

# 2016 Connecting Europe Facility (CEF) Transport Calls for Proposals

## COUNTRY FACTSHEET



France



### Key facts and figures

Evaluation results	Eligible vs Recommended proposals by call																																																																				
<ul style="list-style-type: none"> <li>20 proposals were selected for funding with a total of €92.1 million recommended CEF funding.</li> <li>49 eligible proposals were submitted in response to the call for proposals requesting €235.7 million of CEF funding.</li> </ul>	<table border="1"> <caption>Eligible vs Recommended proposals by call</caption> <thead> <tr> <th>Call</th> <th>Eligible (Millions)</th> <th>Recommended (Millions)</th> <th>Eligible (Number of proposals)</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>235.7</td> <td>92.1</td> <td>49</td> <td>20</td> </tr> </tbody> </table>	Call	Eligible (Millions)	Recommended (Millions)	Eligible (Number of proposals)	Recommended (Number of proposals)	Cohesion	0	0	0	0	General	235.7	92.1	49	20																																																					
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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-EU-TA-0193-S	Atlantic Rail Motorway: Modal shift of all types of semi-trailers on the Atlantic corridor	The Action is part the Atlantic Rail Motorway covering the Atlantic and North Sea-Mediterranean Core Network Corridors. It will remove the major cross border bottleneck between France and Spain related to the railway gauge. The Action will carry out technical studies and analyse the gauge enlargement of 16 tunnels and clearance gauges of bridges from the French-Belgian border to Astigarraga (Spain). It will carry out the design studies for the construction of the first phase for standard track gauge at the Vitória-Júndiz multimodal platform. These studies will enable rail motorway services to be launched on the Atlantic corridor and enlarge the gauge structure to make modal shift possible.	4,530,000
AP-General	2016-EU-TA-0210-S	Bridging missing links between FR & ES: Studies for rehabilitating the Pau-Zaragoza cross-border railway section	The 310 km Pau-Zaragoza cross-border railway line links France to Spain, crossing the Pyrenees through the Somport tunnel. The Spanish section is operational but not interoperable, the French section needs upgrading to meet the increasing demands for freight and passenger traffic. Along the comprehensive network, the Action aims at reopening the cross border line and connecting it with the Zaragoza and Huesca regional logistics hubs. Studies will prepare the design phase and the public hearings necessary to start works. It is part of a Global Project on offering an alternative to road transport crossing the Pyrenees. The Action will contribute to stimulate the economic activity along the Pyrenees and strengthen the connection of the Iberian Peninsula to the TEN-T network.	5,515,000
AP-General	2016-FR-TA-0088-W	Retrofitting existing freight wagons with innovative composite LL brake blocks	The Global Project intends to reduce rail freight noise at source by retrofitting Ermewa's wagon fleet. The Action foresees the retrofitting 19,128 freight wagons currently fitted with cast iron brake blocks with composite LL brake blocks. The Action consists of two activities, namely purchase and procurement of components and industrialisation of retrofitting in workshops. The Action will reduce noise exposure along the TEN-T Core Network, increase quality of life for citizens living close to railway lines and greater acceptance of further development of rail transport.	2,155,040
AP-General	2016-FR-TA-0144-W	Improvement of freight services between Bordeaux and Dax - first phase between Morcenx and Dax	The Action concerns superstructure (counter-flow installations) and relevant equipment addressing directly the operational bottleneck for freight transport services between France (Morcenx-Dax section) and Spain (Irun) on the Atlantic Core Network Corridor. The Action involves the required works on the 40 km Morcenx-Dax section. The Action is part of the Global Project aiming at improving the freight transport flow along the corridor. In the long term, it will allow a promotion of the use of sustainable transport modes with a reduced environmental footprint.	8,450,000
AP-General	2016-FR-TA-0312-S	MiRO - Multimodal ROute connecting Barcelona to Paris	The Action is located along the Mediterranean Core Network Corridor and concerns a freight transport service running from Barcelona to Rungis (Paris). It is part of the Global Project aiming at eliminating the bottleneck in the cross-border section between France and Spain by offering a sustainable multimodal solution through the rail motorway between the two locations. The Action encompasses studies for the final designs of two new multimodal terminals, the development of dedicated software for the optimisation of the rail motorway, the definition of a business plan, project management and communication. In the long run it will contribute to enhanced multimodality and allow a better environmental performance of the logistic chain.	4,062,398

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Call	Proposal Code	Proposal Title	Proposal Description	Recommended CEF Funding**, €
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	27,139,986
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.	20,000
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.	526,297
MAP-General	2016-EU-TM-0155-S	Deployment of SBAS Cat 1 capability on Airbus A320	The Action is a study with a pilot deployment concerning the deployment of approach capability using SBAS (Satellite Based Augmentation System) for commercial aviation in Europe, and in particular the Airbus A320 family. The Action aims to deploy an existing technology (SBAS Cat I) already in use on some aircraft (from business aviation), and create market conditions for deployment on a larger scale. The benefit of SBAS equipped aircraft is their capability to fly precision approaches without specific airport infrastructure. As a consequence, when weather conditions degrade, they benefit from better access to airports.	3,006,863
MAP-General	2016-EU-TM-0275-W	MedTIS III	MedTIS III will implement road safety solutions, traffic management services and traveller information services on TEN-T Mediterranean Corridor. MedTIS III is set up on a continuous stretch European motorway embedding various typologies of traffic (daily recurrent, seasonal peak migrations, heavy goods vehicle long distance routes), 10 TEN-T Urban Nodes, 5 cross-border areas and more than 30 bottlenecks. Through the implementation of ITS, the Action will generate leverage effects such as enhanced efficiency of transport networks, cross-border coordination, road operator collaboration, harmonisation and acceleration of deployments.	5,053,000

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Call	Proposal Code	Proposal Title	Proposal Description	Recommended CEF Funding**, €
MAP-General	2016-EU-TM-0316-W	Arc Atlantique Phase 3	The Action aims at bridging gaps in ITS services and improving safety along the North Sea-Mediterranean and Atlantic Corridors. To that aim, the Action will deliver works focused on improving real-time traffic information services and cross-border traffic management, as well as on creating national access points and deploying ITS systems on a wide scale. The Action will have positive impacts in interoperability and safety and will reduce traffic congestion and emissions.	3,631,410
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.	384,180
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.	561,313
MAP-General	2016-FR-TM-0040-S	14@ORY: Streamlining services & facilities of Paris metro line 14 up to its future Paris Orly Airport connection	Paris is a core urban node part of two corridors: Atlantic and North Sea-Mediterranean. It is located at the heart of a major European region which needs to permanently improve the infrastructure and intermodal services offered. The Action aims to adapt the services provided by metro line 14 to better serve the first/last mile needs of long distance customers. It is part of a Global Project (South extension of line 14) in the framework of The Greater Paris Public Transport Network project (RTPGP) adopted by the French government in 2010. It is expected that innovative services and facilities for air and rail customers will be investigated and recommended.	666,000
MAP-General	2016-FR-TM-0147-S	Trackside deployment of ERTMS level 2 baseline 3 on the Paris-Lyon high speed line: preparatory actions	The Paris-Lyon high speed railway line is a very heavily-trafficked line, handling one-third of the HS traffic in France. It is part of the Other Sections listed in Annex I of the CEF Regulation, specifically Nantes-Tours-Lyon. The Action consists of preparatory studies, enabling the deployment of ERTMS trackside components on the line. The specific objective is to finalise the customisation of the available technical specifications for the implementation of ERTMS, to incorporate the specific requirements of the Paris-Lyon line, so that a tender procedure can be launched immediately thereafter.	7,600,000

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Call	Proposal Code	Proposal Title	Proposal Description	Recommended CEF Funding**, €
MAP-General	2016-FR-TM-0180-S	Relieving congestion at the railway junction south of Bordeaux	The Bordeaux railway section concerned is currently only double-track and is used by high-speed passenger, regional express and freight trains. The current infrastructure is fast reaching its capacity limits. The purpose of the Action is to carry out all preparatory studies that are necessary before starting the works relating to the Rail Enhancements of the South of Bordeaux (AFSB). It is part of the Global Project consisting in the creation of a high speed connection between Bordeaux and Toulouse and Bordeaux and Spain. At the end of the Action, it is expected that the works will be able to start.	8,519,111
MAP-General	2016-FR-TM-0189-S	CFAL - New Rhone crossing: Studies in preparation for the Public Interest Enquiry	The railway bypass around Lyon (CFAL) is a Global Project consisting of a new double track railway line (72 km) East of Lyon. CFAL tackles the congestion bottleneck in the Lyon urban node, located on the North Sea-Mediterranean and Mediterranean Corridors, by avoiding long distance trains having to cross the city centre. CFAL consists of a Northern/Southern section and a new Rhône river crossing. This Action completes the studies needed for the Rhône crossing, which should enable the project's classification as a Project of General Interest (PGI) ensuring reservation of the land required. Planned activities are a study into the connections with existing lines, an acoustic modelling study, a prefectural order to obtain PGI classification and a project sequencing study.	1,150,000
MAP-General	2016-FR-TM-0190-W	Lyon urban node - Elimination of the railway bottleneck	The Lyon Railway Junction (NFL), located on the North Sea-Mediterranean and Mediterranean Corridors, is of vital importance for (inter)national and regional freight/passenger traffic transiting the city. The Action will carry out works in the Part-Dieu and Guillotière districts in order to relieve congestion at the NFL, to improve performance, efficiency of rail infrastructure and operating conditions such as robustness, resilience and safety of the network. Planned activities are the creation of a 12th platform at Lyon Part-Dieu station, relocation of the Traffic Management Control Centre, installation of an automatic works protection (lockout) system in the Lyon Part-Dieu railway sector, and automation of the sets of stabling tracks at Les Brotteaux.	2,790,600
MAP-General	2016-FR-TM-0201-S	Relieving congestion at the Marseille railway node by increasing capacity on coastal railway lines - Detailed studies	Marseille Saint-Charles station, located at the heart of the Marseille urban node, represents a large bottleneck for rail traffic at the intersection of the North Sea-Mediterranean and Mediterranean corridors. The Action aims at increasing capacity along the existing local coastal line between the l'Estaque and Marseille Saint Charles stations in order to relieve congestion and make operations at the Marseille station less challenging. This would positively affect long distance traffic on the Paris-Lyon-Marseille line, ensure greater network reliability and therefore improve TER regional services. The Action includes all technical, socio-economic and environmental studies, tender documents and administrative procedures to be fulfilled before works can start.	2,500,000
MAP-General	2016-FR-TM-0252-S	M12 (Integrated mobility for the Île-de-France)	Smart mobility digital solutions address users' need for reliable information. Situated on the North Sea-Mediterranean and Atlantic corridors, the Action will support the implementation in the Paris Urban Node of the STIF's (Île-de-France Sustainable Mobility Authority) digital strategy for multimodal passengers' information and ticketing services, and public authorities' management of traffic. It is part of a Global Project promoting modal shift from individual car to public transport and other modes (bike, shared vehicles). The Action will improve the reliability and safety of public transport and contribute to creating a strong movement towards innovation.	3,826,717

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