructure modernization for safety, capacity and security reasons and operational effectiveness

2017-LV-TM-0012-W

NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
SESAR

Member State(s) concerned:
Latvia

(Coordinating) Applicant:
SJSC 'Latvijas gaisa satiksme'

Requested funding:
Total eligible costs: €14,757,000
Requested funding: €7,378,500
Requested EU support: 50.00%

Recommended funding:
€0

The Action addresses the new LGS, Latvia’s Air Navigation Service Provider, investment and development programme. It addresses the deployment of new technologies in alignment with the European Air Traffic Management (ATM) Master Plan in order to help remove inefficiencies in the provision of air navigation services. The Action will modernise LGS’s ATM system through five activities covering data processing, communication, navigation, surveillance and meteorological services, with the following specific objectives: maintain flight safety and data security; increase operational effectiveness and; timely introduce new ATM technologies.

Evaluation Remarks

The Action’s relevance and impact are good as it contributes to the deployment of ATM functionalities in line with the call objectives. The impact of CEF funding is good, but the socio-economic and environmental benefits are not justified. Maturity and quality are only fair. Despite the political commitment and good financial readiness, the technical readiness cannot be established and the proposal lacks detailed information.
Removing the bottleneck at Kornwerderzand to improve access to the core network and the North Sea - Baltic corridor

2017-NL-TM-0025-W

NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Core Network Corridors

Member State(s) concerned:
The Netherlands

(Coordinating) Applicant:
Provincie Fryslân

Requested funding:
Total eligible costs: €148,250,000
Requested funding: €26,499,942
Requested EU support: 17.88%

Recommended funding:
€0

The Kornwerderzand is the gateway to the North Sea from the IJsselmeer and, subsequently, the inland waterway network via the Ijssel river. The Action aims to remove a transport bottleneck on the inland waterway network of the North Sea-Baltic Core Network Corridor for large vessels (ECMT Vb) by upgrading the system of locks and bridges at Kornwerderzand and the IJsselmeer waterway section. With the construction of a new larger lock and with the deepening of the waterway, the North Netherlands region will have access to inland (Core Network) ports from the IJsselmeer and will be more accessible for sea vessels.

Evaluation Remarks

The Action is of very good quality, as it presents consistent implementation plans. Its maturity is good as the proposal is at an advanced stage of preparation. However, the Action’s relevance and impact are only fair. In particular the proposal does not clearly justify that the bottleneck to be removed, as defined in Article 2(15) of the CEF Regulation, concerns primarily inland waterway transport. Moreover, the impact of the Action on inland waterway transport has not been sufficiently demonstrated, as its economic benefit concerns mainly the super yacht and shipbuilding markets, and the CBA does not support the Action.
Building a modern and environmentally friendly bus depot on Redutowa 27 street in Warsaw

**2017-PL-TM-0055-W**

**NOT RECOMMENDED FOR FUNDING**

### Member State(s) concerned:
Poland

### (Coordinating) Applicant:
Miejskie Zaklady Autobusowe Sp. z o.o.

### Requested EU support:
20.00%

### Requested funding:
- Total eligible costs: €38,673,069
- Requested funding: €7,734,614
- Requested EU support: 20.00%

### Recommended funding:
€0

The Action is located in the core network node of Warsaw, and on two Core Network Corridors: Baltic-Adriatic and North Sea-Baltic. It entails the construction of a two-level, environmentally friendly bus depot on Redutowa street with associated charging stations. It is part I of a global project of a bus company. Part II involves the purchase of electric buses. The Action enables efficient and decarbonised transport between locations in the Warsaw area, though it does not directly support transport connections or flows.

### Evaluation Remarks:

The Action’s maturity and impact are good, and the quality is excellent. The financial close of the Action can be expected within the timeline required by the Call. However, the Action’s relevance is only fair. Indeed, it only concerns the construction of an environmentally friendly bus depot and does not directly support transport connections or flows. It does not address bottlenecks, missing links and multimodality, and has no cross-border impact.
Development of a transhipment-storage terminal of Alfa Terminal Szczecin Sp. z o.o.

2017-PL-TM-0059-W
NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Core Network Corridors

Member State(s) concerned:
Poland

(Coordinating) Applicant:
Alfa Terminal Szczecin Spolka z ograniczona odpowiedzialnoscia

Requested funding:
Total eligible costs: €17,657,382
Requested funding: €3,531,476
Requested EU support: 20.00%

Recommended funding:
€0

The Action aims to improve the transport operations and storage infrastructure in the core inland port of Szczecin, located on the Baltic-Adriatic Core Network Corridor. It is the first phase of the global project which aims to expand the trans-shipment and storage terminal of Alfa Terminal Szczecin. The Action proposes five activities: construction of a quay with dolphins; extension of a bulk cargo storage base and its transportation system; reconstruction of the quay railway tracks; project management; and information/promotion tasks. The Action will optimise the use of existing infrastructure and improve the quality of service in the extended terminal.

Evaluation Remarks:
The Action’s relevance and impact are good, aiming to improve transport and storage infrastructure in the port of Szczecin. The quality is very good. The full financial close is likely to be achieved within the timeline required by the call. However, the maturity is only fair. Environmental and building permits are missing. Design studies and the procurement process are at a very early stage: hence the Action is not ready to start.
Removal of a bottleneck in Sweden - Flackarp-Arlöv four tracks

2017-SE-TM-0002-W
NOT RECOMMENDED FOR FUNDING

The Action aims to remove a major bottleneck in the southern part of the Swedish railway network, on the Scandinavian-Mediterranean Core Network Corridor, by expanding from two to four tracks an 8 kilometre long stretch of the Flackarp-Arlöv rail section. The Action comprises the reconstruction of Arlöv’s marshalling yard, the construction of temporary establishment, down lowering of 4 tracks, completion of Hjärup station, and development of the Flackarp-Arlöv signalling system. The Action, focused on the new Flackarp-Arlöv four-track line, will significantly increase the capacity, accessibility and attractiveness of rail transport over both short and long distances, as part of the future high speed rail network in Sweden and the Scandinavian-Mediterranean Core Network Corridor.

Evaluation Remarks:

The Action’s relevance is very good as it addresses a bottleneck on a Core Network Corridor, improving international rail connections. The Action’s maturity, impact and quality are good. However, the CBA and financial readiness analysis revealed certain weaknesses. There are also a number of uncertainties regarding the CBA, making it insufficient to justify the requested grant. In view of budgetary constraints, it was decided not to recommend the proposal for funding.
ERTMS Deployment on the Iron Ore line

2017-SE-TM-0017-W
NOT RECOMMENDED FOR FUNDING

This Action concerns the installation of ERTMS Level 2 Baseline 3 (release 2) and infrastructure works on 500 km of single-track railway along the Iron Ore line in the north of Sweden. It aims to improve the capacity and interoperability on the cross-border section connecting the ports of Luleå and Narvik, by tonnage the largest freight border crossing in Europe. The Action is part of the global project to roll out ERTMS in Sweden and is located on the core network. It is planned around four preparatory activities and six deployment activities, each reflecting a specific geographical control area.

Evaluation Remarks:

The Action's relevance, maturity and impact are very good. Some activities have already started. Full financial close within the timeline stipulated by the call is realistic. The quality is good. However, it was decided not to recommend the proposal for funding due to its relatively lower EU added value in comparison with other proposed Actions and to budgetary constraints.
New Slussen - increased accessibility in the new transport hub

2017-SE-TM-0019-W

NOT RECOMMENDED FOR FUNDING

Member State(s) concerned:
Sweden

(Coordinating) Applicant:
Exploateringskontoret Stockholms Stad

Requested funding:
Total eligible costs: €32,260,200
Requested funding: €6,452,040
Requested EU support: 20.00%

Recommended funding:
€0

The Action is located in the core urban node of Stockholm, on the Scandinavian-Mediterranean Core Network Corridor and is part of an ongoing global project. It foresees works for building a new north entrance to the metro, building a new pedestrian and cycle bridge over the Söderström and building a new equipment room for the aforementioned metro. This is expected to greatly contribute to increase multimodality through the integration of different transport modes.

Evaluation Remarks:
The Action’s relevance is good, as it will contribute to multimodality. The Action’s maturity is very good, being part of an ongoing global project. The Action’s impact is good, as it will increase accessibility of public transport. Its overall quality is also good. However, it was decided not to recommend the proposal for funding due to budgetary constraints and to its relatively lower EU added value in comparison with other proposed Actions.
The Söderström bridge - central innovative railway bridge
Stockholm

2017-SE-TM-0023-W
NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Innovation

Member State(s) concerned:
Sweden

(Coordinating) Applicant:
AB Storstockholms Lokaltrafik

Requested funding:
Total eligible costs: €28,840,000
Requested funding: €5,768,000
Requested EU support: 20.00%

Recommended funding:
€0

The Action consists of the renovation of an innovative railway bridge - the Söderström bridge - in the urban node of Stockholm. The renovation will be performed by using a new technique for replacing the beams, which will involve the use of a stainless steel construction and a special composite from Japan that requires significantly less maintenance than the previous build. The Söderström bridge is a metro bridge on one of the busiest routes in Stockholm’s traffic system as well as a central link between the metro system north and south of the central part of Stockholm. It is located in the Scandinavian-Mediterranean Core Network Corridor.

Evaluation Remarks:

The Action’s relevance is poor. It does not fully address the innovation priority, it is not a project of common interest and the EU added value is poorly demonstrated. The impact is only fair. CEF co-funding is not necessary. Technical maturity is very good. However, the proposal’s financial maturity scheme is insufficient, as it is based on the sole assumption that external financing would be needed to obtain EFSI approval.
Kardon Line – Relieving the bottleneck from the port of Norrkoping to the Southern Main line by a new railway


NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Core Network Corridors

Member State(s) concerned:
Sweden

(Coordinating) Applicant:
Trafikverket (Swedish Transport Administration)

Requested funding:
Total eligible costs: €68,400,000
Requested funding: €20,520,000
Requested EU support: 30.00%

Recommended funding:
€0

The Action aims to improve the capacity of railway interoperability by connecting the port of Norrkoping to the southern main railway line. It is located in the Stockholm-Malmö pre-identified section of the Scandinavian-Mediterranean Core Network Corridor. It concerns works for the construction of a new 5 km railway line (Kardon line) of which 1.5 km is double tracked. This will include: 1) preparatory works: draining and constructing and embankment, refurbishing the existing track and building new bridges 2) building a new track with 20 new electrified points 3) constructing 4 km of new roads connecting to the existing network, including bicycle and pedestrian lanes. The Action will contribute to rail interoperability and increased freight transport capacity.

Evaluation Remarks:

Although maturity is good, the Action’s relevance is inadequate. It is not entirely located on the Core Network Corridor’s alignment. Neither removing a bottleneck nor the cross-border impact are justified. The impact is only fair. Inconsistencies did not allow calculating the multiplier effect nor the funding gap. The leverage effect is unclear. The quality is only fair: the proposal lacks clarity and shows inconsistencies between its parts.
Western link – removal of a bottleneck at the Olskroken central hub connecting a new railway tunnel in Gothenburg

2017–SE-TM-0036-W

NOT RECOMMENDED FOR FUNDING

2017 CEF Blending call (1st cut-off)
Core Network Corridors

Member State(s) concerned:
Sweden

(Coordinating) Applicant:
Trafikverket (Swedish Transport Administration)

Requested funding:
Total eligible costs: €199,567,281
Requested funding: €59,870,184
Requested EU support: 30.00%

Recommended funding:
€0

Evaluation Remarks:

The Action’s relevance is very good as it addresses a bottleneck on a pre-identified section of the Scandinavian-Mediterranean Core Network Corridor. Maturity is also very good. Financial close is very likely to occur within the timeline required by the call. The quality of the Action is good. The activities are coherent with the project objectives. However, the impact is weak as the socio-economic benefits are not quantified. The CBA is provided but not clear, and socio-economic indicators are negative.

Olskroken is a central hub in the railway system of Sweden and is situated on the Scandinavian-Mediterranean Core Network Corridor. The Action aims to connect the new railway tunnel to the existing railway system as part of the western link global project. Three activities will be implemented: ground, reinforcement, pipe and foundation works; construction works for new bridges; and construction works for new railway lines. In the long run, the Action will contribute to a sustainable development of the Gothenburg region.