Rail connection from Kouvola to Kotka/Hamina ports, works for improving and construction of a new railway yard

Commission Decision:
C(2008)7887
Member States involved:
Finland

Implementation schedule:
Start date: January 2008
End date: December 2013
Estimated end year: 2013

Budget:
Total project cost: €66,000,000
EU contribution: €6,600,000
National budget: €59,400,000

Percentage of EU support:
Works: 10%

This project forms part of the Nordic Triangle railway/road axis (Priority Project 12), which links the capitals of Finland, Sweden, Norway and Denmark to each other and further to central Europe and Russia.

The project supports the upgrade of approximately 60 km of railway line on the Kouvola-Kotka/Hamina sections and the construction of a new railway yard at Kotolahti. The improvements to the hinterland connection are essential to allow for a more efficient use of freight traffic on railways, for intermodal transport operations using the Motorways of the Sea ports of Kotka and Hamina. The planning and implementation of the project also takes into due account reliability, functionality, traffic safety and environmental considerations.

MAP Review

The Mid-Term evaluation concluded that the project can be completed by the end of 2013, provided any financial uncertainty is effectively removed. Moreover, administrative procedures for different works on the section Kouvola-Kotka/Hamina need to be approved before the end of 2010 and 2011.
Rail connection from Kouvola to Kotka/Hamina ports, works for improving and construction of a new railway yard

2007-FI-12010-P • Part of Priority Project 12

MAP Review

Planned, updated and revised cumulative costs (€ Million)*

- Planned costs (Decision)
- Revised costs (MAP review)
- Updated costs (as reported by the beneficiary)

When the updated plans are confirmed by the review, the curve of the updated costs reported by the beneficiary overlaps the curve of the revised costs (MAP review)

Planned and revised cumulative TEN-T contribution (€ Million)*

- Planned TEN-T contribution (Decision)
- Revised planned TEN-T contribution (MAP review)

*Rounded figures
Main railway connection to Russian border, works for development of railway section between Lahti and Vainikkala

2007-FI-12040-P • Part of Priority Project 12

This project is part of Priority Project 12, the Nordic Triangle railway/road axis which links the capitals of Finland, Sweden, Norway and Denmark to each other and further to central Europe and Russia.

The Lahti-Vainikkala railway project includes activities such as track renewal, renovation of bridges and station upgrades to allow increased operational speeds (up to 200 km/h) and axle loads on the Finnish side of the railway section linking Helsinki to St. Petersburg, Russia. The project is based on the joint agreement of the Finnish Government and Russian authorities. The upgraded line is planned to be operational by the end of 2010.

The Mid-Term evaluation took note of the very good progress achieved thus far. Based on the updated implementation plans, it concluded that the project is likely to be completed in 2013, provided that the following condition is met:

• any financial uncertainty is effectively removed
Main railway connection to Russian border, works for development of railway section between Lahti and Vainikkala

2007-FI-12040-P • Part of Priority Project 12

**MAP Review**

**Planned, updated and revised cumulative costs (€ Million)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Planned costs (Decision)</th>
<th>Revised costs (MAP review)</th>
<th>Updated costs (as reported by the beneficiary)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>2011</td>
<td>210</td>
<td>210</td>
<td>210</td>
</tr>
<tr>
<td>2012</td>
<td>220</td>
<td>220</td>
<td>220</td>
</tr>
<tr>
<td>2013</td>
<td>230</td>
<td>230</td>
<td>230</td>
</tr>
</tbody>
</table>

When the updated plans are confirmed by the review, the curve of the updated costs reported by the beneficiary overlaps the curve of the revised costs (MAP review).

**Planned and revised cumulative TEN-T contribution (€ Million)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Planned TEN-T contribution (Decision)</th>
<th>Revised planned TEN-T contribution (MAP review)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>2011</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>2012</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>2013</td>
<td>22</td>
<td>22</td>
</tr>
</tbody>
</table>

*Rounded figures
This project connects the Helsinki/Vantaa international airport to the Nordic Triangle railway/road axis (Priority Project 12), which links the capitals of Finland, Sweden, Norway and Denmark to each other and onwards to central Europe and Russia.

Helsinki/Vantaa Airport is the major international and domestic airport in Finland and one of the main hubs in the European connections to China and Japan. The Airport Railway Line connecting the airport with the city centre of Helsinki is a 17.5 km long double track passenger traffic section including 7.5 km of tunnel equipped with an ATC (Automatic Train Control) system. The planned operational speed of the trains is 120 km/h.

Four stations (Kivistö, Aviapolis, Airport terminal, and Leinelä) will be initially constructed, with four additional stations possible. The first phase of creation of the Tikkurila travel centre, located where the new line connects to main railway network, is also part of the project.

MAP Review

Considering the progress achieved so far and the revised implementation plans, the Mid-Term evaluation concluded that the updated completion of the project by mid-2014 is feasible, provided that the following conditions are met:

- construction of the stations and other associated works start in 2010
- substructure-related works are completed before the end of 2012

It is also necessary for the beneficiary to ensure that additional funding is made available to cover the increased cost of the project.
Works for the development of the railway connection between Helsinki airport and the PP12 lines

2007-FI-12050-P • Part of Priority Project 12

MAP Review

Planned, updated and revised cumulative costs (€ Million)*

Planned costs (Decision)  Revised costs (MAP review)  Updated costs (as reported by the beneficiary)

When the updated plans are confirmed by the review, the curve of the updated costs reported by the beneficiary overlaps the curve of the revised costs (MAP review)

Planned and revised cumulative TEN-T contribution (€ Million)*

Planned TEN-T contribution (Decision)  Revised planned TEN-T contribution (MAP review)

*Rounded figures
This project, as part of the Nordic Triangle railway/road axis (Priority Project 12), concerns Norra Länken, the northern link of the ring road (E20) of Stockholm. It encompasses approximately 11 km between Norrtull and Värtan (Frihamnen/Värtahamnen) and consists mainly of the execution of nine concrete or rock tunnels and an interchange in Värtan, supplemented by the necessary traffic management and telecommunications installations.

The project will lead to a better quality infrastructure, safer and more efficient transport, and a better multimodal link between road and sea. Access and mobility will also improve due to increased road network capacity through the dual tunnel and surface road section. Road safety will also be improved thanks to the diversion of vehicles into tunnels in which there is no oncoming traffic.

The Mid-Term evaluation confirmed the very good progress made so far by the project, which can be recommended as a model. The main reasons for this progress lie in the robust monitoring system in place, the well performing risk management mechanism, as well as the long term strategy for efficiency and results. Good performance has also been noticed in minimising the environmental impact of the project. The project is expected to be completed in 2013 in line with the original plans.
MAP Review

Planned, updated and revised cumulative costs (€ Million)*

Planned costs (Decision)  Revised costs (MAP review)  Updated costs (as reported by the beneficiary)

When the updated plans are confirmed by the review, the curve of the updated costs reported by the beneficiary overlaps the curve of the revised costs (MAP review).

For comparison purposes, the updated and revised cost estimates are based on the exchange rate in force at the time of the Decision.

Planned and revised cumulative TEN-T contribution (€ Million)*

Planned TEN-T contribution (Decision)  Revised planned TEN-T contribution (MAP review)

*Rounded figures
**Commission Decision:**
C(2008)7912

**Member States involved:**
Sweden

**Implementation schedule**
Start date: January 2007
Original end date: December 2010
Expected end date: 2011

**Budget:**
- Total project cost: €542,000,000
- EU contribution: €51,830,000
- National budget: €490,170,000

**Percentage of EU support:**
- Works: 9.56%

This project is part of Priority Project 12 (Nordic Triangle railway/road axis), and is important for the international rail traffic from Sweden to Denmark, Germany, Poland. It is used by both freight and high speed passenger trains and runs through densely populated areas.

The Citytunnel will provide some 17 km of new tracks, out of which 6 km comprises two parallel tunnels with single tracks below Malmö – doubling the actual capacity of the line. The project includes the construction of three stations and the new links to the Øresund bridge, Trelleborg and Ystad. It will also improve the overall safety of the rail line by separating freight and passenger traffic, as well as contributing to a more sustainable transport system for the future. The new line will be inaugurated in December 2010.

**MAP Review**

The Mid-Term evaluation concluded that the project can be completed with a delay of few months because of a technical difficulty, namely the connection to the Øresund project. The stage of the project implementation is very advanced and no more problems are expected.
MAP Review

Planned, updated and revised cumulative costs (€ Million)*

- Planned costs (Decision)
- Revised costs (MAP review)
- Updated costs (as reported by the beneficiary)

When the updated plans are confirmed by the review, the curve of the updated costs reported by the beneficiary overlaps the curve of the revised costs (MAP review).

For comparison purposes, the updated and revised cost estimates are based on the exchange rate in force at the time of the Decision.

Planned and revised cumulative TEN-T contribution (€ Million)*

- Planned TEN-T contribution (Decision)
- Revised planned TEN-T contribution (MAP review)

*Rounded figures