

2016 Connecting Europe Facility (CEF) Transport Calls for Proposals

COUNTRY FACTSHEET



Germany



Key facts and figures

Evaluation results	Eligible vs Recommended proposals by call																																																																	
<ul style="list-style-type: none"> 21 proposals were selected for funding with a total of €199.1 million recommended CEF funding. 49 eligible proposals were submitted in response to the call for proposals requesting €332.2 million of CEF funding. 	<table border="1"> <caption>Eligible vs Recommended proposals by call</caption> <thead> <tr> <th>Call</th> <th>Eligible (Millions)</th> <th>Eligible (Number of proposals)</th> <th>Recommended (Millions)</th> <th>Recommended (Number of proposals)</th> </tr> </thead> <tbody> <tr> <td>Cohesion</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>General</td> <td>332.2</td> <td>49</td> <td>199.1</td> <td>21</td> </tr> </tbody> </table>	Call	Eligible (Millions)	Eligible (Number of proposals)	Recommended (Millions)	Recommended (Number of proposals)	Cohesion	0	0	0	0	General	332.2	49	199.1	21																																																		
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* Proposals may belong to more than one corridor.

List of selected proposals

Call	Proposal Code	Proposal Title	Proposal Description	Recommended CEF Funding**, €
AP-General	2016-DE-TA-0003-W	LL-RETROFIT-EU of existing freight wagons to reduce rail freight noise along the nine TEN-T core network corridors	The Action aims to reduce rail freight noise by retrofitting 35,409 wagons that are running along the nine Core Network Corridors with silent brake blocks. It is part of a global programme of DB Cargo to replace the cast iron brake blocks by low noise low vibration one (type LL) to the existing wagons. This Action will greatly contribute to reducing the noise level affecting people living close to railway lines and also increase the competitiveness of the railway undertakings.	5,994,476
AP-General	2016-DE-TA-0064-W	Retrofitting brakes of VTG Rail Europe rail cars to LL brake blocks	The Action aims at retrofitting 32,187 freight rail cars with low noise emissions braking systems (LL brake blocks). The wagons will circulate through all TEN-T Core Network Corridors, having a significant impact on environment protection, and in particular, on rail freight noise reduction across Europe. The activities of the Action are project management and retrofitting of the rail cars. The Action will help the applicant respect the 31 December 2020 deadline set by various Member States to ban cast iron brake blocks.	9,652,817
AP-General	2016-DE-TA-0159-W	Transwaggon LL Brake Blocks	The Action aims to reduce rail freight noise by retrofitting 10,122 freight wagons running along the EU railway network with silent LL brake blocks. The existing rolling stock is currently equipped with cast iron brake systems. This Action will greatly contribute to reducing the noise level that affects people living close to railway lines and also increase the competitiveness of the company leasing the retrofitted vehicles.	4,056,800
AP-General	2016-DE-TA-0178-W	Upgrade and electrification of the Lohsa-Horka section and ECTS equipment	The Action is part of the "Twin-track upgrade and electrification of the Knappenrode-Horka-D/PL border route section of line 6207" cross-border Global Project situated on a pre-identified section of the TEN-T Core Network. The specific Action concerns the twin-track upgrade and electrification of the Lohsa-Niesky-Horka section to a line speed of 120 km/h for freight transport and equipping a larger section of the Global Project with ETCS. The Action contributes to the elimination of a bottleneck as it increases capacity on this cross-border section. The electrification and the modal shift subsequently encouraged will have a positive environmental impact.	49,600,000
AP-General	2016-EU-TA-0108-W	2EUStates2cross	The Action is part of a Global Project to improve the cross-border connections over short and medium distances in the highly urbanised region between Belgium, The Netherlands and Germany. It contains work on the Heerlen-NL/DE border-Aachen Comprehensive Network section. In Aachen this section connects to the North Sea-Baltic and Rhine-Alpine Core Network Corridors. Planned activities are the electrification of the rail track between Landgraaf and the NL/DE border (6 km single track equivalent), construction of a second track between Heerlen and Landgraaf (3 km), installation of a switch in Herzogenrath, two new platforms in the Herzogenrath station, modification of the signalling between Übach-Palenberg and Aachen, and replacement of signal signs in the Aachen Hbf station.	4,440,000

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AP-General	2016-EU-TA-0185-S	Sharing of train tracking & ETA information	The Action will develop software to enable electronic exchange of information on the estimated time of arrival of trains at terminals and at hand-over points in the logistic chain, on part of the Rhine-Alpine Core Network Corridor. It will include assessment of available information, software and needs from stakeholders, development and testing of a tailored IT tool accessible to all of them. Results will be implementable and replicable for the whole intermodal and rail freight sector. They will constitute a basis to make rail freight more attractive to shippers and improve usage of train services, reducing the environmental footprint of freight transport.	283,176
AP-General	2016-EU-TA-0301-W	SiLent Rail 2021 - Low noise retrofit existing GATX rolling stock fleet	The Action entails the retrofitting with composite LL blocks of 9,949 existing freight wagons between 2017 and 2020. The wagons will operate on all of the TEN-T Core Network Corridors. The Action consists of three activities: project and EU grant management, retrofitting with LL blocks and communication and visibility of the Action. The Action has a strong European added-value in the longer term on reducing noise pollution affecting people living close to railway lines.	923,031
MAP-General	2016-DE-TM-0002-S	HYBRID-INFRA-RAIL - Deployment of hybrid systems for rail infrastructure to reduce energy consumption by 30%	The Action concerns the HYBRID-INFRA-RAIL study with an integrated pilot that aims to cut energy consumption by 30% on the TEN-T Core Network Corridors. It is part of the technology and innovation strategy of DB Cargo to make the railway sector more competitive. The study will deploy hybrid technologies (electric battery and diesel) for rail infrastructure on the Core Network Corridors in Germany and Hungary. Activities include integration of a hybrid infrastructure system, evaluation, business plan, optimisation of energy-efficient hybrid systems and real life trials. This will enable around 300 hybrid units to be deployed after the study and 500 hybrid units at a later stage.	1,695,725
MAP-General	2016-DE-TM-0118-S	Planning of the new S4 urban railway line	Hamburg is an urban node located on three Core Network Corridors. The Action concerns the final design of two new rail tracks parallel to the Lübeck-Hamburg line. The Action aims to solve an existing bottleneck, which is due to the high number of trains that use the line every day, as well as the congested Hamburg central station. The Global Project extends from Hamburg central station to Ahrensburg and further north to Bad Oldesloe. The specific Action concerns sections II and III and addresses their final design planning, cost-benefit analysis and project management.	5,590,000
MAP-General	2016-DE-TM-0128-W	ERTMS onboard deployment for interoperable freight traffic	The deployment of the European Railway Traffic Management System is a horizontal priority aiming at ensuring interoperability of the EU railway system. The Action covers the retrofit of 17 existing locomotives with ERTMS Level 2, Baseline 3, Release 3.4.0 operated primarily on the Scandinavian-Mediterranean Core Network Corridor. It is a part of a Global Project aiming at ensuring interoperability of the applicant's rolling-stock by means of ETCS deployment. The Action includes prototyping of one vehicle - including testing, subsystem verification and authorisation - followed by the serial retrofit of the 16 locomotives. Implementation of the Action will increase interoperability of a part of the German railway fleet.	2,125,000

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Call	Proposal Code	Proposal Title	Proposal Description	Recommended CEF Funding**, €
MAP-General	2016-DE-TM-0234-W	Deploying a terrestrial European backup for GNSS (including GALILEO) in line with the European ATM Master Plan	The Action aims at modernising the Navigational Ground Infrastructure in Germany and therefore enhancing the European air transport network by supporting the baseline of SESAR. In total 13 navigation stations are planned to be upgraded to up-to-date Doppler Very High Frequency Omnidirectional Range (DVOR) technology and to Distance Measurement Equipment (DME) as operationally required. This Action paves the way for modernising and rationalising Communication, Navigation and Surveillance (CNS) infrastructure as advocated in the European ATM Master Plan as an essential pre-requisite for introducing Global Navigation Satellite System (GNSS) navigational techniques in ATM.	10,853,821
MAP-General	2016-DE-TM-0332-S	LNG4Trucks	The Action consists of a study with the pilot deployment of 14 (Bio)LNG fuelling stations, of which 3 are located in France, 3 in Belgium and 8 in Germany. It is deployed along the North Sea-Baltic, Rhine-Alpine, Scandinavian-Mediterranean, Baltic-Adriatic and the Atlantic Core Network Corridors. The objective is to overcome the current market barriers and accelerate the market uptake of the (Bio)LNG as an alternative fuel for road transport, by developing and sharing the knowledge required to lower unit costs and improve business-client relationships. The outcomes will be used to accelerate the large-scale roll-out to a trans-European network of 200 (Bio)LNG fuelling stations by 2030.	9,585,143
MAP-General	2016-EU-TM-0023-M	North European cross-border ITS phase 3 - NEXT-ITS 3	The Action aims at improving the quality, cost-efficiency and continuity of the services provided by the traffic management centres along the northern part of the Scandinavian-Mediterranean Corridor and its connections to the North Sea-Baltic and the Orient-East Med Corridors. To that aim, the Action covers pilots and works that will test how to improve the use of real-time data and monitoring of hazardous road weather conditions and will deploy missing ITS infrastructure in the corridor. The Action is expected to contribute to the deployment of the next generation of traffic management services and the improvement of the existing corridor capacity and safety.	4,224,000
MAP-General	2016-EU-TM-0044-M	UMneo	URSA MAJOR neo (UMneo) deploys ITS services to improve freight traffic along the Rhine-Alpine and Scandinavian-Mediterranean Core Network Corridors, linking North Sea ports, the Rhine and Ruhr area, metropolitan areas in southern Germany and in northern Italy and Mediterranean ports down to Sicily. UMneo builds upon the two EU co-funded projects UM and UM2. It extends the scope of the work geographically and conceptually, by addressing intermodal freight aspects. UMneo provides direct user benefits to international truck drivers and hauliers (better truck parking, navigation, safety, less delays and uncertainties). UMneo includes real life pilots to test feasibility, suitability and added-value prior to a potential large scale deployment of innovative C-ITS services.	18,379,179
MAP-General	2016-EU-TM-0117-M	2016 SESAR Deployment Programme Implementation - Cluster 1: General	The Action contributes to the deployment of SESAR and is aimed at facilitating the coordinated and synchronised deployment of a cluster of 65 Implementation Projects (IPs) in EU Member States. These IPs are aligned with the Pilot Common Projects (PCP, Regulation (EU) No 716/2014) and will enhance ATM performance. This Action includes IPs of all six ATM Functionalities (AFs): - AF1 Extended Arrival Management and Performance Based Navigation in high density Terminal Manoeuvring Areas - AF2 Airport Integration and Throughput - AF3 Flexible Airspace Management and Free Route - AF4 Network Collaborative Management - AF5 Initial System Wide Information Management - AF6 Initial Trajectory Information Sharing	57,519,647

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Call	Proposal Code	Proposal Title	Proposal Description	Recommended CEF Funding**, €
MAP-General	2016-EU-TM-0121-W	High speed electric mobility across Europe	The Action will create a unique and coherent Pan-European high-speed charging network in Sweden, Denmark, Germany, France, the United Kingdom and Italy. 158 ultra-charging sites will be installed along eight TEN-T Core Network Corridors: Scandinavian-Mediterranean, North Sea-Baltic, North Sea-Mediterranean, Orient/East-Med, Rhine-Alpine, Atlantic, Rhine-Danube and Mediterranean. The Action is embedded in a Global Project that encompasses 437 ultra-charging sites in 13 European countries. Each deployed ultra-charging station will be implemented in a modular way that will allow a convenient upgrade of technologies (from 150 kW to 350 kW capacities). The ultra-charging stations will enable charging times of a full 400 km range battery in 20-30 minutes.	5,450,000
MAP-General	2016-EU-TM-0126-S	ECO-GATE: European Corridors for natural GAs Transport Efficiency	EU Directive 2014/94/EU foresees the construction of alternative fuel refuelling infrastructure in Europe. The Action concerns a study of the conventional and renewable NGV market on the Mediterranean, Atlantic and partly Rhine-Danube Corridors, covering also parts of the Core Network in Spain and France. This study, in the form of a real-life trial, involves construction and monitoring of L-CNG and CNG refuelling stations. It should utilise new technologies and innovative solutions in regard to supply logistics services, cleaner fuels, refuelling infrastructure, vehicle and components manufacturers and operational processes. Once finished, the study should serve as a basis for a large-scale deployment of cost reduced technology.	220,093
MAP-General	2016-EU-TM-0148-S	SOCRATES 2.0	The Action aims to test and evaluate new and extended traffic management and related mobile and in-car services, as well as to deliver traffic management data communication standards relevant at EU level. The Action will design and implement four pilots in Amsterdam, Copenhagen, Munich and Antwerp where some Day 1 and Day 1.5 services will be tested by 9,000 users. In addition, the Action will define a cooperation framework for interactive traffic management for road authorities, service providers and car industries. The Action expects to improve traffic information, traffic management and road safety, as well as promote interoperability and seamless cross-border door-to-door mobility at EU level.	1,201,500
MAP-General	2016-EU-TM-0327-S	CONCORDA	CONCORDA will prepare the European motorways for automated driving and high density truck platooning with adequate connected services and technologies. The main objective of the Action is to assess performance of the hybrid communication under real traffic situations. The Action will elaborate, agree and potentially validate issues related to hybrid, safe and secure communication, digital infrastructure and positioning accuracy, that require a consensus between sector-specific viewpoints. The Action builds upon the EATA (European Automotive Telecommunication Alliance), which will share best practices and ensure a consensus between telecom operators and the automotive industry on communication technologies for C-ITS towards automation.	3,587,317

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MAP-General	2016-EU-TM-0337-S	E-VIA - FLEX-E mobility in AT, DE, ES, FR, IT	The Action will deploy 26 multi-standard Ultra-Fast Charging Stations (150 kW - 350 kW) in AT, DE, ES, FR and IT covering cross-border connections on the Baltic-Adriatic, North Sea-Mediterranean, North Sea-Baltic, Rhine-Danube, Atlantic, Mediterranean and Scandinavian-Mediterranean TEN-T Core Network Corridors. It is embedded in a Global Project that encompasses the deployment of about 2,500 ultra-fast chargers in Europe. The Action will ensure full service continuity and interoperability with existing fast and ultra-fast charging networks across Europe. A real life trial involving customers, charge point operators, electric utilities and automotive manufacturers will be conducted to establish innovative relationships between all stakeholders and clients.	175,553
MAP-General	2016-EU-TM-0341-W	Development of port capacity for integrated Baltic MoS link(s) on the Rostock-Hanko link	The Rostock-Hanko is one of the main maritime routes for cargo transport between Finland and Germany. The Action will upgrade an existing maritime line on the above mentioned route through specific construction works in the two ports. The Action is part of a global project that aims to increase efficiency, productivity and safety on this line. The following will be done: in Rostock-adaptation of two ro-ro berth and construction of additional terminal areas for handling and storage of freight. In Hanko - reconstruction of the existing terminal area, enlargement of a pier, preparatory works for storing, handling of trailers and relocation of the road on the pier. In the long run, the Action will ensure better performance of the existing MoS link.	3,577,813

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