

2015 CEF Transport Calls for Proposals

COUNTRY FICHE



Germany



Key facts and figures

| Evaluation results | Eligible vs Recommended proposals by call | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------------------------------|---------------------|------------------------|----------|-------|-----------------------------|---------|-------|--|------|--------------------------------|---------------------|-------|------|------------|-------|-------|--------------------------------|---------|------|-------|-------|---|-----|-----|---|-----|-----|---|-----|------|---|-------------|-----|---|------------|-----|---|--|----------|--------------------------------|---------------------|----------|------|---|-------------------|-----|---|---------------|-----|---|--------------------|------|---|---------------------------|-----|---|-----------------|------|---|----------------|------|---|----------------|------|---|------------------------------|------|---|
| <ul style="list-style-type: none"> 47 eligible proposals were submitted in response to the call for proposals requesting € 487.7 million of CEF funding. 20 proposals were selected for funding with a total of € 189.2 million recommended CEF funding. | <table border="1"> <caption>Eligible vs Recommended proposals by call</caption> <thead> <tr> <th>Call</th> <th>Eligible (Millions)</th> <th>Number of proposals</th> </tr> </thead> <tbody> <tr> <td>Cohesion</td> <td>487.7</td> <td>47</td> </tr> <tr> <td>General</td> <td>189.2</td> <td>20</td> </tr> </tbody> </table> | Call | Eligible (Millions) | Number of proposals | Cohesion | 487.7 | 47 | General | 189.2 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Cohesion | 487.7 | 47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Recommended funding by national/multinational proposals | Recommended funding by type | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| National | 65.7 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Mixed | 112.6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Studies | 12.3 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Recommended funding by priority | Recommended funding by corridor* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <caption>Recommended funding by priority</caption> <thead> <tr> <th>Priority</th> <th>Recommended funding (Millions)</th> <th>Number of proposals</th> </tr> </thead> <tbody> <tr> <td>Core Network Corridors</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other Core Network Sections</td> <td>-</td> <td>-</td> </tr> <tr> <td>Rail interoperability</td> <td>-</td> <td>-</td> </tr> <tr> <td>ERTMS</td> <td>27.4</td> <td>2</td> </tr> <tr> <td>Innovation</td> <td>9.9</td> <td>4</td> </tr> <tr> <td>Safe and secure infrastructure</td> <td>0.1</td> <td>1</td> </tr> <tr> <td>SESAR</td> <td>126.8</td> <td>4</td> </tr> <tr> <td>RIS</td> <td>1.2</td> <td>1</td> </tr> <tr> <td>ITS</td> <td>5.0</td> <td>1</td> </tr> <tr> <td>MoS</td> <td>13.0</td> <td>3</td> </tr> <tr> <td>Urban nodes</td> <td>1.4</td> <td>2</td> </tr> <tr> <td>Multimodal</td> <td>4.4</td> <td>2</td> </tr> </tbody> </table> | Priority | Recommended funding (Millions) | Number of proposals | Core Network Corridors | - | - | Other Core Network Sections | - | - | Rail interoperability | - | - | ERTMS | 27.4 | 2 | Innovation | 9.9 | 4 | Safe and secure infrastructure | 0.1 | 1 | SESAR | 126.8 | 4 | RIS | 1.2 | 1 | ITS | 5.0 | 1 | MoS | 13.0 | 3 | Urban nodes | 1.4 | 2 | Multimodal | 4.4 | 2 | <table border="1"> <caption>Recommended funding by corridor*</caption> <thead> <tr> <th>Corridor</th> <th>Recommended funding (Millions)</th> <th>Number of proposals</th> </tr> </thead> <tbody> <tr> <td>Atlantic</td> <td>25.9</td> <td>2</td> </tr> <tr> <td>Baltic - Adriatic</td> <td>4.0</td> <td>3</td> </tr> <tr> <td>Mediterranean</td> <td>3.4</td> <td>2</td> </tr> <tr> <td>North Sea - Baltic</td> <td>47.6</td> <td>8</td> </tr> <tr> <td>North Sea - Mediterranean</td> <td>7.1</td> <td>4</td> </tr> <tr> <td>Orient/East-Med</td> <td>10.7</td> <td>5</td> </tr> <tr> <td>Rhine - Alpine</td> <td>44.0</td> <td>9</td> </tr> <tr> <td>Rhine - Danube</td> <td>34.6</td> <td>8</td> </tr> <tr> <td>Scandinavian - Mediterranean</td> <td>37.7</td> <td>8</td> </tr> </tbody> </table> | Corridor | Recommended funding (Millions) | Number of proposals | Atlantic | 25.9 | 2 | Baltic - Adriatic | 4.0 | 3 | Mediterranean | 3.4 | 2 | North Sea - Baltic | 47.6 | 8 | North Sea - Mediterranean | 7.1 | 4 | Orient/East-Med | 10.7 | 5 | Rhine - Alpine | 44.0 | 9 | Rhine - Danube | 34.6 | 8 | Scandinavian - Mediterranean | 37.7 | 8 |
| Priority | Recommended funding (Millions) | Number of proposals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Core Network Corridors | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other Core Network Sections | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rail interoperability | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ERTMS | 27.4 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Innovation | 9.9 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safe and secure infrastructure | 0.1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SESAR | 126.8 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIS | 1.2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ITS | 5.0 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MoS | 13.0 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Urban nodes | 1.4 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multimodal | 4.4 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Corridor | Recommended funding (Millions) | Number of proposals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Atlantic | 25.9 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baltic - Adriatic | 4.0 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mediterranean | 3.4 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North Sea - Baltic | 47.6 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North Sea - Mediterranean | 7.1 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Orient/East-Med | 10.7 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rhine - Alpine | 44.0 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rhine - Danube | 34.6 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scandinavian - Mediterranean | 37.7 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* Proposals may belong to more than one corridor. Where this is the case, recommended funding represents the total amount and not the share of the corridor in a proposal.

List of selected proposals

| Call | Proposal Code | Proposal Title | Proposal Description | Recommended CEF Funding**, € |
|---------|-------------------|---|---|------------------------------|
| General | 2015-DE-TM-0050-W | Upgrade of the railway system in the Bremerhaven seaport (Imsumer Deich Plus) | The core maritime port of Bremerhaven relates to the North Sea-Baltic, Orient/ East-Mediterranean and Scandinavian Mediterranean TEN-T core network corridors. The Action is part of the twin-port Bremen/ Bremerhaven Global Project. It aims to improve the completion of the railway capacity and quality infrastructure upgrade of the shunting rail yard. The main activities are project management and the doubling of the shunting yard capacity at 'Imsumer Deich'. This Action will improve access to the terminal by eliminating an existing bottleneck related with the actual capacity and therefore improves hinterland access, contributes to modal shift of freight, reduction of traffic congestion and improved service quality. | 3,307,620 |
| General | 2015-DE-TM-0128-W | Deploying new radar technologies for the modernisation of air traffic management in Germany | The Action aims to deploy a new surveillance sensor infrastructure in Germany, decommissioning legacy infrastructure of the 1980s with systems enabling new functionalities yielding performance gains. It will contribute to the implementation of the Single European Sky in particular the deployment of SESAR. The Action will improve performance of Air Traffic Management (ATM) in Europe: - modernising and harmonising ATM systems, - enhancing civil/military interoperability, and - reducing fragmentation in order to also reduce cost of the service provision. The activities include the definition of the requisite for all activities and for rollout, the validation of the new technology and finally the full rollout and implementation of the new technology. | 17,937,571 |
| General | 2015-DE-TM-0133-W | Improving the accessibility of Regensburg port | The terminal of Regensburg is located on the Rhine-Danube Corridor and Regensburg is listed in the Annex II part 2 of Regulation 1315/2013 as a core rail-road terminal. The Action aims at improving the accessibility of the port. It is part of the Global Project, which aims at enhancing the port of Regensburg. Activities focus on the works for construction and the electrification of new railway tracks, and the improvement of some level crossing points. The Action will enhance the modal shift from road to rail. CO2 emissions reduction is also considered as a future effect. | 1,096,000 |
| General | 2015-DE-TM-0268-W | Deploying Remote Tower Control for the modernisation of air traffic management in Germany | Within the EU, small airports face interruption of air transport services due to low traffic volumes, making the provision of these services financially non-viable. In order to prevent this, solutions need to be deployed to ensure sustainable service provision to these more remote regions as air transport is fundamental to boost local economies and job-markets. The Action will implement a solution defined as Remote Tower Control (RTC) at three airports in the Federal Republic of Germany. i.e. Saarbrücken, Erfurt and Dresden, bundling air traffic services at a single centre in Leipzig. Remote Tower Control provides cost efficient air traffic services for airports from a third location and in doing so it offers financially viable services to these airports. | 6,087,033 |
| General | 2015-DE-TM-0332-W | Retrofitment and upgrade of locomotives | The proposed Action's objective is to deploy ETCS baseline 3 on 33 locomotives. Activities include developing prototypes for five different locomotive classes, upgrading 29 locomotives and retrofitting four locomotives. The trains run in several countries, amongst others in Germany, Austria, Italy, Slovenia, Hungary and Czech Republic, while no specific Core Network Corridor is identified. The Action's expected benefits include increased safety and competitiveness, the possibility to use track sections equipped with Baseline 3, a positive impact on the modal split in favour of rail freight traffic as well as a reduction in emissions due to more energy-efficient driving. | 2,427,200 |
| General | 2015-DE-TM-0363-W | Design and equipment of ERTMS for six cross-border sections and three gap closings | The proposed Action relates to the equipment with ETCS of cross-border connections (Denmark, Poland, Belgium, the Netherlands, France, Czech Republic and Austria) and gap closings on five German sections of the TEN Core Network. Over a 4-year period the Action aims at equipping approximately 258 kilometres and designing a further 640 kilometres with a mix of European Train Control System Level 2 and ETCS Level 1 Limited Supervision including the required interlockings. This ERTMS deployment is establishing the basis for end-to-end trafficability along the corridors. | 24,925,319 |

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| Call | Proposal Code | Proposal Title | Proposal Description | Recommended CEF Funding**, € |
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| General | 2015-DE-TM-0376-M | LNG for shipping and logistics in Europe | The Action is a part of a global project with the main objective to make LNG available for inland shipping and the logistics industry in Europe by introduction of the LNG infrastructure on Rhine-Alpine Core Network Corridor. The project combines a feasibility study, including a demand analysis and an outline for a wide-scale roll-out of LNG distribution infrastructure in Germany, with a real-life trial including 3 mobile LNG filling stations and 2 small-scale LNG-terminals in the ports of Duisburg and Mannheim. | 4,056,000 |
| General | 2015-DE-TM-0426-S | Erdinger Ringschluss | The proposed Action concerns a study for a new train connection of Munich airport with the Bavarian railway network. The core network airport of Munich is Germany's second largest hub and ranks 7th among Europe's airports. The Action concerns only the section within the airport's perimeter. It is part of the Global Project "Erdinger Ringschluss" that aims to connect the airport with the wider railway network, especially connecting it to the Rhine-Danube Core Network Corridor (CNC), allowing a direct (high-speed) train connection of the airport. The Action will undertake all necessary preparatory studies before construction can begin. | 901,100 |
| General | 2015-DE-TM-0431-S | C-Roads Germany | C-Roads is a platform of Member States working on the deployment of C-ITS services. C-ITS pilot sites will be installed across the EU for testing and later operation of "Day-1" applications as recommended by EC "C-ITS platform". Member States will invest in their infrastructure, while the industry will test components and services. Technical and organisational issues will be tackled by the C-Roads platform to ensure interoperability and harmonisation of C-ITS between pilots. Germany will deploy C-ITS services in two different sites: the ongoing Hessian C-ITS corridor and the Lower Saxony C-ITS pilot. Key-players regarding the C-ITS technology/infrastructure are committed and involved in the project. | 4,965,442 |
| General | 2015-EU-TM-0028-S | Rhine-Alpine integrated and seamless travel chain | The proposed Action concerns a study on the improvement of seamless and accessible transport operations on the entire Rhine-Alpine Core Network Corridor (CNC). It builds on the results of the EU funded initiative "CODE24 - Corridor 24 Development Rotterdam Genova". The priority is to optimise the network in terms of accessibility and interoperability and to raise the capacity and speed on this densely populated corridor with minimum interventions in terms of new construction and environmental impact. The Action will undertake case-studies for various selected urban nodes and connections between urban nodes. | 547,491 |
| General | 2015-EU-TM-0038-W | CoRISMa | Harmonised implementation of RIS made considerable progress during the last years but actual cross-border interworking is still limited, especially concerning data exchange. The project which involves all Member States with connected TEN-T waterways as well as third country Serbia, aims to implement and operate cross-border river information services based on operational exchange of RIS data. The Action involves activities focused on the preparation, implementation and sustainability of RIS Corridors. Main benefits are a more coherent deployment of EU-wide harmonised information services contributing to safer, more efficient and environmentally friendly inland navigation. | 1,247,500 |
| General | 2015-EU-TM-0098-M | DOOR2LNG | The Action aims at upgrading MoS links established between the core ports of Helsinki (Finland), Rotterdam (Netherlands) and Teesport (UK). It relates to the North-Sea-Baltic, Scandinavian-Mediterranean, North Sea-Mediterranean and Rhine Alpine core network corridors. Being part of a Global Project for introducing LNG fuel for door-to-door supply chain, the Action covers works and studies for: - Environmental upgrade of 4 new LNG powered container vessels - Port infrastructure development and cargo handling equipment - Future LNG supply in the ports of Helsinki and Lübeck. The Action will result in environmentally friendly MoS links, thus enhancing modal shift and reducing NOx, CO2 and PM emissions. In addition, it will increase the efficiency of the port operations. | 5,175,000 |

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| General | 2015-EU-TM-0132-M | FAMOS Odin: Finalising Surveys for the Baltic Motorways of the Sea | This wider benefit Action will contribute to the completion of hydrographic surveys in the Baltic Sea. It will employ complete digital information infrastructure to support highly accurate vessel navigation and improve the production chain from survey to navigational chart in order to provide the navigators with the most complete and up-to-date information. It is part of Global Project on re-surveying the Baltic Sea. The Action will comprise studies (hydrographic surveys, production navigation charts and data processing) and works (purchase of surveying infrastructure). The Action will improve transport safety and efficiency. | 463,950 |
| General | 2015-EU-TM-0179-W | Blue Baltics - LNG infrastructure facility deployment in the Baltic Sea Region | Blue Baltics provides investments into LNG infrastructure and mobile equipment in Lithuania, Sweden and Estonia making LNG available for maritime transport. Blue Baltics is part of a Global Project of an LNG bunkering network in the ports of the Baltic Sea Region. It deploys industrial solutions for ship-to-ship and shore-to-ship LNG bunkering and reloading in a series of ports. It foresees a Maritime LNG Mobile Multifunctional Refilling Station in Klaipeda, the installation of LNG fuelling infrastructure in Estonia and the upgrade of the LNG Terminal Nynäshamn. The Action consists of the following activities: Project Coordination; Preparations for Deployment; Deployment & Start-up Phase. Blue Baltics contributes to the reduction of GHGs in the maritime transport. | 7,313,500 |
| General | 2015-EU-TM-0193-M | SESAR Deployment Programme implementation 2015 - Cluster 1 | The Action contributes to the deployment of SESAR and is aimed at facilitating the coordinated and synchronised deployment of a cluster of Implementation Projects (IPs) in Europe. These IPs are aligned with the Pilot Common Projects (PCP), as defined in Regulation (EU) No 716/2014 and are expected to achieve enhancement in terms of ATM performance in the short term (up to 2018). This Action includes IPs in five of the six ATM Functionalities (AFs) described in the PCP. Planning of implementation is in line with the deployment target dates indicated in Regulation (EU) No 716/2014. | 6,978,853 |
| General | 2015-EU-TM-0196-M | SESAR Deployment Programme implementation 2015 - Cluster 2 | The Action contributes to the deployment of SESAR and it is aimed at facilitating the coordinated and synchronised deployment of a cluster of Implementation Projects (IPs) in Europe. These IPs are aligned with the Pilot Common Projects (PCP), as defined in Regulation (EU) No 716/2014 and are expected to achieve enhancement in terms of ATM performance in the short and medium term (up to 2020). This Action includes IPs in all the six ATM Functionalities (AFs) described in the PCP. Planning of implementation is in line with the deployment target dates indicated in Regulation (EU) No 716/2014. | 95,793,102 |
| General | 2015-EU-TM-0261-M | Expansion of safe truck parking spaces and information systems in Bavaria | The Action covers work and a study that aim at improving traffic safety, security and reliability by reducing Heavy good vehicles (HGV) parking deficits on major routes along the 4 corridors of the core TEN-T network passing through Austria and Germany. It will provide information about available parking spaces, build new HGV parking spaces and will study possible future extensions of parking places. It will contribute to improve road safety and cargo security. | 135,000 |
| General | 2015-EU-TM-0316-S | Models for economic hydrogen refuelling infrastructure | The Action aims to prove a new demand-lead commercial model for the deployment of hydrogen refueling stations by carrying out a test of economies and practicalities of operating large hydrogen refueling stations. It is part of a global project aiming to deploy 500 buses and stations by 2020. The Action consists on study with a real-life trial of large hydrogen stations in 8 different locations in Germany, Italy, the Netherlands and the UK along the core road network. A minimum of 10 operating hydrogen buses per station will operate. Buses will be co-funded by the Fuel Cell and Hydrogen Joint Undertaking. The Action includes the deployment of the stations, operations of buses and stations, studies on the bankability of the stations and dissemination for future deployment. | 2,007,750 |

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| Call | Proposal Code | Proposal Title | Proposal Description | Recommended CEF Funding**, € |
|---------|-------------------|----------------|--|------------------------------|
| General | 2015-EU-TM-0367-S | ULTRA-E | Long distance electrical vehicles with driving distance of up to 500 km instead of only 100-150 km possible today will be introduced in 2017, charging these vehicles will take 1.5-2 hours on existing fast chargers. This Action aims to deploy a minimally viable pilot of 25 Ultra-Chargers (150-300 kW) on TEN-T corridors connecting the Netherlands, Belgium, Germany and Austria. Main activities will include (i) market & business model, (ii) ultra-charge network planning, (iii) pilot deployment and operations, (iv) trial, evaluation and EU roll-out plan. Main benefits will be increased competitiveness of electrical vehicles thanks to the reduced charging time for 300 km from 1.5 hours to 20 minutes, cost effectiveness and consumer convenience, Innovative ITS solutions. | 2,846,119 |
| General | 2015-EU-TM-0422-S | LNG motion | The use of Liquefied Natural Gas (LNG) reduces CO2 emission and supports EU policy on alternative fuels deployment. It is well-suited for long-distance truck transport for which alternatives to diesel are limited. The action aims to carry out feasibility studies and invest in 42 LNG fuelling stations and 200 trucks fuelled by LNG along six Corridors in nine Member States. It is part of the Global Project to establish EU wide fuelling LNG infrastructure for trucks. The activities consist of studies, building LNG infrastructure and piloting LNG powered fleet. The Action will contribute to the deployment of alternative fuels and to the reduction in energy consumption. | 1,003,863 |

** The CEF funding under the multinational (EU) proposals has been allocated to respective MS based on the share of each applicant in the proposal and their place of establishment.