



Connecting Europe Facility (CEF)

2017 Transport Blending call

Second cut-off

Proposal for the selection of projects

September 2018

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List of commonly used abbreviations

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

Introduction

The Connecting Europe Facility (CEF)¹ was established in conjunction with new TEN-T Guidelines² in 2013 and, as far as the transport sector is concerned, it is the successor of 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 billion³ has been made available for TEN-T projects for the 2014-2020 period: a threefold increase with respect to the previous TEN-T Programme. From this budget, €11.3 billion is reserved for projects in the Member States eligible for support from the Cohesion Fund⁴.

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 competitive 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 projects⁵ of longer-term nature and high importance along the nine Core Network Corridors, other sections of the Core Network and horizontal priorities⁶ which are pre-identified in Part I of Annex I of the CEF Regulation. The remaining CEF funds are allocated under the Annual Work Programmes (AP). The CEF transport funding priorities were established in the Commission Delegated Regulation of 8 July 2016⁷.

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

² Regulation (EU) 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network

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

⁷ Commission Delegated Regulation (EU) 2016/1649 of 8 July 2016 supplementing Regulation (EU) 1316/2013 of the European

2017 CEF Transport Blending call – structure and particularities

The 2014-2020 Multi-Annual Work Programme (MAP) was amended on 20 January 2017⁸ in order to introduce the 2017 CEF Transport Blending call for proposals. This amendment set out the priorities of the call and outlined the total indicative amount of financial support which could be granted.

The call, which was open to all EU Member States ('General envelope'), was published on 8 February 2017, with an initial 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 published⁹, 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 corrigendum also extended the second cut-off date for the submission of proposals, from 30 November 2017 (as set initially) to 12 April 2018. Although the amendment increased the indicative budget for the 'Innovation and New technologies' priority, the call remained open to all the priorities initially covered by the relevant work programme.

With the introduction of the Blending call, the European Commission showed its commitment to maximising the leverage of private sector involvement and capital in the delivery of projects. Indeed, the objective of the Blending call was to ultimately select projects effectively combining CEF support with financing from the European Fund for Strategic Investments, or the European Investment Bank, or National Promotional Banks, or private sector investors, while still respecting the principle of non-cumulative award.

As a consequence, the 2017 CEF Transport Blending call had some innovative features which set it apart from previous calls published under the CEF Transport programme, notably in terms of:

- Process: for the first time under CEF, one call was published with two cut-off dates for the submission of proposals.
- Coverage: the Blending call, in both cut-off dates, was open exclusively to proposals for works, which is the type of action that better fits the purpose of the call.
- Eligibility: in addition to the traditional requirements, a minimum size for the eligibility of project proposals in terms of total eligible costs was set to €10 million. This minimum project size was reduced to €5 million for project proposals submitted under the 'Innovation and New technologies' priority following the 8 November 2017 amendment, and only applied to proposals submitted under the second cut-off date.
- The concept of financial readiness: as a consequence of the specific nature of the Blending call, applicants had to demonstrate that full financial close with a private sector investor, the EIB, or a National Promotional Bank could be reached within 12 months from the date of the signature of the grant agreement.

On 5 January 2018 the Commission adopted the list of 39 selected proposals under the 1st cut-off date for an amount of €1.02 billion¹⁰, fully allocating the initial total indicative budget of €1 billion (the budget had since been increased by the 8 November 2017 amendment).

This publication focuses on the proposals submitted under the 2nd cut-off date, considering as total indicative budget the €350 million increase for the 'Innovation and New technologies' priority. In addition to this €350 million made available through the amendment and given that the initial budget of €1 billion had been fully allocated after the first cut-off date, it was agreed to use the budget flexibility clause allowed by the Multi-Annual Work Programme to release an additional €115 million in order to be able to support some Actions on priorities other than the 'Innovation and New technologies' one.

Parliament and of the Council establishing the Connecting Europe Facility, OJ L 247/2016 of 15 September 2016

⁸ *Commission Implementing Decision C(2017) 164 final of 20 January 2017*

⁹ *Official Journal of the European Union 2017/C376/05*

¹⁰ [*C\(2017\) 8803 of 5 January 2018*](#)

Table 1: Structure, priorities and budget of the 2017 CEF Transport Blending call

MULTI-ANNUAL WORK PROGRAMME			
Call	Funding Objectives	Priorities	Maximum available budget
2017 MAP Transport Blending call	<ol style="list-style-type: none"> 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 inter-connection 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	€1.35 billion

Key aspects of the evaluation at the second cut-off date

Proposals submitted and evaluated

At the second cut-off date of the 2017 CEF Transport Blending call, a total of 69 proposals were received by INEA. All proposals were deemed admissible (presented in due time and form) and 68 were declared eligible (meeting the eligibility criteria provided for in the call).

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

Priority	Number of eligible proposals	Requested funding (€)	Indicative available budget (€)	Subscription rate
Core Network Corridors	13	283,734,604	0	n.a.
Other sections of the Core Network	2	69,210,000	0	n.a.
Rail interoperability	3	20,055,517	0	n.a.
European Rail Traffic Management System (ERTMS)	7	88,415,498	0	n.a.
Innovation and new technologies	33	442,787,491	350,000,000	1.27
Safe and secure infrastructure	1	2,488,607	0	n.a.
Single European Sky - SESAR	/	/	0	/
Intelligent Transport Systems for Road (ITS)	/	/	0	/
Motorways of the Sea (MoS)	5	97,429,657	0	n.a.
Nodes of the Core Network	2	9,608,979	0	n.a.
Multimodal logistics platforms	2	13,579,983	0	n.a.
Grand Total	68	1,027,310,337	350,000	2.94

The total requested funding of the eligible proposals of the second cut-off date was slightly above €1 billion, which was 2.94 times the available indicative budget (€350 million).

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 May to June 2018. The technical appraisal of each proposal against four 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 award criteria, leading to a recommendation in favour 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 42 proposals representing a total requested funding of €588.3 million, 1.7 times the indicative budget of the call (€350 million).

2. An **internal evaluation panel**, chaired by the Directorate-General for Mobility and Transport, and with representatives of the Directorates-General for Regional and Urban Policy, Environment ,and Research and Innovation, as well as the Innovation and Networks Executive Agency, reviewed each proposal on the basis notably 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 the balanced development of the TEN-T network, budgetary constraints, and 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. Compliance of the proposals with EU law, in particular on the protection of the environment, was also assessed.

In light of the evaluation and selection process the Commission decided to recommend 35 proposals for CEF co-funding for a budget allocation of €404.8 million, i.e. slightly above the initial indicative budget €350 million available for the second cut-off date of the 2017 CEF Transport Blending call but still within the limits of the budget flexibility clause allowed by the Multi-Annual Work Programme to release an additional €115 million.

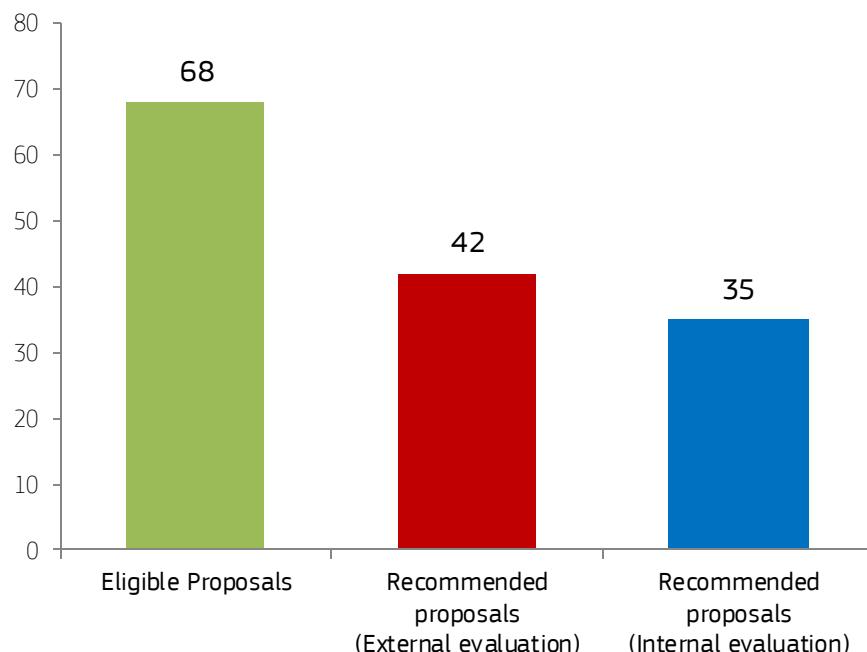
Preliminary results of the evaluation

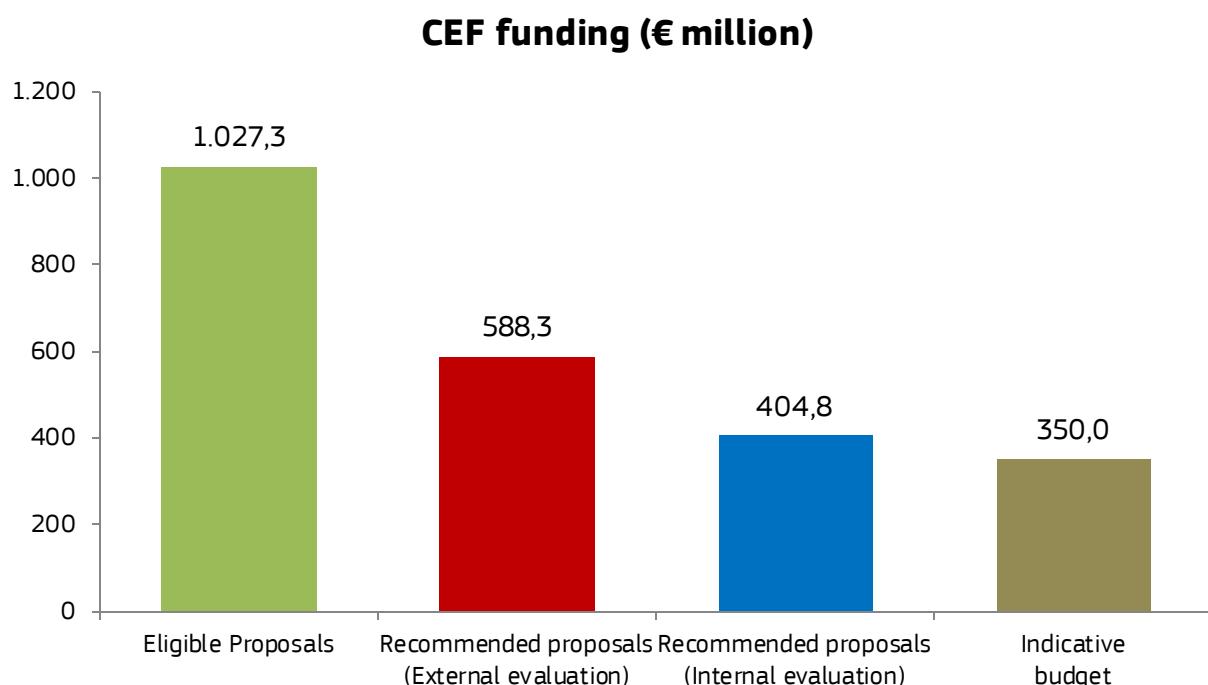
As the result of the evaluation, 35 proposals are recommended for funding amounting to €404.8 million of EU support.

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

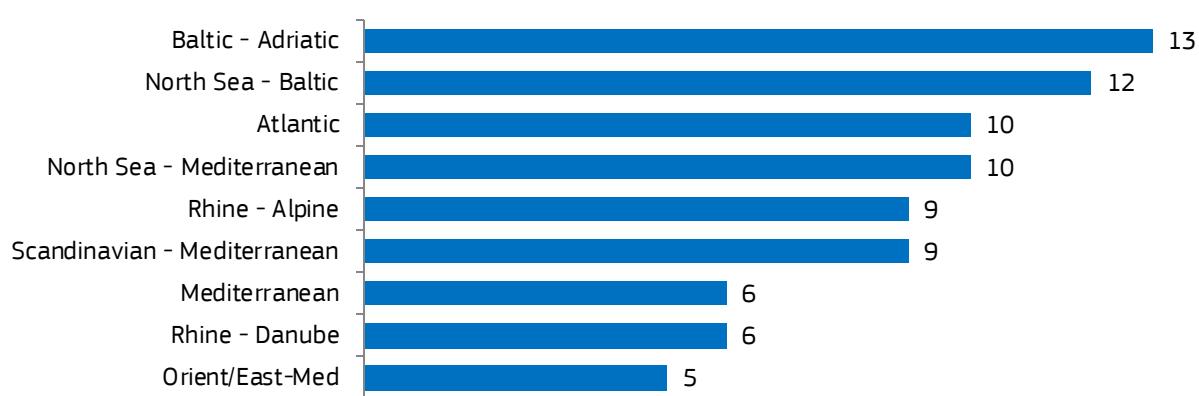
Priority	Number of eligible proposals	Requested funding, €	Number of proposals recommended for funding	Recommended funding, €
Core Network Corridors	13	283,734,604	7	103,611,056
Other sections of the Core Network	2	69,210,000	/	/
Rail interoperability	3	20,055,517	1	9,654,146
European Rail Traffic Management System (ERTMS)	7	88,415,498	1	6,073,508
Innovation and new technologies	33	442,787,491	23	209,468,438
Safe and secure infrastructure	1	2,488,607	/	/
Single European Sky - SESAR	/	/	/	/
Intelligent Transport Systems for Road (ITS)	/	/	/	/
Motorways of the Sea (MoS)	5	97,429,657	3	75,999,839
Nodes of the Core Network	2	9,608,979	/	/
Multimodal logistics platforms	2	13,579,983	/	/
Grand Total	68	1,027,310,337	35	404,806,986

Number of proposals





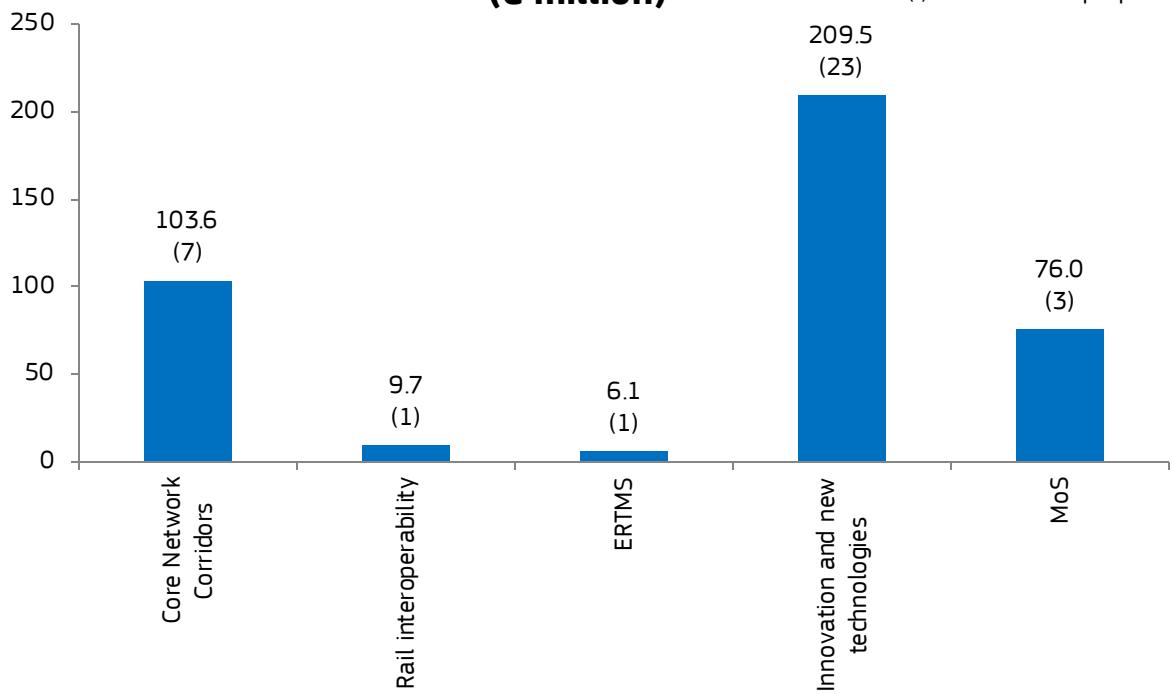
Proposals recommended per Core Network Corridor*



Recommended CEF funding by priority

(€ million)

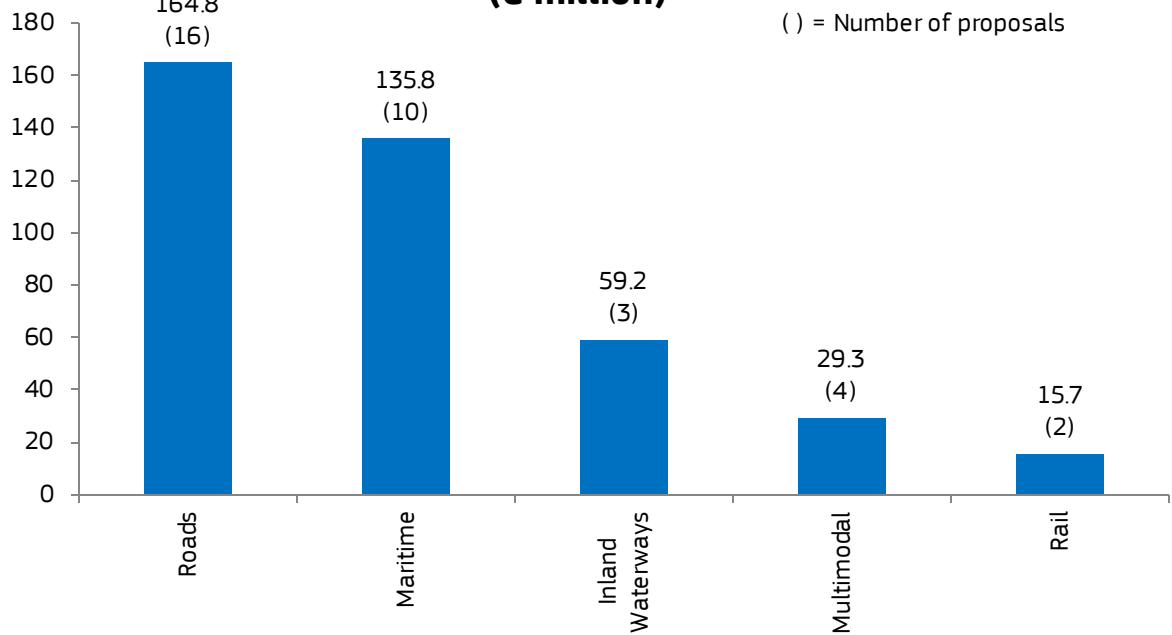
() = Number of proposals



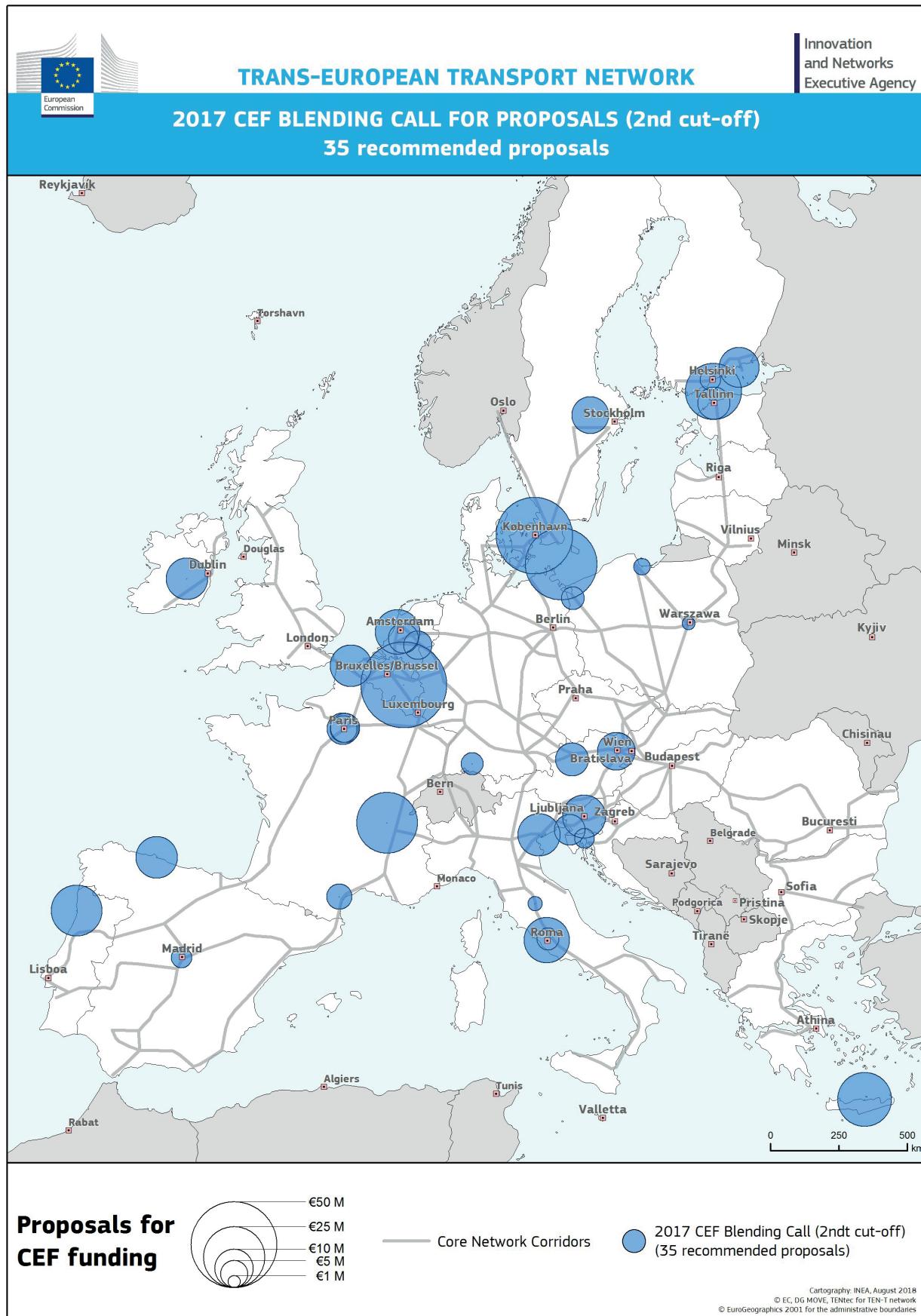
Recommended CEF funding by transport mode

(€ million)

() = Number of proposals



2017 CEF Transport Blending call 2nd cut-off - Map representation of the proposals recommended for funding



List of proposals recommended for funding

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	Recommended CEF funding, €	% CEF recommended funding
2017-AT-TM-0136-W	LNG Hub Austria	Innovation	ROHOL-AUFSUCHUNGS AG	AT	64,930,000	12,986,000	20.00%	37,930,000	7,586,000	20.00%
2017-AT-TM-0167-W	Cross-border TAF TSI Telematics investment Action	Rail interoperability	GATX Rail Austria GmbH	AT DE PL	24,135,364	9,654,146	40.00%	24,135,364	9,654,146	40.00%
2017-BE-TM-0095-W	Increasing of gauge and capacity of Ampsin-Neuvilie lock site	Core Network Corridors	The Walloon Society of Additional Funding for Infrastructure (SOFICO)	BE	166,772,201	66,708,880	40.00%	166,772,201	50,031,660	30.00%
2017-DE-TM-0126-W	Biohybrid-Market rollout of sustainable small-scale solution supplying LNG as alternative fuel for heavy-duty transport	Innovation	Erdgas Sudwest GmbH	DE	16,469,000	3,293,800	20.00%	16,469,000	3,293,800	20.00%
2017-DK-TM-0083-W	H2Bus Europe	Innovation	Everfuel Europe A/S	DK LV UK	199,696,000	43,933,120	22.00%	198,153,000	39,630,600	20.00%
2017-EE-TM-0079-W	EG LNG bunker vessel	Innovation	Inforstar AS	EE	35,960,000	7,192,000	20.00%	35,960,000	7,192,000	20.00%
2017-ES-TM-0156-W	LNG4IVE2 Infrastructure and Logistics solutions	Innovation	ENAGAS, S.A.	ES	23,685,335	4,737,067	20.00%	14,689,935	2,937,987	20.00%
2017-EU-TM-0080-W	BioLNG EuroNet	Innovation	Shell Western LNG B.V.	BE DE ES FR NL PL	416,422,000	83,284,400	20.00%	127,048,000	25,409,600	20.00%
2017-EU-TM-0135-W	TWINPORT 3	MoS	Port of Tallinn	EE FI	71,190,850	21,357,255	30.00%	71,190,850	21,357,255	30.00%
2017-EU-TM-0147-W	LNG4IVE2 Vessels Demand green and smart links - LNG Solutions for smart maritime links in Spanish Core ports	Innovation	Baleària Eurolineas Marítimas S.A.	DE ES FR	75,050,618	15,010,124	20.00%	58,987,122	11,797,424	20.00%
2017-EU-TM-0149-W	BlueHUBS: LNG and CNG Supply Chains Upgrading Core TEN-T Ports in Eastern Mediterranean	MoS	Public Gas Corporation SA	CY EL	66,900,000	20,070,000	30.00%	65,983,400	19,789,020	30.00%
2017-EU-TM-0165-W	MULTI-E: Multiple Urban and Long-distance Transport Initiatives - Electric and CNG	Innovation	Petrol, Slovenian Energy Company d.d., Ljubljana	HR IT SI SK	64,901,620	12,980,324	20.00%	64,531,584	12,906,317	20.00%
2017-EU-TM-0166-W	Cargo capacity upgrade and LNG bunkering Swinoujscie - Ystad maritime link	MoS	Ystads Kommun	PL SE	132,391,879	37,637,152	28.43%	132,391,879	34,853,564	26.33%
2017-EU-TM-0169-W	EU Green Loop	Innovation	CMA CGM S.A.	FR	275,859,664	55,171,933	20.00%	59,330,000	11,866,000	20.00%
2017-FI-TM-0074-W	Nordic LNG/CNG - Decarbonisation of the Core Network by deployment of alternative fuel refuelling infrastructure	Innovation	Gasum Oy	FI	14,395,000	2,894,000	20.10%	14,395,000	2,894,000	20.10%
2017-FI-TM-0123-W	Eastern Baltic Hub - Improving port access and hinterland connection of the Port of Hamina/Kotka in the ScanMed Corridor	Core Network Corridors	Hamina/Kotka Satama Oy	FI	55,570,000	11,129,000	20.03%	55,570,000	11,129,000	20.03%
2017-FR-TM-0109-W	LAST MILE	Innovation	Akuo Energy	FR	36,360,000	7,272,000	20.00%	34,675,781	6,935,156	20.00%
2017-FR-TM-0111-W	CORRI-DOOR2	Innovation	SODETREL	FR	29,880,327	5,976,065	20.00%	24,211,095	4,842,219	20.00%

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding	Recommended total eligible costs, €	% CEF funding, €	% CEF recommended funding
2017-FR-TM0112-W	Seven Europe Network	Innovation	Seven Occitanie	FR	21,729,240	4,345,848	20.00%	21,729,240	4,345,848	20.00%
2017-FR-TM0117-W	Olympic Energy: Tipping the scale towards Bio-CNG for European Transport starts in TEN-T Core Urban Node Paris!	Innovation	SEM Sigef Mobilités	FR	28,598,981	5,719,796	20.00%	28,598,981	5,719,796	20.00%
2017-HR-TM0138-W	Upgrade of the Rijeka Port infrastructure - AGCT dredging (POR2CORE-AGCT dredging)	Core Network Corridors	Port of Rijeka Authority	HR	13,923,549	2,788,310	20.03%	13,923,549	2,788,310	20.03%
2017-IE-TM0141-W	Green Connect - A Public CNG Network	Innovation	Gas Networks Ireland	IE	58,615,269	11,723,054	20.00%	58,109,226	11,621,845	20.00%
2017-IT-TM0152-W	Trieste RailPort - Upgrade of the railway infrastructures of the Port of Trieste	Core Network Corridors	Autorità di Sistema Portuale del Mare Adriatico Orientale	IT	32,700,000	6,540,000	20.00%	32,700,000	6,540,000	20.00%
2017-IT-TM0106-W	CRE8: Creating the station of the future	Innovation	Kuwait Petroleum Italia S.p.A.	IT	17,681,780	3,536,356	20.00%	17,331,780	3,466,356	20.00%
2017-IT-TM0110-W	AMBRA-E lectify Europe	Innovation	Enel X, S.r.l.	AT ES IT RO	71,754,677	14,350,835	20.00%	70,754,677	14,150,935	20.00%
2017-IT-TM0113-W	Snam 4 Mobility S.p.A.	Innovation	Snam 4 Mobility S.p.A.	IT	6,921,885	1,371,913	19.82%	6,921,885	1,371,918	19.82%
2017-IT-TM0154-W	Venice LNG alternative fuel multimodal facility	Core Network Corridors	North Adriatic Sea Port Authority	IT	65,066,022	13,013,204	20.00%	60,718,036	12,143,607	20.00%
2017-NL-TM0101-W	ERTMS Baseline 3 upgrade on-board units (OBUs) Rhine-Alpine freight locomotives - II	ERTMS	Netherlands Ministry of Infrastructure and Water Management	NL	13,496,684	6,073,503	45.00%	13,496,684	6,073,508	45.00%
2017-NL-TM0140-W	ACCEL BARGE: Accelerated Electrification of inland Waterways	Innovation	E-Portliner Holding B.V.	BE DE NL	28,002,000	5,600,400	20.00%	28,002,000	5,600,400	20.00%
2017-NL-TM0143-W	Zero emission public transport services for Schiphol Amsterdam Airport and along the core corridors.	Innovation	Connexxion Openbaar Vervoer N.V.	NL	67,712,145	13,542,429	20.00%	67,712,145	13,542,429	20.00%
2017-PL-TM0157-W	PURE H2 - Hydrogen Purifying Unit and Filling Infrastructure	Innovation	Grupa LOTOS S.A.	PL	10,503,026	2,100,605	20.00%	9,917,520	1,983,504	20.00%
2017-PL-TM0162-W	Development of a transhipment-storage terminal of Alfa Terminal Szczecin Sp. z o.o.	Core Network Corridors	Alfa Terminal Szczecin Spółka z ograniczoną odpowiedzialnością	PL	17,832,392	3,566,473	20.00%	17,832,392	3,566,478	20.00%
2017-PL-TM0164-W	Building a charging infrastructure for electric vehicles in order to decarbonise public transport in Warsaw	Innovation	Miejskie Zakłady Autobusowe Sp. z o.o.	PL	5,955,973	1,191,195	20.00%	5,675,517	1,135,103	20.00%
2017-PT-TM0134-W	Improvement of the Maritime Accessibilities to the Port of Leixões	Core Network Corridors	APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, S.A.	PT	87,060,000	17,412,000	20.00%	87,060,000	17,412,000	20.00%
2017-SE-TM0153-W	Svealand Public Transport infrastructure roll-out for biogas and electric buses	Innovation	Svealandstråket AB	SE	47,381,720	9,476,344	20.00%	46,196,000	9,239,200	20.00%

List of proposals not recommended for funding

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2017-BE-TM-0133-W	Setting up multimodal safe and secure parking hubs in Belgium	Safe and secure infrastructure	BRIM N.V.	BE	12,449,037	2,488,607	19,99%
2017-CZ-TM-0128-W	Upgrade of the Celakovice - Mstetice railway line	Core Network Corridors	Sprava železnicí dopravní cesty, s.o. (SZDC, s.o.)	CZ	64,227,757	19,268,327	30,00%
2017-DE-TM-0073-W	Wagon intelligence: Ensuring compliance with rail interoperability and safety	Rail interoperability	DB Cargo AG	DE	12,973,429	5,189,372	40,00%
2017-DE-TM-0075-W	RIO-2: Railway Infrastructure Optimisation - Investing in the roll-out deployment along the Core Network Corridors	Innovation	DB Cargo AG	DE	9,642,000	1,928,400	20,00%
2017-DE-TM-0093-W	ERTMS-Vectron upgrade: Interoperable international freight traffic across six European countries	ERTMS	DB Cargo AG	DE	11,516,000	5,758,000	50,00%
2017-DE-TM-0115-W	ERTMS-EG3100/BR185:2; Interoperable international freight traffic along the Scandinavian-Mediterranean Corridor		DB Cargo AG	DE DK	10,143,000	5,071,500	50,00%
2017-DE-TM-0125-W	Closing the gap in the alternative fuel supply chain: Pure bio-CNG for heavy-duty transport	Innovation	VERBIO Vereinigte BioEnergie AG	DE	12,144,160	2,428,832	20,00%
2017-DE-TM-0159-W	LNGreen - Sustainable logistics for the chemical and automotive industry	Innovation	LIQUIND 24/7 GmbH	DE	14,980,000	2,996,000	20,00%
2017-EL-TM-0144-W	Enhance Interoperability and Security of Hellenic Railway Infrastructure Manager OSE - ENSURE	Rail interoperability	Ministry of Economy and Development	EL	13,030,000	5,212,000	40,00%
2017-ES-TM-0097-W	Upgrade of the intermodal logistic platform in the port of Barcelona and its connections by ICL IBERIA	Multimodal	Trafico de Mercancias, S.A.	ES	55,745,031	11,149,006	20,00%
2017-ES-TM-0124-W	Retrofitting of on-board ERTMS in Renfe's vehicles	ERTMS	Entidad Publica Empresarial Renfe Operadora	ES	12,800,000	6,400,000	50,00%
2017-ES-TM-0155-W	Upgrading of Kukularra Junction to decongest the Bilbao Urban Node Road Network and the access to other transport modes	Urban nodes	Diputacion Foral de Bizkaia	ES	12,144,895	2,428,979	20,00%
2017-EU-TM-0168-W	Intermodal Terminal "PUERTO CENTRO"	Multimodal	Autoridad Portuaria de Tarragona	ES	12,154,884	2,430,977	20,00%
2017-EU-TM-0132-W	LNGHIVE2 Bar - LNG bunkering infrastructure deployment in the Port of Barcelona	MoS	Kramer Beteiligung GmbH & Co. KG	ES	45,982,500	13,794,750	30,00%

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2017-EU-TM-0148-W	BlueWAYS: Sustainable Seaways and Motorways	Innovation	Blue Star Ferries Maritime S.A.	EL	64,635,600	12,927,120	20.00%
2017-EU-TM-0160-W	STAR2MOS - Sustainable Transport Accessibility on the Maritime Route Koper - MoS		Luka Koper, port and logistic system, public limited company	ES SI	15,235,000	4,570,500	30.00%
2017-EU-TM-0171-W	Logic-E: Logistic Operations Green in Cities - Electric	Innovation	Daimler AG	AT BE CZ	249,614,945	49,922,989	20.00%
2017-IT-TM-0102-W	LNG storage facility - Port of Ravenna	Innovation	Edison SpA	IT	91,100,000	18,220,000	20.00%
2017-IT-TM-0138-W	METROCARGO - Boosting Intermodal Freight Transport on Corridor	Innovation	Metrocargo Italia S.r.l.	IT	34,246,063	6,849,213	20.00%
2017-IT-TM-0145-W	On-board ERTMS Baseline 3 upgrade of Italo AGV575 high speed trains	ERTMS	Italo Nuovo Trasporto Viaggiatori S.p.A.	IT	18,908,660	9,454,330	50.00%
2017-IT-TM-0146-W	Hybrid Mega-RoRo - roll-out of decarbonised large-scale transport solution for intra-European shortsea traffic	Innovation	Grimaldi Euromed S.p.A.	IT	73,630,008	14,726,002	20.00%
2017-LU-TM-0089-W	LNG Shipping in Europe	Innovation	LNG Shipping SA	BE NL	12,512,217	2,502,443	20.00%
2017-LV-TM-0122-W	Removing of Bottleneck on Road Section E67/ A7 of Core Network - Kekava Bypass	Core Network Corridors	Ministry of Transport of the Republic of Latvia	LV	116,540,000	23,308,000	20.00%
2017-NL-TM-0151-W	Removing the bottleneck at Kornwerderzand to improve the access to the core network and the North Sea-Baltic corridor	Core Network Corridors	Province Friesland	NL	148,250,000	26,499,457	17.87%
2017-PL-TM-0121-W	Expansion of port infrastructure of the Górnicy Basin and system of access transport network to the region of quays at the Port of Gdańsk	Core Network Corridors	Zarząd Morskiego Portu Gdańsk SA	PL	93,904,738	18,780,948	20.00%
2017-PL-TM-0142-W	A floating Power Plant powered by LNG in the Port of Gdynia	Innovation	PGE Energia Odnawialna S.A.	PL	12,983,901	2,596,780	20.00%
2017-PT-TM-0152-W	MEDWAY - Implementation of ERTMS on-board	ERTMS	MEDWAY	ES PT	13,311,320	6,655,660	50.00%
2017-SE-TM-0081-W	Deployment of ERTMS on-board in Sweden 2018-2023	ERTMS	Trafikverket (Swedish Transport Administration	NO SE	98,005,000	49,002,500	50.00%

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2017-SE-TM-0088-W	First phase for a double track railway East Coast Line Gävle-Sundsvall - part of the Bothnian Corridor	Other sections of the Core Network	Trafikverket (Swedish Transport Administration)	SE	96,670,000	29,001,000	30.00%
2017-SE-TM-0096-W	Norrbottniabanan, Construction section 1, Umeå-Därva	Other sections of the Core Network	Trafikverket (Swedish Transport Administration)	SE	134,030,000	40,209,000	30.00%
2017-SE-TM-0098-W	Malmö - Lund stage 1- Removal of a major railway/bottleneck in Sweden	Core Network Corridors	Trafikverket (Swedish Transport Administration)	SE	199,100,000	59,730,000	30.00%
2017-SE-TM-0116-W	New locks for a sustainable water regulation to secure Stockholm inundation & secure inland waterways in central Sweden	Core Network Corridors	Exploateringskontoret Stockholms stad	SE	74,950,000	14,990,000	20.00%
2017-SE-TM-0118-W	New Slussen - Intermodal connection in Urban node Stockholm	Urban nodes	Exploateringskontoret Stockholms Stad	SE	35,900,000	7,180,000	20.00%

2017 CEF Transport Blending call 2nd cut-off

**Proposals recommended
for funding**



LNG Hub Austria

2017-AT-TM-0136-W

Baltic - Adriatic | Orient/East-Med | Scandinavian - Mediterranean | Rhine - Danube

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	Austria
(Coordinating) Applicant:	ROHOL-AUFSUCHUNGS AG
Implementation schedule:	<p>Start date: April 2018</p> <p>End date: December 2023</p>
Requested funding:	<p>Total eligible costs: €64,930,000</p> <p>Requested funding: €12,986,000</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €37,930,000</p> <p>Recommended funding: €7,586,000</p> <p>Recommended EU support: 20.00%</p>
<p>The Action involves the construction of 5 LNG and 2 LNG/L-CNG refuelling stations in seven locations in Austria along the TEN-T core corridors, the construction of LNG storage and vessel bunkering facilities in the core port of Enns and the construction of 3 LNG and 1 LBG transformation plants located in Upper Austria. Furthermore, 4 L(C)NG-fuelled trucks with trailers will be acquired for fuel distribution and 75 L(C)NG-fuelled trucks will be leased to trigger the market uptake.</p>	

Evaluation Remarks

The Action is relevant as it meets the objectives and priorities of the call. It is located in four core network corridors and contributes to the innovation priority. Maturity and financial readiness are good. Impact is very good as the CEF support is important not only to overcome financial obstacles but also to attract truck operators to switch from diesel to LNG trucks. Impact on the competitiveness of the Austrian LNG market is high and the impact on the environment is positive. Overall the proposal is of good quality.



Cross-border TAF TSI Telematics investment Action

2017-AT-TM-0167-W

9 Core Network Corridors

CEF-T-2017-MAP-Blending-2 Rail interoperability	
Location(s) of the Action:	AT DE PL
(Coordinating) Applicant:	GATX Rail Austria GmbH
Implementation schedule:	<p>Start date: April 2018 End date: December 2023</p>
Requested funding:	<p>Total eligible costs: €24,135,364 Requested funding: €9,654,146 Requested EU support: 40.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €24,135,364 Recommended funding: €9,654,146 Recommended EU support: 40.00%</p>
<p>Digital transformation and cross-border interoperability is necessary for the rail freight sector to remain competitive. The Action is Phase 2 of a Global Project ensuring that the wagonkeeper GATX and its customers comply with TAF TSI requirements. The Action aims at equipping 27,716 wagons of the rolling stock fleet of GATX Rail Europe with TAF TSI compliant telematics equipment (Activity 2). These will be deployed across all TEN-T core network corridors. Data will be collected and shared with other rail stakeholders through a dedicated platform (Activity 3). This Action will realise operational efficiencies and cost savings for all rail actors involved, enabling the rail sector to become an attractive and sustainable alternative to other modes of transport.</p>	

Evaluation Remarks

The Action is highly relevant, since it is fully in line with the call objectives and priorities. It will provide for a large scale roll out of equipping wagons with TAF TSI compliant equipment. The Action is technically very mature and ready to be executed. The impact is very good in particular on improving traffic management and congestion, exchange of information and service quality. The overall quality of the proposal is very good, with an appropriate level of clarity and detail.



Increasing of gauge and capacity of Ampsin-Neuville lock site

2017-BE-TM-0095-W

North Sea - Mediterranean

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	
Belgium	
(Coordinating) Applicant:	
The Walloon Society of Additional Funding for Infrastructure (SOFICO)	
Implementation schedule:	
Start date: June 2018	
End date: December 2023	
Requested funding:	
Total eligible costs:	€166,772,201
Requested funding:	€66,708,880
Requested EU support:	40.00%
Recommended funding:	
Recommended total eligible costs:	€166,772,201
Recommended funding:	€50,031,660
Recommended EU support:	30.00%



The Action concerns the removal of a bottleneck on the Middle Meuse river in Wallonia, which is located on the 'Maas' pre-identified section for IWW upgrading on the North Sea-Mediterranean Core Network Corridor. The Action aims to upgrade infrastructure at the Ampsin-Neuville lock complex to make available two large gauge locks, one of which in class VIb. As a result, class VIb vessels will be able to navigate the whole Middle Meuse-Canal Albert axis; waiting time at the lock will be reduced whilst reliability will be improved. The Action entails works to be realised in the 2018-2023 period.

Evaluation Remarks

The Action is highly relevant. It concerns the removal of a bottleneck on the Middle Meuse river (between Namur and Liège) in Wallonia, which is located on the pre-identified section 'Maas' of the North Sea-Mediterranean Core Network Corridor. The Action is also highly mature. The impact of the proposal is good, enabling more and bigger vessels to pass through the whole Middle Meuse, which will increase efficiency and bring inland waterway transport cost down. The quality of the Action is good, activities are coherent with the Action's objectives and are adequate to achieve them.



Biohybrid-Market rollout of sustainable small-scale solution supplying LBG as alternative fuel for heavy-duty transport

2017-DE-TM-0126-W

Rhine - Alpine | Rhine - Danube

CEF-T-2017-MAP-Blending-2 Innovation and new technologies		<p>TEN-T Core Network: Roads Railways Inland Waterways</p> <p>Action: 2017-DE-TM-0126-W</p> <p>Source: INEA</p>						
Location(s) of the Action: Germany								
(Coordinating) Applicant: Erdgas Sudwest GmbH		<p>The Action aims to promote the use of Liquefied Natural Gas (LNG) as a sustainable alternative transport fuel. It consists of the provision of liquefied bio-methane to the general public from locally produced and sourced bio-methane. Located in the Rhine-Alpine and Rhine-Danube Core Network Corridors, activities cover the rollout of a medium-scale bio-LNG transformation and supply site (capacity of 3,300 tonnes per annum) along with two bio-LNG filling stations, and will serve other five external ones. The Action will contribute to decarbonisation of transport.</p>						
Implementation schedule: Start date: April 2018 End date: December 2020								
Requested funding:		<table border="1"> <tbody> <tr> <td>Total eligible costs:</td> <td>€16,469,000</td> </tr> <tr> <td>Requested funding:</td> <td>€3,293,800</td> </tr> <tr> <td>Requested EU support:</td> <td>20.00%</td> </tr> </tbody> </table>	Total eligible costs:	€16,469,000	Requested funding:	€3,293,800	Requested EU support:	20.00%
Total eligible costs:	€16,469,000							
Requested funding:	€3,293,800							
Requested EU support:	20.00%							
Recommended funding:								
Recommended total eligible costs: Recommended funding: Recommended EU support:								
€16,469,000 €3,293,800 20.00%								

Evaluation Remarks

The Action's relevance is very good. It addresses the Call objectives by supporting the deployment of a sustainable transport system along two Core Network Corridors. The Action is technologically and financially mature and ready for roll-out on the market. The financial package is secured with established structure, management and boards. The impact of CEF funding in leveraging external private sources of funding is good and the outcomes of the CBA analysis are positive. The overall quality of the Action is excellent.



H2Bus Europe

2017-DK-TM-0083-W

North Sea - Baltic | Scandinavian - Mediterranean | North Sea - Mediterranean

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	DK LV UK
(Coordinating) Applicant:	Everfuel Europe A/S
Implementation schedule:	Start date: May 2018 End date: December 2023
Requested funding:	Total eligible costs: €199,696,000 Requested funding: €43,933,120 Requested EU support: 22.00%
Recommended funding:	Recommended total eligible costs: €198,153,000 Recommended funding: €39,630,600 Recommended EU support: 20.00%
<p>Action: 2017-DK-TM-0083-W Source: INEA</p> <p>This Action consists of deploying 3 hydrogen logistic centres, 9 HRS and 605 fuel cell buses in regional clusters in Denmark, the United Kingdom and Latvia. The Action is located along the Scandinavian - Mediterranean, North Sea - Baltic and North Sea Mediterranean Core Network Corridors. Its general objective is to support the commercial roll-out of hydrogen as alternative fuel, through the price breakthroughs expected for hydrogen supply and fuel cell buses. The Action fits within the global project which is the European effort to introduce hydrogen as a commercially viable fuel for road transport and builds on other CEF and FCH-JU funded projects. Over the lifetime of the deployed buses, an estimated 116,000 tonne reduction of CO2 emissions will be achieved.</p>	

Evaluation Remarks

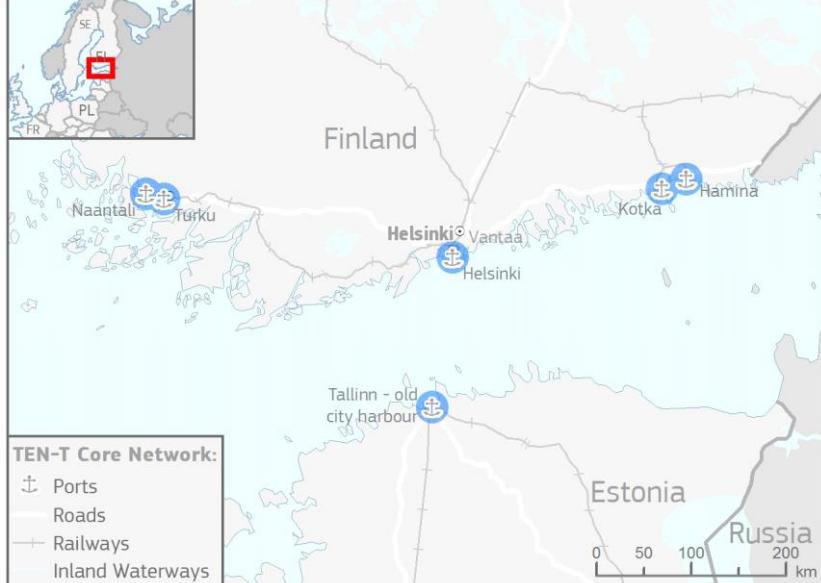
The Action's relevance is excellent. It fully meets the requirements of the TEN-T Guidelines, CEF and innovation priority. The maturity and the impact are good. The technology is ready for deployment. The positive impacts on environment and competitiveness are well analysed. However, insufficient information is provided regarding the public transport tenders for the buses operation. Also, the calculation of benefits could have been further detailed. The quality is very good. The Action is well described and the organisational structure is effective.



EG LNG bunker vessel

2017-EE-TM-0079-W

North Sea - Baltic

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	  <p>Estonia</p>
(Coordinating) Applicant:	Infortar AS
Implementation schedule:	<p>Start date: August 2018</p> <p>End date: September 2020</p>
Requested funding:	<p>Total eligible costs: €35,960,000</p> <p>Requested funding: €7,192,000</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €35,960,000</p> <p>Recommended funding: €7,192,000</p> <p>Recommended EU support: 20.00%</p>
TEN-T Core Network: <ul style="list-style-type: none"> Ports Roads Railways Inland Waterways <p>Action: 2017-EE-TM-0079-W</p> <p>Source: INEA</p>	
<p>The Action aims to build a LNG bunker vessel for ship-to-ship bunkering in the Baltic Sea. The LNG bunker vessel (mobile infrastructure) will be used to deliver gas to LNG fuelled vessels in the TEN-T core ports Helsinki, Tallinn, Hamina, Turku, Kotka and Naantali. The ship-to-ship LNG bunkering will mainly take place in the core ports of Helsinki and Tallinn. This 6,000 m³ bunker vessel will feature a LNG dual-fuel engine and a hull design of low block coefficient. The new bunker vessel will supply the RoPax ferry Megastar with LNG as a first baseline customer.</p>	

Evaluation Remarks

The relevance of the Action is very good as it supports decarbonisation of marine transport. Technical maturity is high as technology is well established in the market. However, no negotiations for the sourcing of gas are mentioned. The impact of the Action is good. CEF funding will mitigate the financial risks linked to the fact that the demand might not grow as quickly as expected. The quality of the proposal is only fair given notably its somewhat insufficient level of detail. However, it was decided to recommend the proposal for funding due to its high relevance and EU added value.



LNGHIVE2 Infrastructure and Logistics solutions

2017-ES-TM-0156-W

Mediterranean | Atlantic

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	
Spain	
(Coordinating) Applicant:	
ENAGAS, S.A.	
Implementation schedule:	
Start date: September 2018	
End date: February 2022	
Requested funding:	
Total eligible costs:	€23,685,335
Requested funding:	€4,737,067
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€14,689,935
Recommended funding:	€2,937,987
Recommended EU support:	20.00%



The global project is the Spanish LNGHIVE2 flagship initiative for the LNG marine fuel market development in southern Europe, under the National Policy Framework on deployment of alternative fuels in transport. The Action aims at enabling Spain to offer holistic solutions to the new requirements of the shipping and the rail sectors. It foresees the adaptation of the LNG regasification plants in Huelva and Valencia to offer bunkering and small scale services, the building of a LNG bunkering barge and the introduction of LNG fuel in a maritime-rail green corridor between the Port of Huelva and the dry port of Sevilla, by retrofitting a diesel-hauled locomotive to LNG and building a LNG station. The Action targets the Mediterranean CNC and the rail section Huelva-Sevilla.

Evaluation Remarks

The relevance of the Action is excellent. The Action will contribute to create an operating framework for the deployment of a global LNG supply network for transport. Its technical-financial maturity and its impact are very good. Building permits required for the activities in this Action have already been awarded. CEF funding shows a significant leverage effect to mobilise private financing. The overall proposal is of very good quality with a high level of detail.

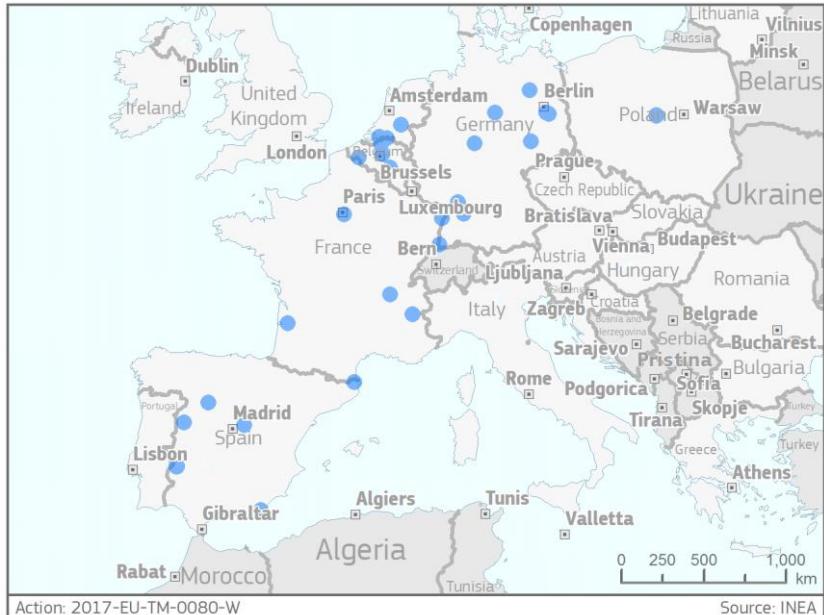


BioLNG EuroNet

2017-EU-TM-0080-W

7 Core Network Corridors

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	
BE DE ES FR NL PL	
(Coordinating) Applicant:	
Shell Western LNG B.V.	
Implementation schedule:	
Start date: April 2018	
End date: December 2023	
Requested funding:	
Total eligible costs:	€416,422,000
Requested funding:	€83,284,400
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€127,048,000
Recommended funding:	€25,409,600
Recommended EU support:	20.00%



The Action aims to build a sustainable infrastructure network of BioLNG refueling points in 39 sites along the core TEN-T corridors from southern Spain to eastern Poland, via France, Belgium, the Netherlands and Germany. It involves the construction of a BioLNG plant in the Netherlands, using a new patented membrane separation technology. Additionally, the Action provides leasing solutions for the deployment of 7,700 LNG HGV's, enabling end-users to reduce their carbon footprint.

Evaluation Remarks

The relevance of the Action is very good. It is fully aligned with the call objectives and priorities and includes a large-scale roll out of LNG refuelling stations and LNG vehicles. The technical and financial maturity of the Action is good and it is ready to start. Although the Action focuses on biogas, its impact on the uptake of the Biogas market is not sufficiently substantiated. The overall quality of the proposal is good. It was decided to recommend the Action for funding, in a reduced scope, in light of its high EU added value.



TWIN-PORT 3

2017-EU-TM-0135-W

North Sea - Baltic

CEF-T-2017-MAP-Blending-2 Motorways of the Sea (MoS)	
Location(s) of the Action:	EE FI
(Coordinating) Applicant:	Port of Tallinn
Implementation schedule:	<p>Start date: June 2018</p> <p>End date: December 2023</p>
Requested funding:	<p>Total eligible costs: €71,190,850</p> <p>Requested funding: €21,357,255</p> <p>Requested EU support: 30.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €71,190,850</p> <p>Recommended funding: €21,357,255</p> <p>Recommended EU support: 30.00%</p>
TEN-T Core Network: <ul style="list-style-type: none"> ✈ Airports ⚓ Ports 🛣 Roads 🛤 Railways <p>Action: 2017-EU-TM-0135-W</p> <p>Source: INEA</p>	

Evaluation Remarks

The relevance of the Action is very good as it upgrades the MoS link between Tallinn and Helsinki, and has a positive cross border impact. The technical maturity of the Action is good, although some activities are at an early stage of implementation due to pending designs. The impact and quality of the Action are good, with the proposal resulting in significant emission reductions and the activities considered as well described.



LNGHIVE2 Vessels Demand: green and smart links - LNG solutions for smart maritime links in Spanish Core ports

2017-EU-TM-0147-W

Mediterranean | Atlantic | Other Sections on the Core Network

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	<p>TEN-T Core Network: Ports</p> <p>Action: 2017-EU-TM-0147-W</p> <p>Source: INEA</p>
Location(s) of the Action: DE ES FR	
(Coordinating) Applicant: Balearia Eurolíneas Marítimas S.A.	
Implementation schedule: Start date: April 2018 End date: July 2021	
Requested funding:	
Total eligible costs:	€75,050,618
Requested funding:	€15,010,124
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€58,987,122
Recommended funding:	€11,797,424
Recommended EU support:	20.00%

Evaluation Remarks

The relevance of the Action is excellent, as it fully addresses the objectives and priorities of the call. The maturity of the Action is very good. The technology is well established and the necessary permits and authorisations have been obtained in most of the cases. The financial readiness is very good: three commercial banks have provided letters of support and are prepared to participate to the financing. The impact of the Action is very good. CEF funding will contribute to leverage the funding and to accelerate the implementation. The proposal is of good quality, with clear description of the activities and coherent planning.



BlueHUBS: LNG and CNG Supply Chains Upgrading Core TEN-T Ports in the Eastern Mediterranean

2017-EU-TM-0149-W

Orient/East-Med

CEF-T-2017-MAP-Blending-2 Motorways of the Sea (MoS)	<p>The map illustrates the geographical scope of the project, spanning from the Greek port of Athens in the north to the Cypriot capital Nicosia in the south. Key locations marked include Ankara (Turkey), Ankara (Cyprus), and Libya. A scale bar indicates distances up to 200 km.</p>						
Location(s) of the Action: CY EL							
(Coordinating) Applicant: Public Gas Corporation SA							
Implementation schedule: Start date: January 2020 End date: December 2021							
Requested funding: <table> <tr> <td>Total eligible costs:</td> <td>€66,900,000</td> </tr> <tr> <td>Requested funding:</td> <td>€20,070,000</td> </tr> <tr> <td>Requested EU support:</td> <td>30.00%</td> </tr> </table>	Total eligible costs:	€66,900,000	Requested funding:	€20,070,000	Requested EU support:	30.00%	<p>The project aims at upgrading important parts of the Orient/East-Med Corridor by providing LNG and CNG bunkering and refuelling facilities in the Core Ports of Limassol (CY), Piraeus and Heraklion (EL) by setting a new intermodal sea-based LNG fuelling system integrated in the logistic chain. The Action will focus on the construction of two LNG bunkering vessels (3,000 m³ approximate capacity each), provision of 3 small-scale mobile LCNG stations, supply of 8 LNG Tanker Trucks (50 m³ approximate capacity each) with bunkering equipment serving the respective ports.</p>
Total eligible costs:	€66,900,000						
Requested funding:	€20,070,000						
Requested EU support:	30.00%						
Recommended funding: <table> <tr> <td>Recommended total eligible costs:</td> <td>€65,963,400</td> </tr> <tr> <td>Recommended funding:</td> <td>€19,789,020</td> </tr> <tr> <td>Recommended EU support:</td> <td>30.00%</td> </tr> </table>	Recommended total eligible costs:	€65,963,400	Recommended funding:	€19,789,020	Recommended EU support:	30.00%	
Recommended total eligible costs:	€65,963,400						
Recommended funding:	€19,789,020						
Recommended EU support:	30.00%						

Evaluation Remarks

The relevance of the Action is good, as it aims at enhancing the MoS network by installing the infrastructure for LNG bunkering for vessels and CNG for port heavy duty vehicles and buses in three TEN-T Core Network ports. The maturity of the Action is good; technical maturity is high, so is financial readiness. The impact of the Action is good; it will notably have a positive environmental impact due to less harmful gas emissions in ports and shipping. The quality of the Action is good; implementation plans and monitoring procedures are adequate.

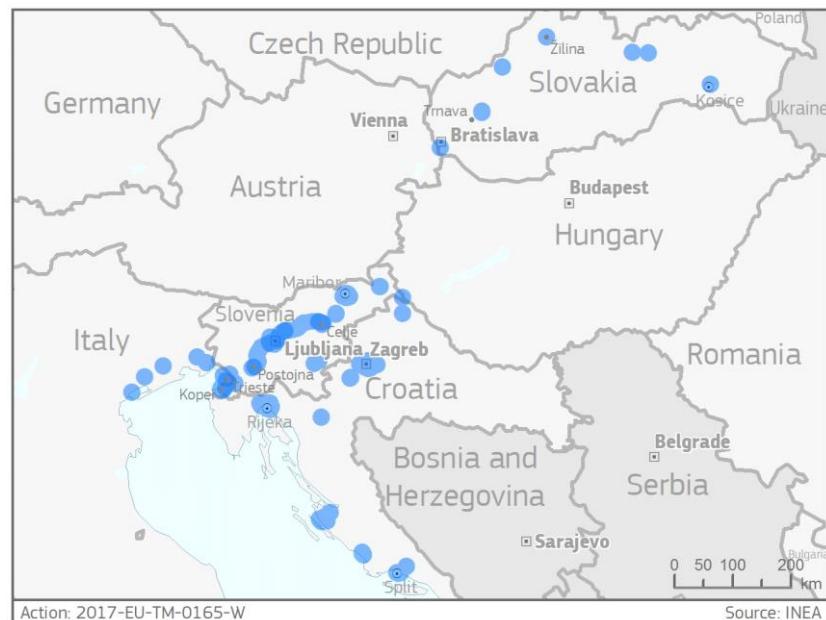


MULTI-E: Multiple Urban and Long-distance Transport Initiatives - Electric and CNG

2017-EU-TM-0165-W

Baltic - Adriatic | Mediterranean | Orient/East-Med | Rhine - Danube

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	
HR IT SI SK	
(Coordinating) Applicant:	
Petrol, Slovenian Energy Company d.d., Ljubljana	
Implementation schedule:	
Start date: May 2018	
End date: December 2023	
Requested funding:	
Total eligible costs:	€64,901,620
Requested funding:	€12,980,324
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€64,531,584
Recommended funding:	€12,906,317
Recommended EU support:	20.00%



The Action focuses on the Baltic-Adriatic corridor, with an extension to Zagreb along the Mediterranean Corridor, and the Rhine-Danube in Slovakia, with deployments in 8 core nodes. The Action aims at electrifying urban and regional bus routes with 12 e-bus acquisition and charging infrastructure deployment, launching MaaS e-vehicle fleets (920) with supporting infrastructure and IT platform, deploying publicly accessible electric and CNG recharging networks for a variety of urban and corridor travel needs with 16 CNG stations, 24 Ultra Chargers, 349 AC chargers, 5 charging hubs and 6 e-bus charging stations, for a total of roughly 1,000 supply points.

Evaluation Remarks

The relevance of the Action is excellent. It is aligned with the core TEN-T priorities, specifically cohesion, decarbonisation, interoperability and multimodality. Its maturity is very good, with mature technology, political support and identified locations and suppliers. Its impact is good in particular regarding the reduction of carbon footprint, air and noise emissions. The quality of the proposal is excellent, with details highly thought out and developed.



Cargo capacity upgrade and LNG bunkering. Swinoujscie - Ystad maritime link

2017-EU-TM-0166-W

Baltic - Adriatic

CEF-T-2017-MAP-Blending-2 Motorways of the Sea (MoS)	
Location(s) of the Action:	PL SE
(Coordinating) Applicant:	Ystads Kommun
Implementation schedule:	<p>Start date: January 2018</p> <p>End date: December 2021</p>
Requested funding:	<p>Total eligible costs: €132,391,879</p> <p>Requested funding: €37,637,152</p> <p>Requested EU support: 28.43%</p>
Recommended funding:	<p>Recommended total eligible costs: €132,391,879</p> <p>Recommended funding: €34,853,564</p> <p>Recommended EU support: 26.33%</p>
<p>The map illustrates the geographical context of the project. It shows the North Sea-Baltic Core Network Corridor, which includes roads, railways, and inland waterways. Key locations marked include Malmö, Lund, Staffanstorp, Trelleborg in Sweden; Vordingborg, Maribo, Nykøbing Falster in Denmark; Rostock, Warnemünde, Ribnitz-Damgarten, Stralsund, Greifswald, Demmin, Anklam in Germany; and Ronne, Neksa, Darłowo, Kołobrzeg, Koszalin, Gryfice, Świdwin, Nowogard, Łobez, Bialogard in Poland. The specific maritime link is highlighted by a blue line connecting the ports of Swinoujscie (Poland) and Ystad (Sweden).</p>	

The Action concerns the upgrade of a maritime link between the Core and Comprehensive maritime ports of Swinoujscie and Ystad respectively, thereby extending the maritime connection of the North Sea-Baltic Core Network Corridor. It foresees infrastructure investments in the Port of Ystad and the building of an LNG bunkering vessel in the Port of Swinoujscie. Moreover, the LNG propulsion investments on board a RoPax vessel connecting these ports is also foreseen. The Action is expected to significantly contribute to reducing negative environmental externalities as well as increasing capacity in the Port of Ystad.

Evaluation Remarks

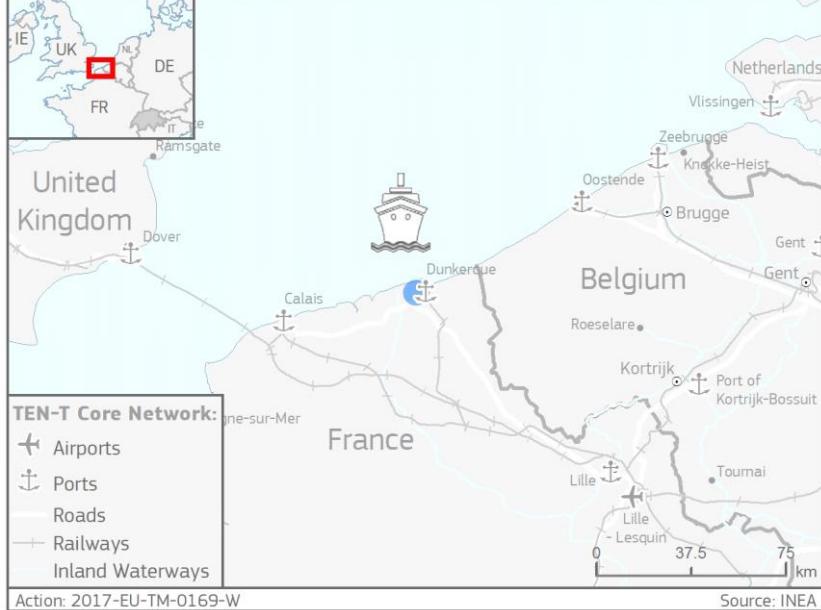
The relevance of the Action is excellent as it will upgrade the established maritime link between the core port of Swinoujscie and the comprehensive port of Ystad. The maturity is good and the activities are ready to start from a technical viewpoint. Moreover, the impact is very good, with significant positive environmental effects expected. The quality is very good with clearly described and substantiated activities.



EU Green Loop

2017-EU-TM-0169-W

5 Core Network Corridors

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	 United Kingdom : Ramsgate, Dover, Calais						
Location(s) of the Action: FR							
(Coordinating) Applicant: CMA CGM S.A.	 TEN-T Core Network: <ul style="list-style-type: none"> ✈ Airports ⚓ Ports ↔ Roads ↔ Railways ↔ Inland Waterways Action: 2017-EU-TM-0169-W						
Implementation Schedule: Start date: April 2018 End date: June 2022							
Requested funding: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">Total eligible costs:</td> <td style="width: 60%;">€275,859,664</td> </tr> <tr> <td>Requested funding:</td> <td>€55,171,933</td> </tr> <tr> <td>Requested EU support:</td> <td>20.00%</td> </tr> </table>	Total eligible costs:	€275,859,664	Requested funding:	€55,171,933	Requested EU support:	20.00%	<p>The Action foresees the roll-out of a new combination of related LNG propulsion technologies on board of 9 new-build Ultra Large Container Vessels, each providing a transport capacity of up to 22,000 standard container boxes (TEU) to the market. It will also deploy large scale supply chain and LNG bunkering operations through the construction of an LNG bunkering vessel and modifications for small-scale LNG provision in the Core Port of Dunkerque. The Action aims at effective implementation of LNG as alternative fuel for large-scale intermodal maritime operations relevant for up to 8 core ports and 5 TEN-T Core Network Corridors affecting all EU waters, besides Baltic Sea.</p>
Total eligible costs:	€275,859,664						
Requested funding:	€55,171,933						
Requested EU support:	20.00%						
Recommended funding: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">Recommended total eligible costs:</td> <td style="width: 60%;">€59,330,000</td> </tr> <tr> <td>Recommended funding:</td> <td>€11,866,000</td> </tr> <tr> <td>Recommended EU support:</td> <td>20.00%</td> </tr> </table>	Recommended total eligible costs:	€59,330,000	Recommended funding:	€11,866,000	Recommended EU support:	20.00%	
Recommended total eligible costs:	€59,330,000						
Recommended funding:	€11,866,000						
Recommended EU support:	20.00%						

Evaluation Remarks

The Action is very relevant as it addresses the objectives and priorities of the Call. The Action is ready to start. There are no major pending legal, administrative or technical issues. The financial readiness is very good. The Action will have a positive impact on the environment. The Action is of good quality.



Nordic LNG/CNG - Decarbonisation of the Core Network by deployment of alternative fuel refuelling infrastructure

2017-FI-TM-0074-W

North Sea - Baltic | Scandinavian - Mediterranean

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	Finland
(Coordinating) Applicant:	Gasum Oy
Implementation schedule:	Start date: April 2018 End date: December 2021
Requested funding:	Total eligible costs: €14,395,000 Requested funding: €2,894,000 Requested EU support: 20.10%
Recommended funding:	Recommended total eligible costs: €14,395,000 Recommended funding: €2,894,000 Recommended EU support: 20.10%
<p>TEN-T Core Network: Roads Action: 2017-FI-TM-0074-W</p>	

Evaluation Remarks

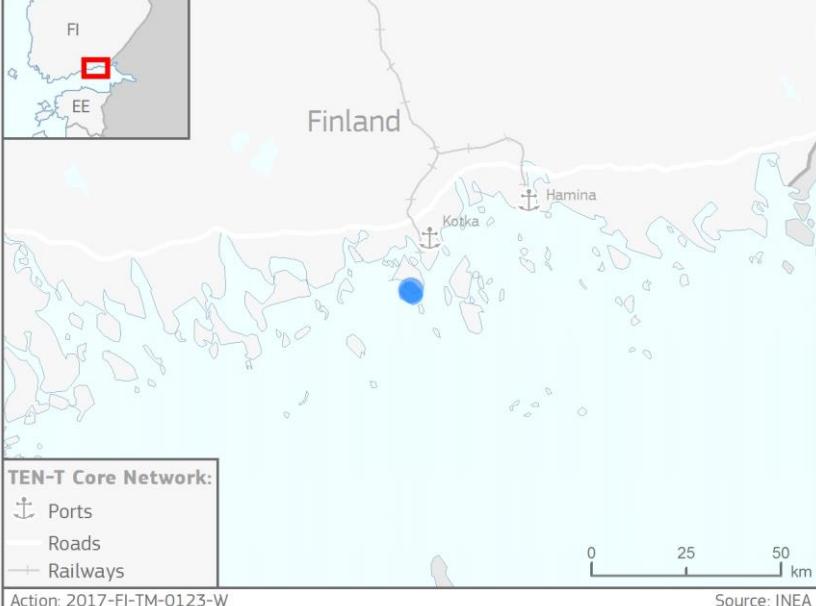
The Action is very relevant to the call priorities, highly mature and financially ready with a clear timeframe for reaching the financial close. Procurement is well advanced and the technology is mature for roll out. The Action will have a positive impact on the economy and the environment. The CEF grant will improve the financial viability. The proposal is of good quality although the timeline for implementation is tight.



Eastern Baltic Hub - Improving port access and hinterland connection of the Port of HaminaKotka in the ScanMed Corridor

2017-FI-TM-0123-W

Scandinavian - Mediterranean

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	 <p>Finland</p>
(Coordinating) Applicant:	HaminaKotka Satama Oy
Implementation schedule:	Start date: April 2018 End date: December 2021
Requested funding:	Total eligible costs: €55,570,000 Requested funding: €11,129,000 Requested EU support: 20.03%
Recommended funding:	Recommended total eligible costs: €55,570,000 Recommended funding: €11,129,000 Recommended EU support: 20.03%

Evaluation Remarks

The relevance and quality of the Action are very good. The maturity and impact are good. The Action addresses well the objectives of the Call eliminating a bottleneck of insufficient port access and improves safety of navigation and cross-border connections. Technically it is ready to start and financial close is expected within 12 months from the signature of the grant agreement. It is economically viable after the grant and the CEF support is important for obtaining the private bank loan. The Action's activities are well described and are coherent with the objectives of the Action.

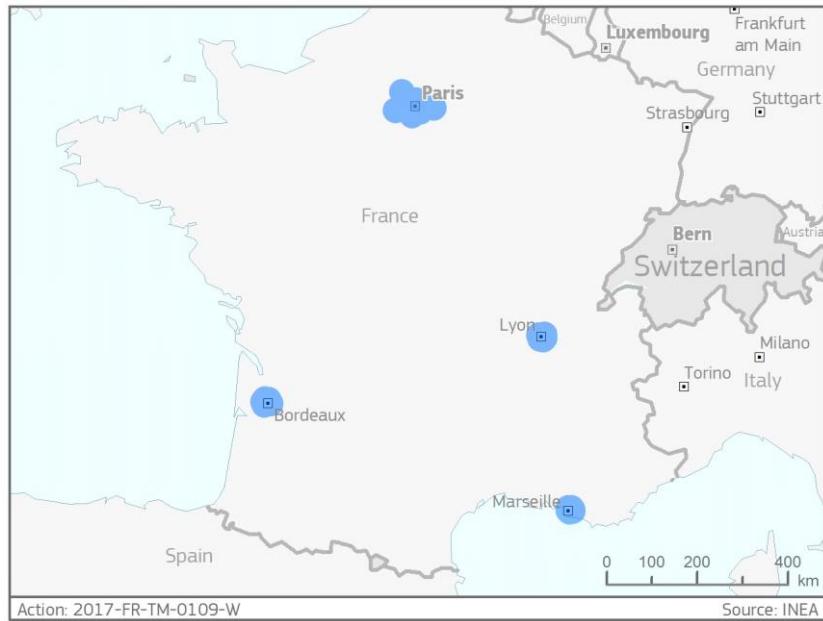


LAST MILE

2017-FR-TM-0109-W

Mediterranean | Atlantic

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	
France	
(Coordinating) Applicant:	
Akuo Energy	
Implementation schedule:	
Start date: April 2018	
End date: December 2021	
Requested funding:	
Total eligible costs:	€36,360,000
Requested funding:	€7,272,000
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€34,675,781
Recommended funding:	€6,935,156
Recommended EU support:	20.00%



The Action's objective is to support zero-emission mobility through hydrogen technology for actors of last mile logistics, namely the final segment of goods transportation. The Action will deploy 33 hydrogen charging stations and 400 Fuel Cell Electric Vehicles in France along three Core Network Corridors: North Sea-Mediterranean, Mediterranean and Atlantic Corridor and four urban nodes of the Core Network: Paris, Lyon, Marseille and Bordeaux. The Action is aligned with France's hydrogen deployment roadmap "Mobilite Hydrogène France", which aims to deploy 600 hydrogen refuelling stations in the country by 2030. The Action will support the take up of hydrogen as an alternative fuel.

Evaluation Remarks

The Action is very relevant as it is in line with the objectives and priorities of the call. The maturity of the Action is good. The technology is mature and the applicants' consortium increases the Action's chances of success by also involving the initial users. The impact and the quality of the Action are good. CEF funding will have a high leverage effect for the commercial uptake of FCEV. The activities are well described and the objectives are aligned with the work plan proposed.



CORRI-DOOR2

2017-FR-TM-0111-W
Mediterranean | Atlantic | North Sea - Mediterranean

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	France
(Coordinating) Applicant:	SODETREL
Implementation schedule:	<p>Start date: October 2018</p> <p>End date: March 2022</p>
Requested funding:	<p>Total eligible costs: €29,880,327</p> <p>Requested funding: €5,976,065</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €24,211,095</p> <p>Recommended funding: €4,842,219</p> <p>Recommended EU support: 20.00%</p>
<p>Action: 2017-FR-TM-0111-W</p> <p>Source: INEA</p>	

Evaluation Remarks

The relevance of the Action is excellent, as it addresses the objectives and priorities of the call, notably on e-mobility. The Action's quality is good. Taking into consideration (1) the applicant's experience, in particular in the completed pilot Action, and (2) the on-going negotiations with a major fuel supplier to identify locations along TEN-T corridors, the maturity of the Action is considered sufficient even though only few locations have been secured so far. The impact is expected to be positive since there is still a lack of fast chargers on the Core Network in France. It was decided to recommend the Action for funding given its high relevance and EU added value.



Seven Europe Network

2017-FR-TM-0112-W

Mediterranean

CEF-T-2017-MAP-Blending-2	
Innovation and new technologies	
Location(s) of the Action:	
France	
(Coordinating) Applicant:	Seven Occitanie
Implementation schedule:	<p>Start date: June 2018</p> <p>End date: December 2021</p>
Requested funding:	
Total eligible costs:	€21,729,240
Requested funding:	€4,345,848
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€21,729,240
Recommended funding:	€4,345,848
Recommended EU support:	20.00%
<p>The Action aims to deploy a network of 13 stations delivering bioNGV using a direct distribution system in the French Occitan region, along the Mediterranean corridor opening up the access to the Atlantic corridor. It will enable synergies between local actors to develop sustainable mobility and ensure a non-discriminatory accessibility of the infrastructure. The stations will create long-term local jobs and boost the local economy. The Action is part of a Global Project which embeds the construction of two bio-methane units and the procurement of 449 NGV vehicles by 2022.</p>	

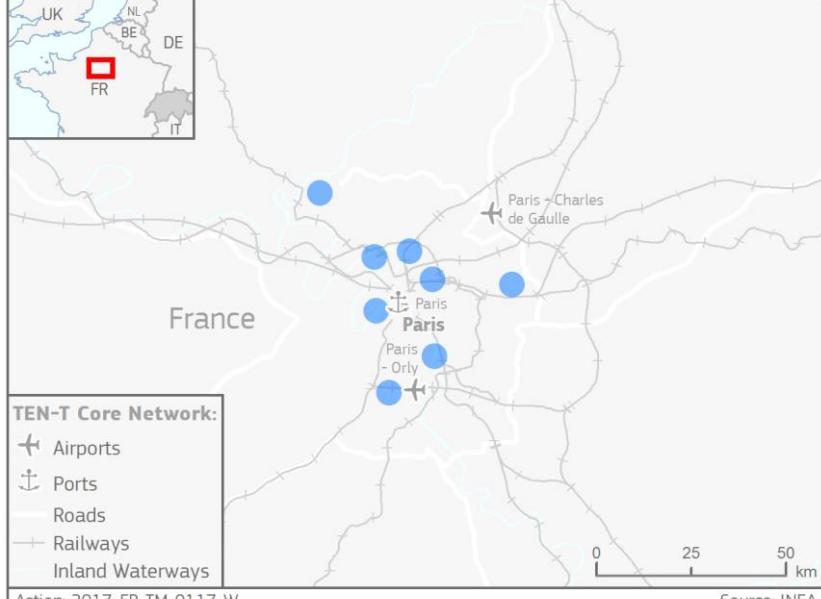
Evaluation Remarks

The relevance of the Action is very good. It is in line with the TEN-T guidelines and the CEF regulation. The maturity is good. Strong political commitment at the national, regional and local levels is secured. The locations for the deployment of the 13 stations have been selected although the sizing and design are not finalised yet. The impact is very good. CEF funding will foster deployment of the alternative fuels infrastructure. The environmental impact is also positive. The quality of the Action is good. The time plan of activities is generally reasonable although rather optimistic for certain tasks.



Olympic Energy: Tipping the scale towards Bio-CNG for European Transport starts in TEN-T Core Urban Node Paris!

2017-FR-TM-0117-W
North Sea - Mediterranean

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action: France	 <p>Action: 2017-FR-TM-0117-W Source: INEA</p>
(Coordinating) Applicant: SEM Sigeif Mobilités	
Implementation schedule: Start date: April 2018 End date: June 2022	
Requested funding: Total eligible costs: €28,598,981 Requested funding: €5,719,796 Requested EU support: 20.00%	
Recommended funding: Recommended total eligible costs: €28,598,981 Recommended funding: €5,719,796 Recommended EU support: 20.00%	<p>The Action aims to connect the existing CNG infrastructure in the Atlantic and North Sea - Mediterranean core network corridors with the urban node of Paris. The Action will deploy 8 (bio) CNG fuelling stations and 330 CNG heavy duty vehicles in the urban node of Paris. The Action aims at the decarbonisation of heavy duty transport (Road and IWT) by stimulating the transition from compressed natural gas (CNG) to advanced compressed biomethane (CBM). The Action is part of a Global project aimed at the realisation of a multifuel infrastructure and including renewable bio-methane production.</p>

Evaluation Remarks

The relevance of the Action is very good as it addresses the objectives and priorities of the call. Its maturity is good. The technology is mature and technical designs are already available. However, there is no firm commitment from end users for the proposed deployment of trucks. The letter of support is very general and not committing. The impact of the Action is very good. It is economically viable and is expected to provide net benefits to end users and society. The quality of the proposal is good and each activity is well described.



Upgrade of the Rijeka Port infrastructure - AGCT dredging (POR2CORE-AGCT dredging)

2017-HR-TM-0139-W

Mediterranean

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	Croatia
(Coordinating) Applicant:	Port of Rijeka Authority
Implementation schedule:	<p>Start date: June 2018</p> <p>End date: December 2019</p>
Requested funding:	<p>Total eligible costs: €13,923,549</p> <p>Requested funding: €2,788,310</p> <p>Requested EU support: 20.03%</p>
Recommended funding:	<p>Recommended total eligible costs: €13,923,549</p> <p>Recommended funding: €2,788,310</p> <p>Recommended EU support: 20.03%</p> <p>The Action aims to remove a bottleneck in the Brajdica terminal in the core port of Rijeka, a pre-identified section of the Mediterranean core network corridor, where Phase I quay wall faces restrictions in servicing vessels due to insufficient depth. It covers the dredging and ancillary interventions at the Phase I quay wall along 100 metres, to increase its depth to 14.5 metres levelling it up to the adjacent 328 metres Phase II quay wall, to accommodate bigger container vessels. It is part of a global project for the development of the port of Rijeka. In the long term, the Action will contribute to efficiency by optimising the existing infrastructure and promoting economically efficient, high-quality transport.</p>

Evaluation Remarks

The Action's relevance is excellent, since it addresses works at a pre-identified section and a core port of the Mediterranean Core Network Corridor. It contributes to Cohesion through the reduction of infrastructure gaps between Member States. Its maturity is good since the Action is ready to start at the end of the financial close and has received strong political support. The Action's impact is good since it will allow a more efficient use of existing infrastructure. It is of very good quality since it is clear and logical from a technical point of view, with reasonable costs and a sound risk management plan.



Green Connect - A Public CNG Network

2017-IE-TM-0141-W

Atlantic

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	Ireland
(Coordinating) Applicant:	Gas Networks Ireland
Implementation schedule:	<p>Start date: April 2018</p> <p>End date: December 2023</p>
Requested funding:	<p>Total eligible costs: €58,615,269</p> <p>Requested funding: €11,723,054</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €58,109,226</p> <p>Recommended funding: €11,621,845</p> <p>Recommended EU support: 20.00%</p>
<p>The Action is located on the TEN-T North Sea Mediterranean Core Network Corridor, the Road Core Network and the Dublin and Cork urban nodes. The Action encompasses the installation of 21 CNG stations, four direct injection facilities for renewable gas, a grant scheme for 400 vehicles and four mobile CNG refuelling units. This will increase the mass market roll-out of alternative fuels infrastructure, the availability of renewable gas for use in transport and the conversion of vehicle fleets to CNG vehicles in Ireland.</p>	

Evaluation Remarks

The relevance of the Action is excellent. It addresses fully the objectives and priorities of the call. Maturity and impact are very good. All necessary building permits and planning permissions have been initiated. The Action supports both demand and supply by funding both infrastructure and subsidising vehicles. The quality is good with a clear and sound overall technical and operational plan coherent with the objectives.



TriesteRailPort - Upgrade of the railway infrastructures of the Port of Trieste

2017-IT-TM-0092-W

Baltic - Adriatic

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	Italy
(Coordinating) Applicant:	Autorita di Sistema Portuale del Mare Adriatico Orientale
Implementation schedule:	<p>Start date: January 2018</p> <p>End date: December 2023</p>
Requested funding:	<p>Total eligible costs: €32,700,000</p> <p>Requested funding: €6,540,000</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €32,700,000</p> <p>Recommended funding: €6,540,000</p> <p>Recommended EU support: 20.00%</p> <p>The core maritime port of Trieste is located at the intersection of both Mediterranean and Baltic Adriatic core network corridors and is an important Italian port for intermodal connections thanks to numerous weekly railway connections with Central and East European hinterland. The Action is part of a global project consisting of the upgrade of the railway access to the port, in order to cope with the expected increase of railway traffic flows. More specifically, the proposed Action concerns the upgrade of the railway marshalling yard infrastructure of the Campo Marzio Station (port shunting area), new signalling system and IT solutions (hardware and software) to ensure interoperability. The Action will contribute to increase the rail capacity of the marshalling yard, accommodate 750m-long trains, improve the operations' efficiency and ensure full IT interoperability.</p>

Evaluation Remarks

The relevance of the Action is very good since it is in line with the maritime port priority. Its maturity is good. Political commitments have been granted. However the final design is not ready and the works may not start before mid-2020. The likelihood of the Action to reach timely the financial close is high. The impact of the Action is good. The positive socio-economic impacts are plausible, though the CBA does not substantiate them sufficiently. The quality of the proposal is good in terms of its logic, completeness and clarity but the control and monitoring procedures and risk management are rather generic.



CRE8: Creating the station of the future

2017-IT-TM-0106-W

Baltic - Adriatic | Mediterranean | Scandinavian - Mediterranean | Rhine - Alpine

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	Italy
(Coordinating) Applicant:	Kuwait Petroleum Italia S.p.A.
Implementation schedule:	<p>Start date: April 2018</p> <p>End date: December 2022</p>
Requested funding:	<p>Total eligible costs: €17,681,780</p> <p>Requested funding: €3,536,356</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €17,331,780</p> <p>Recommended funding: €3,466,356</p> <p>Recommended EU support: 20.00%</p>
<p>The Action will develop 37 multi-product stations in Italy through the installation of 36 CNG, 5 LNG and 31 Electric Fast Charging infrastructures in existing petrol refuelling stations. The Action is located on four Core Network Corridors: Rhine-Alpine, Scandinavian-Mediterranean, Mediterranean and Baltic-Adriatic Corridor. The Action is part of the company's 5 year strategy for deployment of new infrastructure for alternative fuels vehicles along the TEN-T Core Network in Italy. The Action builds on previously CEF funded projects of electric charging infrastructure in Italy. Overall, the Action contributes to the decarbonisation of the transport sector and roll-out of alternative fuels.</p>	

Evaluation Remarks

The relevance of the Action is very good as it is in line with the objectives of the call and contributes to the decarbonisation of a significant section of the TEN-T network. The maturity is very good. The individual technologies proposed are available and the sites are secured. The Action's financial readiness is very high. The impact of the Action is good. Significant positive environmental impacts are expected. The quality of the Action is good. The activities are sufficiently described and the planning is reasonable.

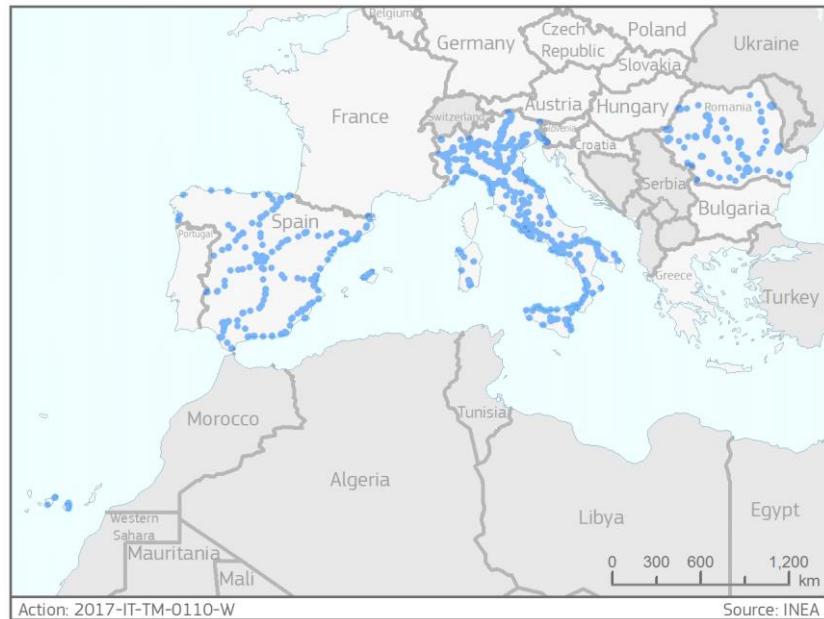


AMBRA-E lectrify Europe

2017-IT-TM-0110-W

7 Core Network Corridors

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	AT ES IT RO
(Coordinating) Applicant:	Enel X S.r.l.
Implementation schedule:	<p>Start date: September 2018</p> <p>End date: December 2022</p>
Requested funding:	<p>Total eligible costs: €71,754,677</p> <p>Requested funding: €14,350,935</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €70,754,677</p> <p>Recommended funding: €14,150,935</p> <p>Recommended EU support: 20.00%</p>



The Action aims to deploy and operate a network of Normal, Fast and Ultra-Fast Charging Stations (up to 350 kW) for Electric Vehicles in Europe, providing linked coverage for long-distance travels and enabling cross-border travels in Italy, Spain and Romania and getting those Member States up to speed in terms of EV technology adoption. The Action intends to deploy 3,169 EV Charging Stations on 6 TEN-T Core Networks with main emphasis on the Corridors. The use of the charging points is expected to be possible either with ad hoc payments or using any Mobility Service Providers in case of contract based charging.

Evaluation Remarks

The relevance of the Action is very good. It demonstrates EU added value by improving efficiency and inter-connection of e-mobility between Member States. The maturity is overall very good although sites and contracting are more advanced in Italy than in Romania and Spain. Financial readiness is good. The impact is good as the interoperable EV charging networks will increase the service quality to end users. The quality is very good: activities are well elaborated and in line with the defined objectives.



Snam 4 Mobility - retail LNG network development

2017-IT-TM-0113-W

Baltic - Adriatic | Mediterranean | Scandinavian - Mediterranean

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	Italy
(Coordinating) Applicant:	Snam 4 Mobility S.p.A.
Implementation schedule:	<p>Start date: April 2018</p> <p>End date: December 2023</p>
Requested funding:	<p>Total eligible costs: €6,921,885</p> <p>Requested funding: €1,371,918</p> <p>Requested EU support: 19.82%</p>
Recommended funding:	<p>Recommended total eligible costs: €6,921,885</p> <p>Recommended funding: €1,371,918</p> <p>Recommended EU support: 19.82%</p>
<p>The Action aims to contribute to the decarbonisation of road transport by supporting the development of LNG as alternative fuel in Italy. The Action concerns the realization of 9 LNG-CNG refuelling stations (providing both liquefied and compressed natural gas) by upgrading existing traditional fuels service stations in Italy. The Action is located along three Core Network Corridors: Baltic-Adriatic, Scandinavian-Mediterranean and Mediterranean Corridor. In the long term, the Action is expected to generate economic benefits for the society through the reduction of the greenhouse gases and air pollutant emissions.</p>	

Evaluation Remarks

Both the relevance and the maturity of the Action are very good. The EU added-value lies in the expansion of LNG road fuelling stations on three Core Network Corridors. The Action's technical and financial maturity are at high level. The sites are identified and their commercial agreements are under negotiation. The Action will have positive socio-economic and environmental benefits. The impact of the CEF funding in leveraging private sources of funding is good. The Action is of good quality with clear technical and operational plans.



Venice LNG alternative fuel multimodal facility

2017-IT-TM-0154-W

Baltic – Adriatic | Mediterranean

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	Italy
(Coordinating) Applicant:	North Adriatic Sea Port Authority
Implementation schedule:	<p>Start date: January 2019</p> <p>End date: September 2022</p>
Requested funding:	<p>Total eligible costs: €65,066,022</p> <p>Requested funding: €13,013,204</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €60,718,036</p> <p>Recommended funding: €12,143,607</p> <p>Recommended EU support: 20.00%</p>
<div style="position: absolute; top: 470px; left: 390px;"> TEN-T Core Network: Ports Roads Railways Inland Waterways Action: 2017-IT-TM-0154-W </div> <div style="position: absolute; top: 535px; left: 850px;"> Source: INEA </div>	

Evaluation Remarks

The relevance of the Action is good as it concerns a new LNG facility at the core Port of Venice to stimulate the LNG market. Maturity is good since support by relevant authorities is granted and preliminary steps were completed. The impact is good as it will reduce significantly greenhouse emissions. However as other transport modes are involved, specific impact on maritime transport is moderated. The quality is very good since activities and costs are well described.



ERTMS Baseline 3 upgrade on-board units (OBU's) Rhine-Alpine freight locomotives - II

2017-NL-TM-0101-W

North Sea - Baltic | Rhine - Alpine | North Sea - Mediterranean

CEF-T-2017-MAP-Blending-2 European Rail Traffic Management System (ERTMS)	 Action: 2017-NL-TM-0101-W Source: INEA
Location(s) of the Action:	The Netherlands
(Coordinating) Applicant:	Netherlands Ministry of Infrastructure and Water Management
Implementation schedule:	Start date: January 2019 End date: December 2023
Requested funding:	
Total eligible costs:	€13,496,684
Requested funding:	€6,073,508
Requested EU support:	45.00%
Recommended funding:	
Recommended total eligible costs:	€13,496,684
Recommended funding:	€6,073,508
Recommended EU support:	45.00%
<p>The Action concerns the upgrade to Baseline 3 of the ERTMS/ETCS on-board units of 55 cross-border freight locomotives already equipped with ETCS L1, L2 (SRS 2.3.0d). The locomotives, from 4 different rail vehicle owners who will act as implementing bodies, operate on the Rhine-Alpine and parts of North Sea-Mediterranean and North Sea-Baltic Core Network Corridors. The Action is part of the broader project for the upgrade to Baseline 3 of the entire freight rolling stock of 360 locomotives, authorised for ETCS operation on the Netherlands' parts of the abovementioned corridors. Upgrading part of the concerned fleet (300 locomotives) is already co-funded by CEF Transport under Action 2017-NL-TM-0046-W. The Action is part of the Dutch National Deployment Plan for the deployment of ERTMS in the Netherlands.</p>	

Evaluation Remarks

The Action's relevance is excellent and fully in line with the objectives and priorities of the call. Maturity is very good, in terms of political commitment and technical and financial readiness. The impact, demonstrated by the size of the concerned cross-border freight fleet and the expected interoperability effect of the concerned Core Network Corridors, is very good. The quality is very good notably in terms of completeness, providing detailed information about the steps for the upgrade including authorisation.



ACCEL BARGE: Accelerated Electrification of Inland Waterways

2017-NL-TM-0140-W

North Sea - Baltic | Rhine - Alpine | North Sea - Mediterranean

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	
BE DE NL	
(Coordinating) Applicant:	E-PortLiner Holding B.V.
Implementation schedule:	<p>Start date: April 2018 End date: December 2019</p>
Requested funding:	<p>Total eligible costs: €28,002,000 Requested funding: €5,600,400 Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €28,002,000 Recommended funding: €5,600,400 Recommended EU support: 20.00%</p>
<p>The Action aims to accelerate the electrification of inland waterway transport in Europe. It is part of the global project aiming to roll out and operate a fleet of 15 all-electric vessels fed by 74 battery containers. The specific objective of the Action is to build and bring into operation nine inland vessels with all-electric propulsion fed by containerised batteries. It includes the construction of 5 multipurpose "Kempenaar"-sized vessels and five containerised batteries, as well as 4 container vessels with extra width (14.2 metres) and 20 containerised batteries. The vessels will operate in the Netherlands, Belgium and Germany, on key sections of the Baltic - North Sea, North Sea - Mediterranean and Rhine - Alpine Corridors.</p>	

Evaluation Remarks

The Action's is highly relevant as it addresses the objectives and priorities of the call. The Action is sufficiently mature and ready to start. Preliminary certifications for the vessels have been issued by the classification society and some procurement processes have already started. The financial readiness is regarded as acceptable, provided there is close monitoring of its progress. The impact is positive, especially on the environment. CEF grant is necessary for the Action implementation. The overall quality is good.



Zero emission public transport services for Schiphol Amsterdam Airport and along the core corridors.

2017-NL-TM-0143-W

North Sea - Baltic | Rhine - Alpine | North Sea - Mediterranean

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	 <p>The Netherlands</p>
(Coordinating) Applicant:	Connexxion Openbaar Vervoer N.V.
Implementation schedule:	<p>Start date: April 2018</p> <p>End date: March 2022</p>
Requested funding:	<p>Total eligible costs: €67,712,145</p> <p>Requested funding: €13,542,429</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €67,712,145</p> <p>Recommended funding: €13,542,429</p> <p>Recommended EU support: 20.00%</p> <p>The area of Amsterdam, Schiphol Amsterdam Airport, Haarlem-IJmond and Amstelland-Meerlanden is one of the most congested and experiencing poor air quality regions in the Netherlands. It is located along three TEN-T corridors (Rhine-Alpine, North Sea-Mediterranean and North Sea Baltic). The Action aims at accelerating the sustainability of public transport by organising a large scale e-public bus transport. It is part of a multimodal Global Project aiming to boost modal shift by 20% by offering mobility-as-a-service, combining e-bikes, shared electric cars, a multimodal information platform and connections to rail, air and water transport. The Action will deploy 220 Zero-Emission e-buses and realise 169 charging stations to serve two public transport concessions.</p>

Evaluation Remarks

The Action's relevance is excellent as it will contribute to a substantial shift towards alternative fuels in public transport by organising a large-scale roll-out of innovative technologies. The Action's maturity is very good as there is political commitment at local, regional and national level and its financial readiness is very good. The Action's impact and quality are good. It will have a significant positive environmental impact, while the financial and economic impact is expected to be positive. The Action is sound and the information provided is in general clear, but sometimes lacks adequate detail such as for the CBA.



PURE H2 - Hydrogen Purifying Unit and Filling Infrastructure

2017-PL-TM-0157-W

Baltic - Adriatic | North Sea - Baltic

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action: Poland	 <p>The map shows the location of the project in Poland. Major cities like Warsaw, Gdansk, and Poznań are marked. The project area is located in the northern part of Poland, near the Baltic Sea. A scale bar indicates distances up to 100 km.</p>
(Coordinating) Applicant: Grupa LOTOS S.A.	
Implementation schedule: Start date: April 2018 End date: March 2021	
Requested funding: Total eligible costs: €10,503,026 Requested funding: €2,100,605 Requested EU support: 20.00%	<p>TEN-T Core Network: Roads Railways</p> <p>Action: 2017-PL-TM-0157-W</p> <p>Source: INEA</p> <p>The Action aims to eliminate or reduce the impact of the currently existing barriers to the development of the market for hydrogen as a transport fuel in Poland (insufficient demand and purity). The purpose is to construct a Hydrogen Purification Unit (HPU) to produce 160 kg/h of hydrogen with associated hydrogen compression, storage and a refuelling station (CSD) in Gdansk for the purpose of filling personal vehicles, buses and tube trailers together with acquisition of two tube trailers with a capacity of at least 4,000 Nm³ (+/- 320kg) of hydrogen each. The Action also includes the construction of a public hydrogen refuelling point at an existing fuel station located along the TEN-T corridor, in Warsaw, for the purpose of filling passenger vehicles and buses.</p>
Recommended funding: Recommended total eligible costs: €9,917,520 Recommended funding: €1,983,504 Recommended EU support: 20.00%	

Evaluation Remarks

The Action is very relevant, as it addresses the objectives and priorities of the call and demonstrates EU added value. The maturity is very good given the secured demand, preliminary offers for construction and well developed procurement. Financial readiness is very good. The impact is overall good with stimulating effects foreseen on the market for hydrogen as a transport fuel in Poland. The quality is very good: activities are well elaborated and in line with the defined objectives.



Development of a transhipment-storage terminal of Alfa Terminal Szczecin Sp. z o. o.

2017-PL-TM-0162-W

Baltic - Adriatic

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	Poland
(Coordinating) Applicant:	Alfa Terminal Szczecin Spolka z ograniczona odpowiedzialnoscia
Implementation schedule:	Start date: April 2018 End date: December 2019
Requested funding:	
Total eligible costs:	€17,832,392
Requested funding:	€3,566,478
Requested EU support:	20.00%
Recommended funding:	
Recommended total eligible costs:	€17,832,392
Recommended funding:	€3,566,478
Recommended EU support:	20.00%

The map illustrates the TEN-T Core Network Corridor, specifically the Baltic-Adriatic route. It highlights major transport infrastructure including airports (airplane icons), ports (anchor icons), roads (solid lines), railways (dashed lines), and inland waterways (light blue lines). Key locations marked include Szczecin Goleniow, Stargard Szczeciński, and Swinoujście. A blue dot indicates the project area in Szczecin. A scale bar shows distances up to 50 km. An inset map in the top left corner shows the regional context, with Poland (PL) and Germany (DE) labeled, and the project area marked with a red square.

TEN-T Core Network:
Airports
Ports
Roads
Railways
Inland Waterways

Action: 2017-PL-TM-0162-W

Source: INEA

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 consisting in expanding the transhipment and storage terminal of Alfa Terminal Szczecin. The Action is composed of five activities: 1) construction of a quay with dolphins, 2) extension of a bulk cargo storage base and its transport system, 3) reconstruction of the quay railway tracks, 4) project management and 5) communication and visibility. The Action will optimise the use of existing infrastructure and improve the quality of service in the extended terminal.

Evaluation Remarks

The relevance and impact of the Action are good, aiming at improving the transport capacities and operations in the core inland port of Szczecin. The maturity is very good - technically the Action is ready to start and financial close within 12 months from the signature of the grant agreement is very likely to be achieved. The quality of the Action is excellent.

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Building a charging infrastructure for electric vehicles in order to decarbonise public transport in Warsaw

2017-PL-TM-0164-W

Baltic - Adriatic | North Sea - Baltic

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action: Poland	
(Coordinating) Applicant: Miejskie Zaklady Autobusowe Sp. z o.o.	<p>Action: 2017-PL-TM-0164-W</p> <p>Source: INEA</p>
Implementation schedule: Start date: April 2019 End date: December 2022	
Requested funding: Total eligible costs: €5,955,973 Requested funding: €1,191,195 Requested EU support: 20.00%	<p>The Action is located in the city of Warsaw, on the Baltic-Adriatic and North Sea-Baltic core network corridors. It is part of a Global Project aiming at building a bus depot and acquiring an electric bus fleet. The Action is dedicated to installing 140 charging slots, five masts with pantographs and the accompanying infrastructure in the depot to be built. This will increase the share of low-emission vehicles in the company operation and will reduce greenhouse gas emissions in the Urban Node city and beyond on the Baltic-Adriatic and North Sea-Baltic Core Network Corridors.</p>
Recommended funding: Recommended total eligible costs: €5,675,517 Recommended funding: €1,135,103 Recommended EU support: 20.00%	

Evaluation Remarks

The Action's relevance is excellent. It addresses fully the objectives and priorities of the Call. Its maturity is good with a strong political commitment and a well-known technology. The information provided in the proposal was somewhat insufficient to fully appreciate its impact. The quality of the proposal is good in terms of structure, organisational and control set-up. The Action is recommended for funding due to its high EU added-value notably in addressing the use of alternative fuels in public transport.



Improvement of the Maritime Accessibilities to the Port of Leixões

2017-PT-TM-0134-W

Atlantic

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	Portugal
(Coordinating) Applicant:	APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, S.A.
Implementation schedule:	<p>Start date: May 2018</p> <p>End date: December 2021</p>
Requested funding:	<p>Total eligible costs: €87,060,000</p> <p>Requested funding: €17,412,000</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	<p>Recommended total eligible costs: €87,060,000</p> <p>Recommended funding: €17,412,000</p> <p>Recommended EU support: 20.00%</p>
<p>TEN-T Core Network:</p> <ul style="list-style-type: none"> ✈ Airports ⚓ Ports ↔ Roads ↔ Railways ↔ Inland Waterways <p>Action: 2017-PT-TM-0134-W</p> <p>Source: INEA</p>	

Evaluation Remarks

The relevance and impact of the Action are excellent, as it aims at improving the maritime accessibility of the core maritime Port of Leixões, with positive effects in terms of traffic management and modal shift. The need for CEF funding is fully demonstrated. There is a strong political commitment to the Action and its maturity is good. However, no contracts have been awarded yet and the approval of the grant under the COMPETE 2020 programme is a critical condition for the achievement of the financial close. The quality is good.



Svealand Public Transport infrastructure roll-out for biogas and electric buses

2017-SE-TM-0153-W

Scandinavian - Mediterranean

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	  <p>TEN-T Core Network: Roads Railways Inland Waterways</p> <p>Action: 2017-SE-TM-0153-W</p> <p>Source: INEA</p>						
Location(s) of the Action: Sweden							
(Coordinating) Applicant: Svealandstrafiken AB							
Implementation schedule: Start date: April 2018 End date: December 2023							
Requested funding: <table> <tr> <td>Total eligible costs:</td> <td>€47,381,720</td> </tr> <tr> <td>Requested funding:</td> <td>€9,476,344</td> </tr> <tr> <td>Requested EU support:</td> <td>20.00%</td> </tr> </table>	Total eligible costs:	€47,381,720	Requested funding:	€9,476,344	Requested EU support:	20.00%	<p>The Action will deploy 256 efficient and clean biogas buses, 60 battery electric buses and roll-out of the associated infrastructure. The aim of the project is decarbonisation of public transport buses in Örebro County and Västmanland County in Sweden to reduce emissions and noise from public transport buses. The bus routes are along a 200-km section of the TEN-T core network highway E20-E18 from Eskilstuna to Karlstad. Those buses will use 100% of renewable biomethane and 100% certified renewable electricity.</p>
Total eligible costs:	€47,381,720						
Requested funding:	€9,476,344						
Requested EU support:	20.00%						
Recommended funding: <table> <tr> <td>Recommended total eligible costs:</td> <td>€46,196,000</td> </tr> <tr> <td>Recommended funding:</td> <td>€9,239,200</td> </tr> <tr> <td>Recommended EU support:</td> <td>20.00%</td> </tr> </table>	Recommended total eligible costs:	€46,196,000	Recommended funding:	€9,239,200	Recommended EU support:	20.00%	
Recommended total eligible costs:	€46,196,000						
Recommended funding:	€9,239,200						
Recommended EU support:	20.00%						

Evaluation Remarks

The Action's Relevance is very good as it contributes to decarbonisation of transport. The maturity is good. The technologies used are mature. The procurement pre-qualification steps have been done. The largest impact is the reduction of carbon footprint, air and noise emissions. The quality is good as the organisational structure is simple but clearly defined. Control procedures and quality management during implementation and ex-post monitoring and audits are sound.

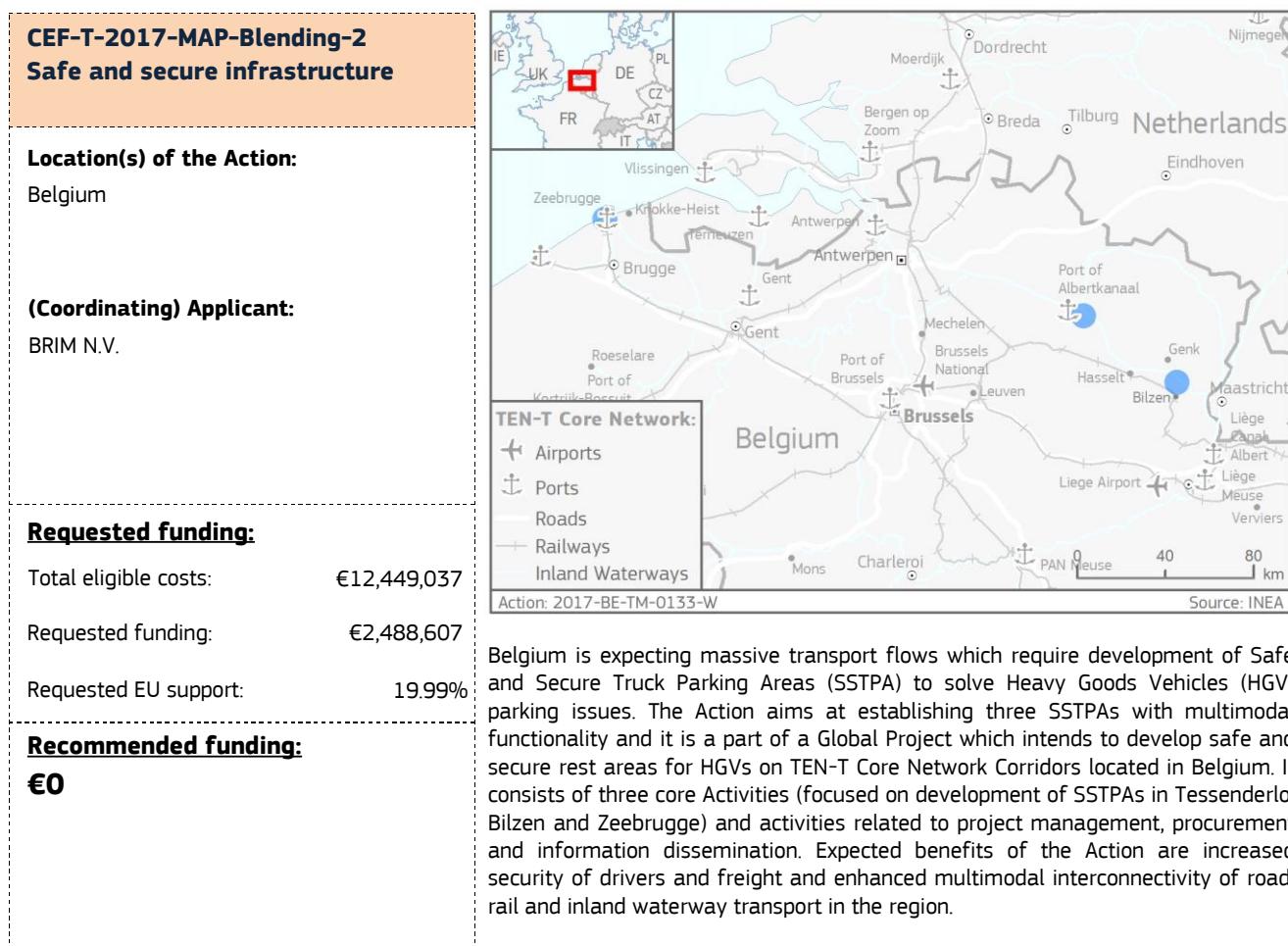
2017 CEF Transport Blending call 2nd cut-off

**Proposals NOT recommended
for funding**



Setting up multimodal safe and secure parking hubs in Belgium

2017-BE-TM-0133-W



Evaluation Remarks

The relevance of the Action is only fair since the proposed new facilities are distant from the Core Network roads. The maturity of the Action is very good, it is ready to commence. The impact of the Action is only fair since the project is commercially viable without EU support. Also, the quantification of the project's positive effects is insufficient. The quality of the proposal is good but the control and monitoring procedures are not sufficiently sound, and in some aspects the proposal is lacking information.



Upgrade of the Celakovice - Mstetice railway line

2017-CZ-TM-0128-W

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	Czech Republic
(Coordinating) Applicant:	Sprava zeleznicni dopravni cesty, s.o. (SZDC, s.o.)
Requested funding:	
Total eligible costs:	€64,227,757
Requested funding:	€19,268,327
Requested EU support:	30.00%
Recommended funding:	€0
 <p>The conventional double track railway line "Praha Vysocany - Lysa nad Labem" is located on Orient/East-Med and Rhine-Danube Core Network Corridors and currently represents a capacity and interoperability bottleneck within the Czech Core rail network. The Action is part of the Global Project that aims to upgrade the mentioned railway line in order to improve its technical parameters, notably speed and capacity. The Action addresses the construction works to upgrade the railway section between Celakovice and Mstetice. Through the Global Project, the Action is expected to contribute to increased capacity, safety and reliability of the line, as well as to shorter travel times.</p>	

Evaluation Remarks

The relevance of the Action is very good. It meets the requirements of the call, as it addresses construction works that aim to remove an existing bottleneck on the rail core network. The Action's maturity is low. It is foreseen to start only on 1 March 2021, which is still subject to a number of pending issues (i.e. completion of design and land acquisition; issuing of building permit; signature of works contract). The impact of the Action is very good, as demonstrated by the results of the cost-benefit analysis. The quality of the proposal is good.



Wagon intelligence: Ensuring compliance with rail interoperability and safety

2017-DE-TM-0073-W

CEF-T-2017-MAP-Blending-2 Rail interoperability

Location(s) of the Action:

Germany

(Coordinating) Applicant:

DB Cargo AG

Requested funding:

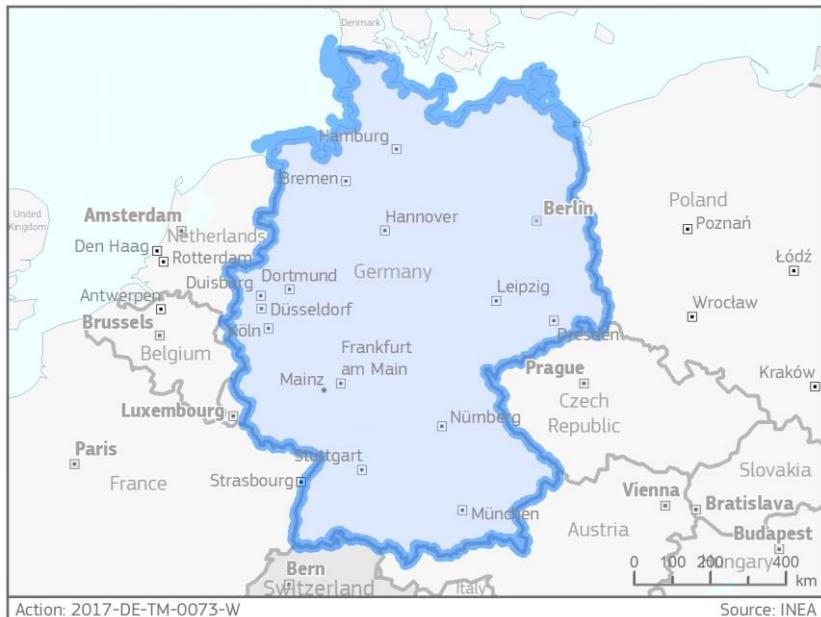
Total eligible costs: €12,973,429

Requested funding: €5,189,372

Requested EU support: 40.00%

Recommended funding:

€0



The railway system needs improvements in interoperability to allow the safe and uninterrupted movement of trains. The Action is seeking to enhance digital connectivity in the rail freight sector in Germany and along nine corridors of the core network. DB Cargo will invest in TAF TSI compliant wagon intelligence to collect and exchange real-time data generated by rail wagons with several stakeholders based on EU standards. This "intelligent wagon infrastructure" includes loading detection of the wagons (Activity 1), optimisation of the wagon disposition (Activity 2) and an automated breaking test (Activity 3). Data collected will be shared with other stakeholders through the TIS platform (Activity 4). The sharing of information will optimise the organisation and composition of the rail freight wagons and in the long term enhance the performance and competitiveness of the railway sector.

Evaluation Remarks

The Action is of sufficient relevance and impact although the EU added value should have been better substantiated and the socio-economic benefits quantified. In addition, transferability of the technological solutions to other railway undertakings is not demonstrated. The maturity is good since the Action is ready to start: nonetheless there is missing information on planned procurements. The proposal is of good quality with adequate level of technical descriptions but the budget breakdown is not detailed. The Action is not retained for funding due to budgetary constraints.



RIO-2: Railway Infrastructure Optimisation - Investing in the roll-out deployment along the Core Network Corridors

2017-DE-TM-0075-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies

Location(s) of the Action:

Germany

(Coordinating) Applicant:

DB Cargo AG

Requested funding:

Total eligible costs: €9,642,000

Requested funding: €1,928,400

Requested EU support: 20.00%

Recommended funding:

€0



The RIO ("Rail Infrastructure Optimisation") Action is located in Germany on the core network corridors. It encompasses the roll-out deployment of a rail infrastructure-vehicle interface system for freight locomotive drivers to support energy-efficient operations. Through the continuous collection of rail infrastructure data, such as topography and freight train path utilisation planning, the driver adapts his driving in real time in an energy-efficient manner. This can lead to a reduction of CO₂ and energy use by between 5% and 20%, depending on the railway lines.

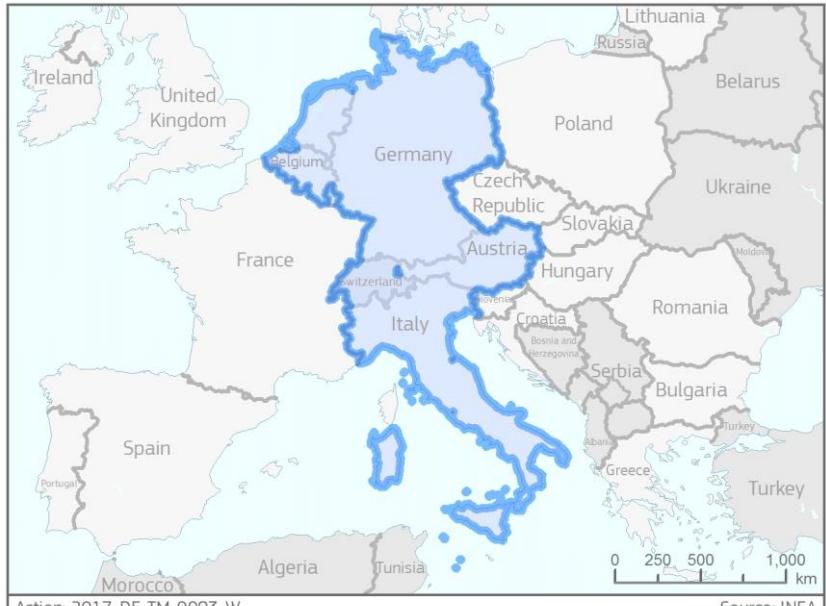
Evaluation Remarks

The Relevance of the Action is only fair. It addresses only partly the objectives and priorities of the call. Its technological and financial maturity is very good, confirming its readiness for deployment. The impact is limited, with weaknesses in the CBA, notably as regards the assessment of potential socio-economic benefits. Quality is low in terms notably of ex-post monitoring, audit and risk management. The risk mitigating measures for scope, time or budget are not satisfactory.



ERTMS-Vectron upgrade: Interoperable international freight traffic across six European countries

2017-DE-TM-0093-W

CEF-T-2017-MAP-Blending-2 European Rail Traffic Management System (ERTMS)	 <p>The map shows the geographical extent of the project, which covers parts of six European countries: the Netherlands, Belgium, Germany, Austria, Switzerland, and Italy. The rail network is depicted in grey, and the specific project route is highlighted in blue. A scale bar at the bottom right indicates distances up to 1,000 km.</p>
Location(s) of the Action: Germany	
(Coordinating) Applicant: DB Cargo AG	
Requested funding: Total eligible costs: €11,516,000 Requested funding: €5,758,000 Requested EU support: 50.00%	<p>The Action concerns the upgrade of 60 Vectron locomotives to ETCS Level 2, Baseline 3. These vehicles operate along several major TEN-T core network corridors, crossing six European countries: the Netherlands, Belgium, Germany, Austria, Switzerland and Italy. The Action is part of a Global Project aiming at retrofitting 1,200 DB Cargo freight locomotives with the latest ERTMS version by 2026. The Action includes the development, testing, subsystem verification and authorisation of 1 prototype vehicle, followed by the serial retrofitting. This Action aims to contribute to the interoperability of EU railways.</p>
Recommended funding: €0	

Evaluation Remarks

The Action is of excellent relevance, addressing all the objectives and priorities of the call. The locomotives are intended to operate across numerous Core Network Corridors. The maturity is very good with no specific technical, legal, operational and financial risks to be solved before starting the Action. The Action is expected to achieve a very good impact by enhancing intermodal competition as well as service quality and safety. The proposal's quality is good, with reasonable and acceptable planned timing and structure of the activities. However the Action is not selected for funding due to budgetary constraints.



ERTMS-EG3100/BR185.2: Interoperable international freight traffic along the Scandinavian-Mediterranean Corridor

2017-DE-TM-0115-W

CEF-T-2017-MAP-Blending-2 European Rail Traffic Management System (ERTMS)	 <p>Action: 2017-DE-TM-0115-W Source: INEA</p>						
Location(s) of the Action: DE DK							
(Coordinating) Applicant: DB Cargo AG							
Requested funding: <table> <tr> <td>Total eligible costs:</td> <td>€10,143,000</td> </tr> <tr> <td>Requested funding:</td> <td>€5,071,500</td> </tr> <tr> <td>Requested EU support:</td> <td>50.00%</td> </tr> </table>	Total eligible costs:	€10,143,000	Requested funding:	€5,071,500	Requested EU support:	50.00%	<p>The Action concerns the deployment of ETCS Level 2 Baseline 3 on 13 type EG3100 locomotives and 3 type BR 185.2 locomotives. These locomotives are operated along the Scan-Med Corridor and are used for cross-border operation between Sweden, Denmark and Germany. The Action is part of a Global Project aiming at retrofitting 1,200 DB Cargo freight locomotives with the latest ERTMS version by 2026. The Action includes the development, testing, subsystem verification and authorisation of two prototype vehicles, followed by the serial retrofitting. This Action would contribute to the interoperability of EU railways.</p>
Total eligible costs:	€10,143,000						
Requested funding:	€5,071,500						
Requested EU support:	50.00%						
Recommended funding: €0							

Evaluation Remarks

The relevance is excellent since the Action addresses all the objectives and priorities of the call. In addition, the locomotives are intended for cross-border operations between 3 Member States. The maturity of the Action is very good, with framework contracts signed and ready to start from a technical point of view. The Action's impact is expected to be very good by enhancing intermodal competition as well as service quality and safety. The proposal's quality is good, with reasonable and acceptable planned timing and structure of the activities. However the Action is not selected for funding due to budgetary constraints.



Closing the gap in the alternative fuel supply chain: Pure bio-CNG for heavy-duty transport

2017-DE-TM-0125-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	Germany
(Coordinating) Applicant:	VERBIO Vereinigte BioEnergie AG
Requested funding:	
Total eligible costs:	€12,144,160
Requested funding:	€2,428,832
Requested EU support:	20.00%
Recommended funding:	€0
<div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> TEN-T Core Network: Airports (blue diamond) Roads (red line) Railways (green line) Inland Waterways (light blue line) </div> <p>Action: 2017-DE-TM-0125-W Source: INEA</p>	

Evaluation Remarks

The relevance of the Action is good. It deploys a network for alternative fuel supply, leading to a more sustainable and decarbonised transport network. Maturity and impact are too limited. Technical maturity is not demonstrated, commitment from truck operators is not secured and locations of plant and stations are not defined. Moreover environmental comparisons are not properly analysed and the stimulating effect of CEF funding is not demonstrated. The quality is good with globally detailed activities and sufficient milestones provided. However, detail on the bio-methane production plant capacity is missing.



LNGreen - Sustainable logistics for the chemical and automotive industry

2017-DE-TM-0159-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies

Location(s) of the Action:

Germany

(Coordinating) Applicant:

LIQUIND 24/7 GmbH

Requested funding:

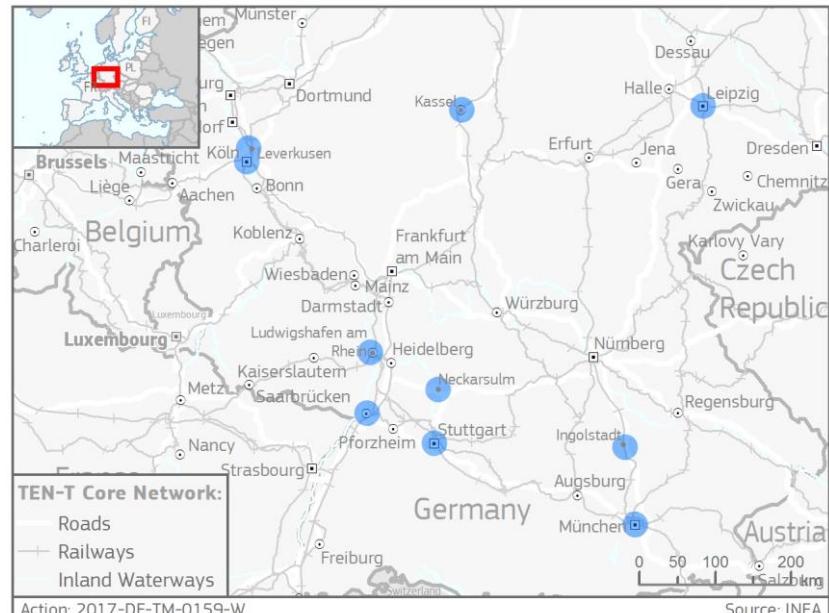
Total eligible costs: €14,980,000

Requested funding: €2,996,000

Requested EU support: 20.00%

Recommended funding:

€0



Germany is an important transit country for heavy duty transport in Europe. The Action contributes to develop an efficient LNG-as-fuel market in Central Europe. The global project foresees the development of a small-scale LNG distribution network in Germany and the Czech Republic. The main activities foreseen are design, construction and commissioning of 10 LNG stations at strategic centres of the automotive and chemical industry along 5 Core Network Corridors in Germany. Besides the stations, the Action aims to deploy a fleet management system allowing synchronisation, payments and billing and the implementation of LBG in the filling stations. The expected environmental and societal impact of polluting emissions reduction is quite important.

Evaluation Remarks

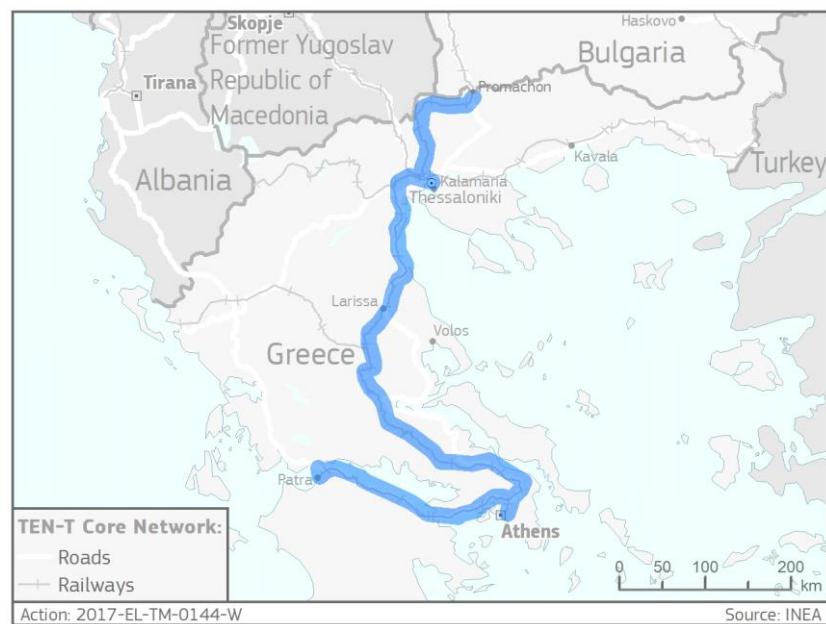
The relevance of the Action is good as it addresses the insufficient network of LNG fuelling stations to ease the transition from diesel to LNG vehicles. Its maturity is only fair as the locations of the stations are not defined yet and no contract is signed. Moreover, financial readiness is not demonstrated. The necessary approvals from local and national authorities have not yet been received and public consultation is not done yet. The foreseen impact is poor, and no detailed demand or market analysis has been submitted. The quality of the proposal is only fair, lacking in particular of detailed supporting elements on CBA methodology, and on technical and geographical detail.



Enhance Interoperability and Security of Hellenic Railway Infrastructure Manager OSE - ENSURE

2017-EL-TM-0144-W

CEF-T-2017-MAP-Blending-2 Rail interoperability	
Location(s) of the Action:	Greece
(Coordinating) Applicant:	Ministry of Economy and Development
Requested funding:	
Total eligible costs:	€13,030,000
Requested funding:	€5,212,000
Requested EU support:	40.00%
Recommended funding:	€0



Given the liberalisation of the rail transport market in Greece, the Greek railway network is faced with a number of challenges with regards to interoperability, safety and risk assessment issues. The ENSURE Action will implement within OSE, the Hellenic Infrastructure Manager, a series of railway interoperability, safety and security systems in an integrated manner, applying modern techniques for the analysis of vulnerabilities and risks posed by natural, technical or human factors. 11 Activities are proposed dealing with the different systems and the overall system integration. Overall, this should lead to an enhancement of the safety and security level of the Greek railways and improve the interoperability standards.

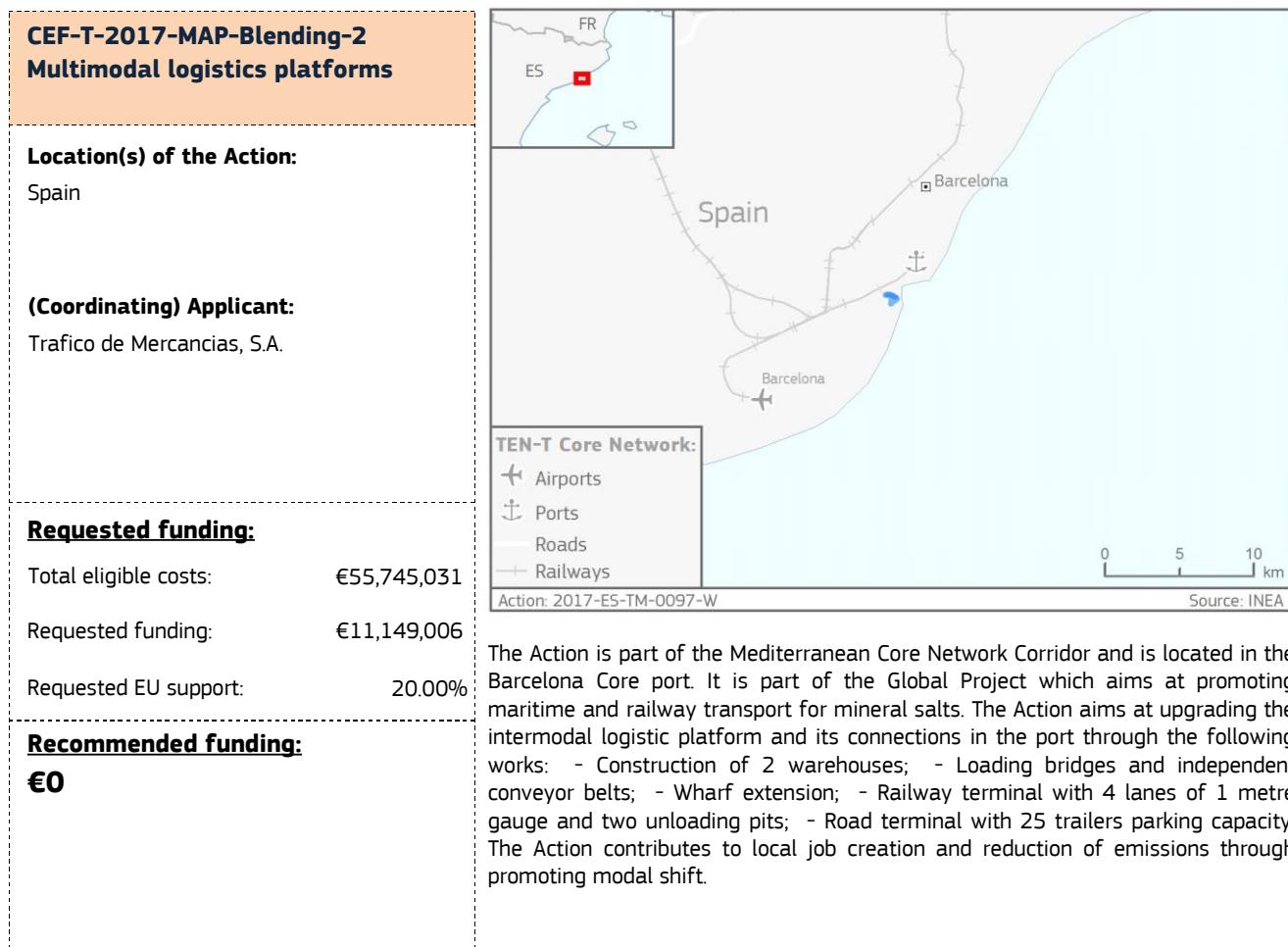
Evaluation Remarks

The relevance of the Action is only fair since it does not fully comply with the call conditions nor with the specific objective under which it was submitted. The proposal's EU added value is very limited and it lacks relevance to any TSIs. The maturity of the Action is only fair since the preparatory studies and tender arrangements are not conclusive. The impact is good in terms of improving the quality and the safety of Greek rail services. The overall quality of the Action is insufficient, since the information provided is incomplete and lacks clarity.



Upgrade of the intermodal logistic platform in the port of Barcelona and its connections by ICL IBERIA

2017-ES-TM-0097-W



Evaluation Remarks

The relevance of the Action is only fair. The contribution of the Action to the network is limited and it partially addresses the access and last mile connection as stipulated in the call. Moreover, the facility is not publicly accessible on a non-discriminatory basis as required by the call. The Action does not contribute to cohesion nor has a specific EU added value as it will not contribute to improving international transport flows. The expected impact of the Union funds is very low. The maturity of the Action is very good. There is clear evidence suggesting that financial close would be achieved within the requirements of the call. The quality of the proposal is only fair as it lacks detailed description and clarity, notably concerning the relation between the Action and the Global Project.



Retrofitting of on-board ERTMS in Renfe's vehicles

2017-ES-TM-0124-W

<p>CEF-T-2017-MAP-Blending-2 European Rail Traffic Management System (ERTMS)</p>	 <p>Action: 2017-ES-TM-0124-W Source: INEA</p>						
<p>Location(s) of the Action: Spain</p>							
<p>(Coordinating) Applicant: Entidad Publica Empresarial Renfe Operadora</p>							
<p>Requested funding:</p> <table><tr><td>Total eligible costs:</td><td>€12,800,000</td></tr><tr><td>Requested funding:</td><td>€6,400,000</td></tr><tr><td>Requested EU support:</td><td>50.00%</td></tr></table>	Total eligible costs:	€12,800,000	Requested funding:	€6,400,000	Requested EU support:	50.00%	<p>The European Railway Traffic Management System (ERTMS) is a horizontal priority aiming at ensuring the interoperability of the EU railways. This Action concerns the retrofitting of 122 vehicles with ERTMS Level 1 and 2, Baseline 3, and is composed of 5 activities, one per type of vehicle. The vehicles run on national lines connecting the major urban nodes. The Action is included in the global Spanish ERTMS deployment strategy, involving the installation of ERTMS in all high speed lines and in some conventional and commuters lines, and requiring vehicles to be equipped with ERTMS.</p>
Total eligible costs:	€12,800,000						
Requested funding:	€6,400,000						
Requested EU support:	50.00%						
<p>Recommended funding: €0</p>							

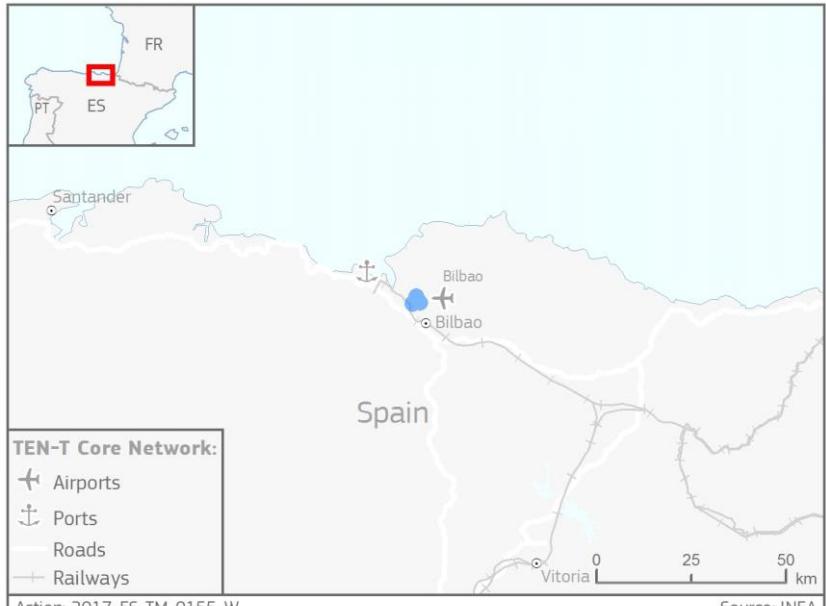
Evaluation Remarks

The Action is of good relevance, addressing ERTMS on-board deployment and contributing to further develop and implement ERTMS in Spain. However insofar as the Action does not address international traffic, it is of limited comparative priority. The Action is very mature, with strong political support, advanced stage of procedures and applicant's very good experience based on previous fitment of about 400 vehicles with ERTMS. The Action is of very good impact, contributing to the complete interoperability within the network. The proposal's quality is also very good. The total costs are reasonable to achieve the activities and with good value for money. However, the stimulating effect of the Union support on public and private financing could not be exactly determined. The Action is not retained for funding due to budgetary constraints.



Upgrading of Kukularra Junction to decongest the Bilbao Urban Node Road Network and the access to other transport modes

2017-ES-TM-0155-W

CEF-T-2017-MAP-Blending-2 Urban nodes					
Location(s) of the Action: Spain					
(Coordinating) Applicant: Diputacion Foral de Bizkaia					
Requested funding: Total eligible costs: €12,144,895 Requested funding: €2,428,979 Requested EU support: 20.00%					
Recommended funding: €0					
<p>The main purpose of this Action is the upgrading of the link between BI-637 and N-637 to reduce congestion and increase safety in Bilbao (as an urban node) in connection with the trans-European Core Network (A-8 highway) and with the Atlantic Corridor. This Action is part of a global project in the frame of Bizkaia Road Strategic Plan with the aim to minimise the effect of bottlenecks between transport modes within the urban area, but also with the trans-European network. The expected impact of this Action is the decongestion of roads, which is linked to other benefits such as: reduction of environmental impact (emissions and noise), increase of social cohesion and well-being, and enhancement of accessibility to transport modes.</p>					

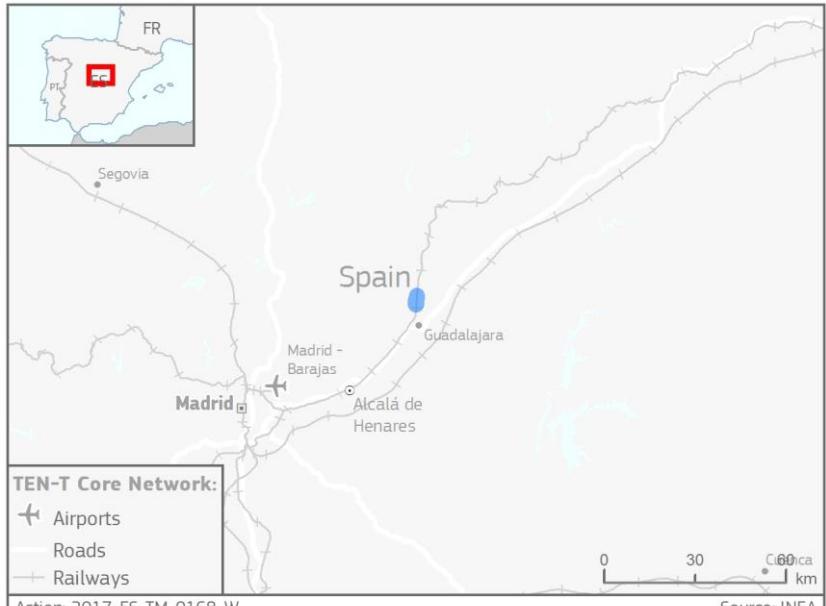
Evaluation Remarks

The relevance of the Action is very good although its contribution to multimodal integration and interoperability is limited. The maturity is very good but the building permit for Phase 2 is still on-going. The impact is very good but the involvement of private capital is limited (only 20% of the Action's total cost is covered by the private investors). The quality of the Action is very good but there are shortcomings regarding the project management processes. The Action is not retained for funding due to budgetary constraints.



Intermodal Terminal "PUERTO CENTRO"

2017-ES-TM-0168-W

CEF-T-2017-MAP-Blending-2 Multimodal logistics platforms	
Location(s) of the Action: Spain	 <p>The map illustrates the geographical context of the project. It shows the Iberian Peninsula with a red square indicating the location in Spain. A larger map of Spain highlights the region around Madrid, Segovia, and Guadalajara. Specific locations marked include Madrid-Barajas airport, Alcalá de Henares, and Guadalajara. The project area is indicated by a blue dot near Guadalajara. A legend for the TEN-T Core Network identifies Airports (airplane icon), Roads (double line icon), and Railways (train icon). A scale bar shows distances up to 60 km, and the source is cited as INEA.</p>
(Coordinating) Applicant: Autoridad Portuaria de Tarragona	
Requested funding:	
Total eligible costs:	€12,154,884
Requested funding:	€2,430,977
Requested EU support:	20.00%
Recommended funding:	€0

The Action is located along the Mediterranean core network, under the Madrid-Zaragoza-Taragona alignment, in Guadalajara, 60 km from Madrid. The objective of the Action is the construction of the new Intermodal Terminal of Tarragona Port to be integrated into an existent intermodal logistics platform "Transport City of Guadalajara - Puerta Centro", as follows: - Construction of railway installations; - Construction of storage facilities; - Construction of pre-built ships (technical and supplies building, loading building); - Construction of road area with the roundabout and car park for heavy vehicles. The Action contributes to long distance interconnection of the European network and the integration of efficient transport chains.

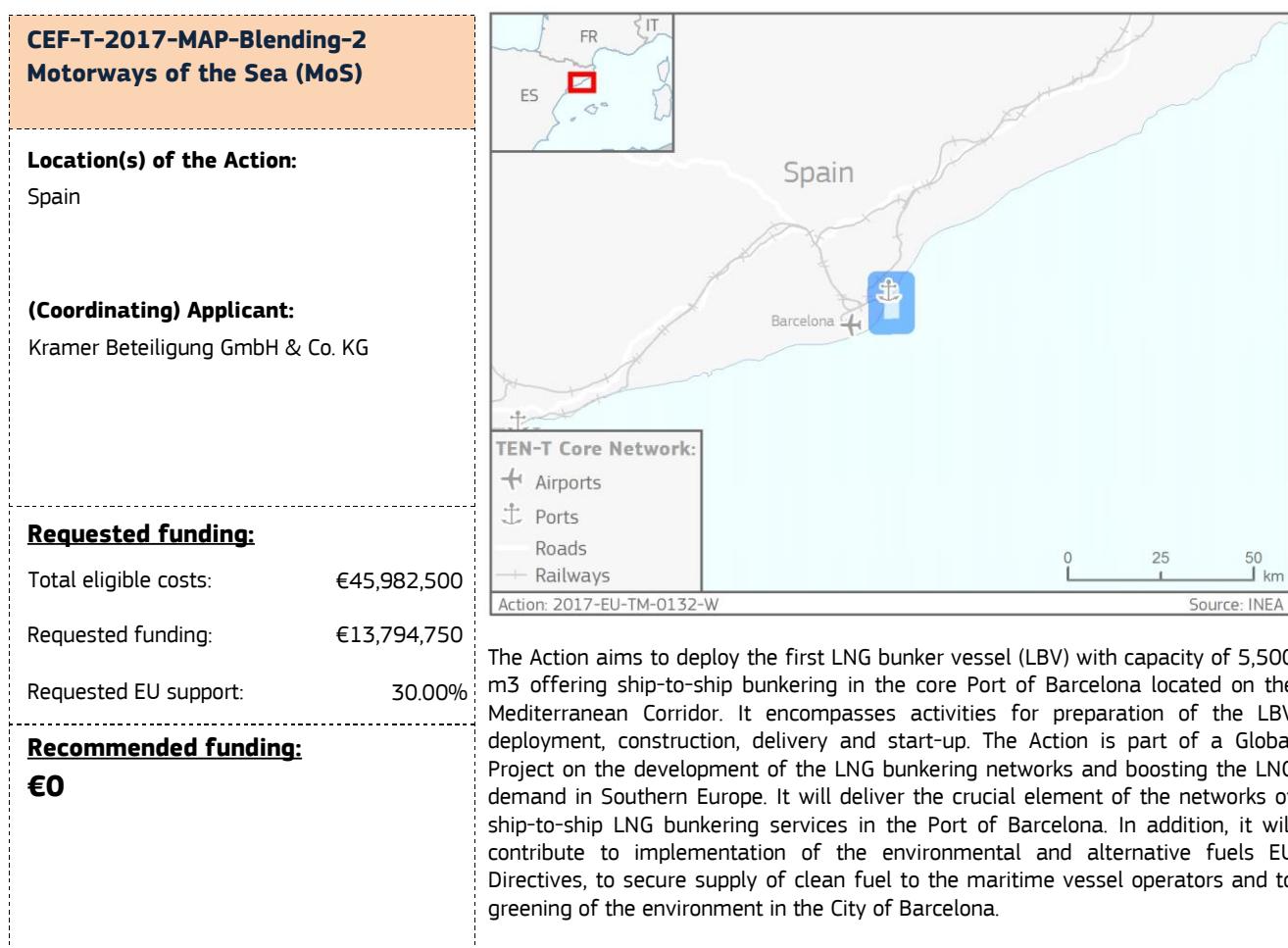
Evaluation Remarks

The relevance of the Action is only fair. While the Action contributes to cohesion, efficiency and sustainability, it is not located in a TEN-T Core node, it does not address a bottleneck nor does it concern a cross border section. The maturity of the Action is good but the purchase of the land and the building permit for the terminal are still on-going. The impact of the Action is good. CEF funding will contribute to prioritise and accelerate the Action as well as to mobilise bank funding. The Financial Readiness is good with high likelihood of financial close on time, although EIB/EFSI approval would be required. The quality of the Action is very good but there are shortcomings regarding the audit and ex post monitoring procedures.



LNGHIVE2 Bar - LNG bunkering infrastructure deployment in the Port of Barcelona

2017-EU-TM-0132-W



Evaluation Remarks

While the relevance of the Action is good, the maturity, impact and quality are only fair. The technical maturity lacks details as the status of the vessel's design is unclear. Financial closure would only be possible if the full amount of the requested CEF grant was awarded. However, as the presented funding gap is incorrect and the modulated grant amount is significantly lower than the requested CEF funding, it is uncertain that the project will attract private funding. The coherence of the Action with the objective of ensuring LNG supply in the Port of Barcelona is insufficiently demonstrated. The division of work and budget between the applicants is imbalanced.



BlueWAYS: Sustainable Seaways and Motorways

2017-EU-TM-0148-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action:	Greece
(Coordinating) Applicant:	Blue Star Ferries Maritime S.A.
Requested funding:	<p>Total eligible costs: €64,635,600</p> <p>Requested funding: €12,927,120</p> <p>Requested EU support: 20.00%</p>
Recommended funding:	€0
<p>The map illustrates the TEN-T Core Network in the Eastern Mediterranean. It shows a network of transport infrastructure connecting major ports and road/rail hubs. Key locations labeled include Piraeus (Greece), Rhodes, Santorini, and Iraklion (Crete). The network connects these points via a combination of maritime routes and land-based infrastructure. A legend identifies the symbols for Ports, Roads, and Railways. The map also includes a scale bar (0-100 km) and a source attribution to INEA.</p>	
<p>The Action intends to establish the use of natural gas in both forms of LNG and CNG for vessels and road vehicles respectively. It involves the construction of one LNG-fuelled ferry to connect the core TEN-T port of Piraeus to the comprehensive TEN-T port of Rhodes; the construction of one Hybrid (LNG/Electric) catamaran to connect the core TEN-T port of Heraklion to the port of Piraeus and to the comprehensive TEN-T port of Santorini (Thira). In addition, it involves the supply of a fleet of 180 new and 20 retrofitted CNG fuelled buses based in the core TEN-T port of Heraklion and performing routes both within the island of Crete and along the TEN-T road network connecting Heraklion to national and international destinations.</p>	

Evaluation Remarks

The Action's relevance is very good as it addresses the objectives and priorities of the call. Its impact is very good, as it contributes to reduce carbon and air emissions. CEF funding would contribute to the financial viability of the investment. Financial readiness is acceptable. However, maturity is only fair. The LNG ferry planning is not sufficiently mature. Refuelling infrastructure for buses and vessels is not secured. Construction of vessels will only start in 2020 and activities rely on a previous Action still at an early stage of implementation. Quality is only fair. The ex-ante evaluation is unsatisfactory and the proposal lacks arguments justifying the investment (e.g. 200 CNG fleet buses).



STAR2MOS - Sustainable Transport Accessibility on the Maritime Route Koper - Sagunto for Integrated Automotive Logistics

2017-EU-TM-0160-W

CEF-T-2017-MAP-Blending-2 Motorways of the Sea (MoS)

Location(s) of the Action:

ES | SI

(Coordinating) Applicant:

Luka Koper, port and logistic system, public limited company

Requested funding:

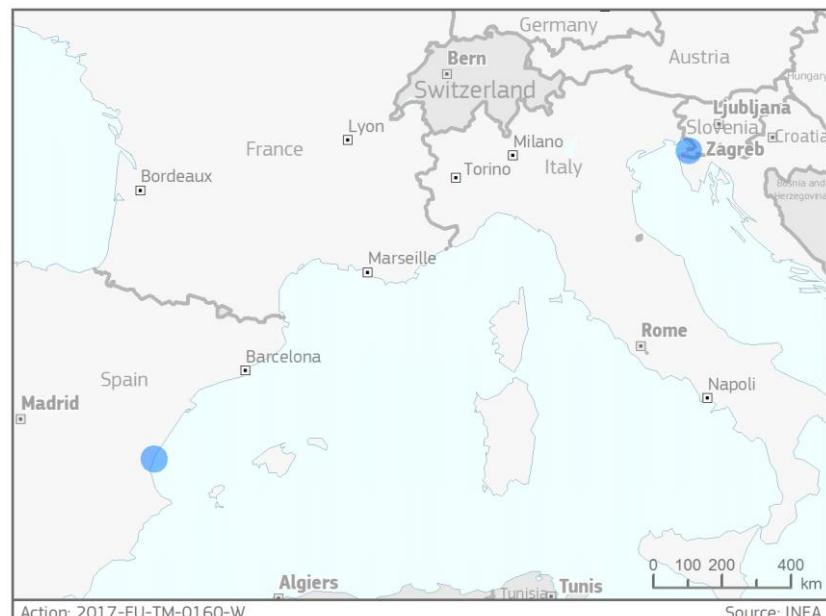
Total eligible costs: €15,235,000

Requested funding: €4,570,500

Requested EU support: 30.00%

Recommended funding:

€0



The Action aims at upgrading the maritime link between the core Port of Koper and the comprehensive Port of Sagunto, focusing on the transport of cars. The Global Project aims at increasing the use of MoS in the Mediterranean, bringing closer the Slovenian and Spanish Ports. The specific interventions include: 1) Construction of two railway terminals in the Port of Sagunto connecting them to the external network 2) Construction of new port entrance in Port of Koper, making possible for trucks to enter directly from the highway 3) Promoting the opportunities offered by MoS services amongst logistic providers present in both ports. The Action will support integration of both ports in the European Transport network upgrading the MoS service of transport for cars.

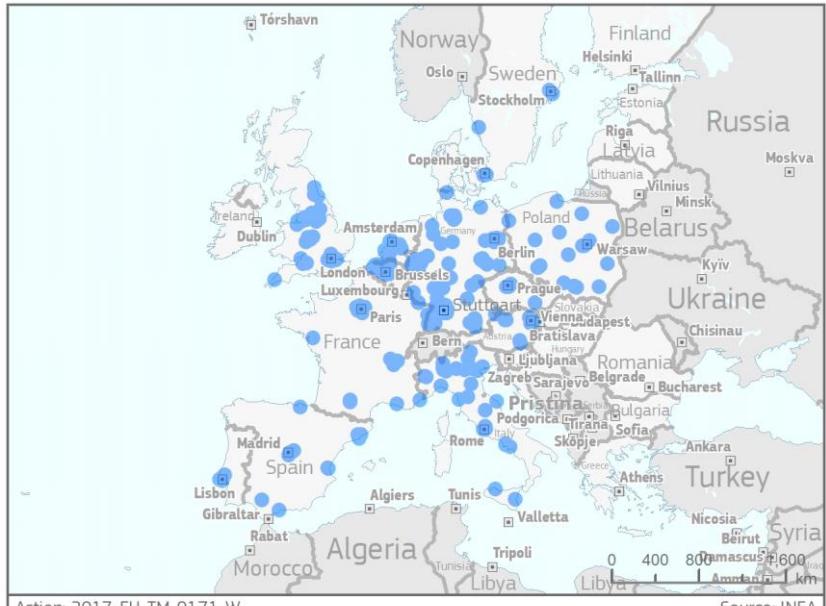
Evaluation Remarks

The relevance of the Action is only fair. The significant weakness is that the MoS link is not sufficiently demonstrated. There is no clear involvement of a maritime operator in the Action. The maturity of the Action is very good. Works in both ports are part of their national infrastructure plans. Full financial close can be reached on time. The impact of the Action is good. It will improve connectivity and modal shift to maritime transport. The quality of the Action is only fair as the proposal lacks detail and clarity.



Logic-E: Logistic Operations Green in Cities - Electric

2017-EU-TM-0171-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action: AT BE CZ DE DK ES FR IE IT NL UK	 <p>A map of Europe with numerous blue dots representing project locations. The dots are concentrated in major European cities and along major transport routes, including the TEN-T Corridors. Labels for cities like Tórshavn, Oslo, Stockholm, Copenhagen, Berlin, Warsaw, Kyiv, Chisinau, Ankara, and Beirut are visible.</p>
(Coordinating) Applicant: Daimler AG	
Requested funding: Total eligible costs: €249,614,945 Requested funding: €49,922,989 Requested EU support: 20.00%	<p>Action: 2017-EU-TM-0171-W Source: INEA</p> <p>The Action aims at accelerating the electrification of road transport of goods by introducing up to 3,100 e-trucks and 5,000 e-vans together with the supporting infrastructure (AC chargers >22kW, DC fast chargers >50kW, and DC ultra-fast chargers >100kW) located in depots and logistic centres along all the 9 TEN-T Corridors. The Action intends to propose tailored leasing, rental and purchase offers to enable the mass market uptake of commercial electric vehicles in Europe.</p>
Recommended funding: €0	

Evaluation Remarks

The Action's relevance is limited as it aims to deploy essentially electric vehicles (more than 80% of the budget). Also, infrastructure will mainly be deployed at consumers' premises, thus public accessibility around the clock is not ensured and EU added-value is not demonstrated. The maturity is very good although the supplier's ability to produce the expected volume of electric heavy-duty trucks is not demonstrated. It is unclear how the impact of CEF funding will be reflected on rental or leasing prices for end-customers as well as how the business model will be replicable at a larger scale and without future grant. The quality is good.



LNG storage facility - Port of Ravenna

2017-IT-TM-0102-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action: Italy	
(Coordinating) Applicant: Edison SpA	
Requested funding: Total eligible costs: €91,100,000 Requested funding: €18,220,000 Requested EU support: 20.00%	<p>TEN-T Core Network:</p> <ul style="list-style-type: none">✈ Airports⚓ Ports── Roads-+ Railways— Inland Waterways <p>Action: 2017-IT-TM-0102-W Source: INEA</p>
Recommended funding: €0	<p>The Italian National Strategic Framework for the implementation of Directive 2014/94 foresees that by 2025, Italian ports on the Core Network should be able to supply LNG to LNG-powered vessels. The Action will deploy a new LNG storage facility with a capacity of 20,000 cubic metres in the Core port of Ravenna. For this purpose the adaptation of the quay facing the LNG storage facility for the mooring of LNG tankers will be necessary. The construction of the terminal will increase the availability of a clean fuel for maritime and road transport in Italy and along the Baltic-Adriatic and Mediterranean corridors.</p>

Evaluation Remarks

The Action is relevant. It is located on the Core network and contributes to the TEN-T objectives. The maturity of the Action is very good both in technical and financial terms. The impact of the Action is limited. Demand analysis provided in the CBA appears incomplete and not specific to this Action. No specific information is provided on the end users of the LNG from this facility. Therefore the relation of the infrastructure to the transport sector is not demonstrated. The quality of the Action is good. Activities are coherent with the objectives of the Action.



METROCARGO - Boosting Intermodal Freight Transport on Corridor

2017-IT-TM-0138-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies

Location(s) of the Action:

Italy

(Coordinating) Applicant:

Metrocargo Italia S.r.l.

Requested funding:

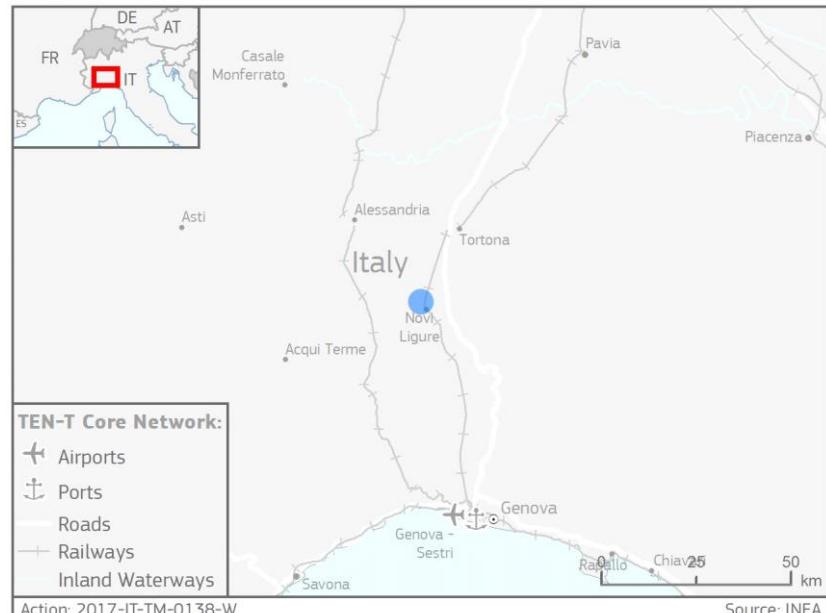
Total eligible costs: €34,246,063

Requested funding: €6,849,213

Requested EU support: 20.00%

Recommended funding:

€0



The Action aims to design, develop, implement and calibrate the Metrocargo system to support the shift of cargo from road to rail. The system will be deployed in Novi S. Bovo. The new terminal is on the Rhine-Alpine Core Network, at the junction between Turin and Milan, where the goods arriving/departing from the ports of Genoa and Savona and directed to the markets of northern Italy, eastern France, Switzerland, southern Germany and western Austria can be consolidated and reordered. The Action is part of a Global Project which aims to set-up the system in 4 terminals on 4 CNC (Rhine-Alpine, Scandinavian-Mediterranean, Mediterranean and Baltic-Adriatic).

Evaluation Remarks

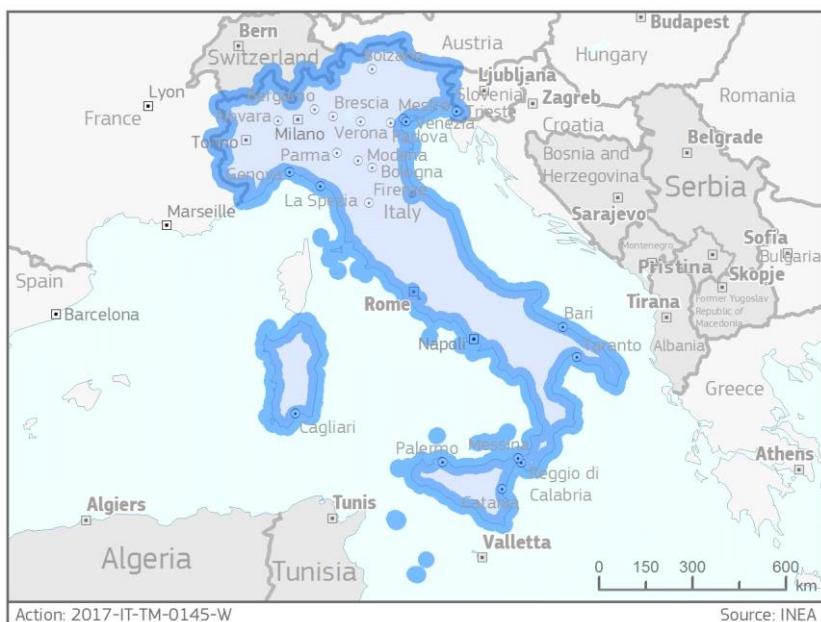
The Action is relevant although it mainly refers to the optimisation of the proposed technology whose roll out into the mass market could still be questionable. It is not sufficiently mature as certain elements of the technology still need to be tested and evaluated. It is very likely that financial close will not be reached within the deadline. The impact is only fair as the Action relies on new sources of demand which are not sufficiently analysed. The quality is good, as activities are coherent with the objectives and are clearly described with sufficient detail and reasonable time planning.



On-board ERTMS Baseline 3 upgrade of Italo AGV575 high speed trains

2017-IT-TM-0145-W

CEF-T-2017-MAP-Blending-2 European Rail Traffic Management System (ERTMS)	
Location(s) of the Action:	
Italy	
(Coordinating) Applicant:	
Italo Nuovo Trasporto Viaggiatori S.p.A.	
Requested funding:	
Total eligible costs:	€18,908,660
Requested funding:	€9,454,330
Requested EU support:	50.00%
Recommended funding:	
€0	



The Action covers the upgrade of on-board equipment on 25 AGV575 trains of Italo Nuovo Trasporto Viaggiatori S.p.A to ETCS Baseline 3 Level 2 (v3.6.0 subset26). The software release will also include all the functionalities to circulate on high density nodes as required by Italian national implementation plan. The trains are operated on two Core Network Corridors of the TEN-T Network: Mediterranean and Scandinavian-Mediterranean. The proposed upgrade will improve train operation on Italian HS rail network increasing its capacity and reliability, removing an interoperability bottleneck, as well as supporting sustainable transport and decarbonisation. The Action is composed of four activities that will be implemented in a period of 45 months.

Evaluation Remarks

The Action's relevance is very good, covering the upgrade of 25 trains currently operated on two TEN-T Core Network Corridors and three urban nodes. The Action is of limited comparative EU added value. The maturity of the Action is good even though the current delays of the national trackside ERTMS BL3 deployment might affect the integration tests on the five planned lines. The impact is limited because the number of trains currently equipped with ERTMS will not increase. The overall quality is only fair: activities and related planning are unclear; details on costs for prototyping and other costs are missing; the risk analysis and the technical information required in the call are insufficiently detailed.



Hybrid Mega-RoRos - roll-out of decarbonised large-scale transport solution for intra-European shortsea traffic

2017-IT-TM-0146-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies

Location(s) of the Action:

Italy

(Coordinating) Applicant:

Grimaldi Euromed S.p.A.

Requested funding:

Total eligible costs: €73,630,008

Requested funding: €14,726,002

Requested EU support: 20.00%

Recommended funding:

€0



The Action is part of a global project aiming at developing more energy efficient mega hybrid Ro-Ro vessels. The Action aims at implementing six improved on-board technologies to increase the energy and environmental performances of the 12 mega hybrid Ro-Ro vessels. The vessels will operate in the major maritime routes in the Mediterranean and Baltic seas and the Atlantic Ocean. In the long run the Action is expected to contribute to fuel saving and decarbonisation of maritime transport.

Evaluation Remarks

The Action is relevant, globally contributing to decarbonise maritime transport, and very mature in terms of financial readiness. It is expected to have a positive impact on environment, contributing to emission reduction including in port areas. The overall quality is good. The Action focuses on improving energy efficiency on-board only. It is not combined with the deployment of alternative fuel supply infrastructure. Also, the main propulsion system remains based on fossil fuel. The Action is not retained for funding given its comparatively lower EU added value.



LNG Shipping in Europe

2017-LU-TM-0089-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action: BE NL	 <p>TEN-T Core Network:</p> <ul style="list-style-type: none">AirportsPortsRoadsRailwaysInland Waterways <p>Action: 2017-LU-TM-0089-W Source: INEA</p>
Requested funding:	
Total eligible costs:	€12,512,217
Requested funding:	€2,502,443
Requested EU support:	20.00%
Recommended funding:	€0

The Action involves the construction and integration of all necessary LNG components in an inland vessel in order to deliver an 110m x 15m LNG bunker & cargo vessel with 3,000 m³ LNG capacity. The Action includes commissioning, crew certification and the safety studies needed for safe LNG operations. This vessel is intended to bunker LNG to maritime and inland vessels in the ports of Rotterdam, Zeebrugge, Amsterdam and Antwerp. The Action is expected to contribute to three core network corridors, namely Rhine-Alpine, North Sea-Mediterranean and North Sea-Baltic.

Evaluation Remarks

The Action is very relevant as it addresses the objectives and priorities of the call. It contributes to the TEN-T and CEF priorities and to the innovation call. The maturity is good. Key components have already been ordered and it is ready to be financed. However, the Action's impact is only fair. Potential benefits are poorly quantified; the amount of CEF contribution which is needed to make the project viable is not justified by robust evidence. CEF funding is not expected to provide any impact other than improving the financial performance of the Action. Overall, the quality is limited as it lacks detail and clarity.



Removing of Bottleneck on Road Section E67/ A7 of Core Network - Kekava Bypass

2017-LV-TM-0122-W

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	Latvia
(Coordinating) Applicant:	Ministry of Transport of the Republic of Latvia
Requested funding:	
Total eligible costs:	€116,540,000
Requested funding:	€23,308,000
Requested EU support:	20.00%
Recommended funding:	€0
<p>The map shows the location of the project in Latvia, specifically the Kekava bypass area. It includes major cities like Riga, Jurmala, and Jelgava, as well as the Riga International Airport. The project area is indicated by a red box. An inset map shows the regional context with neighboring countries: SE (Sweden), EE (Estonia), LT (Lithuania), and PL (Poland). A legend for the TEN-T Core Network indicates symbols for Airports, Ports, and Roads. A scale bar shows distances up to 50 km. The source of the map is INEA.</p>	

Evaluation Remarks

The Action is very relevant as addresses a road bottleneck in Latvia along the North Sea-Baltic Corridor. However its cross-border aspect is limited. The maturity is very good, although the building permit is still pending. The proposal's impact and quality is good. Nevertheless there is limited information on project and risk management, and mitigation measures are not sufficiently explained. The Action is not retained for funding due to budgetary constraints.



Removing the bottleneck at Kornwerderzand to improve the access to the core network and the North Sea- Baltic corridor

2017-NL-TM-0151-W

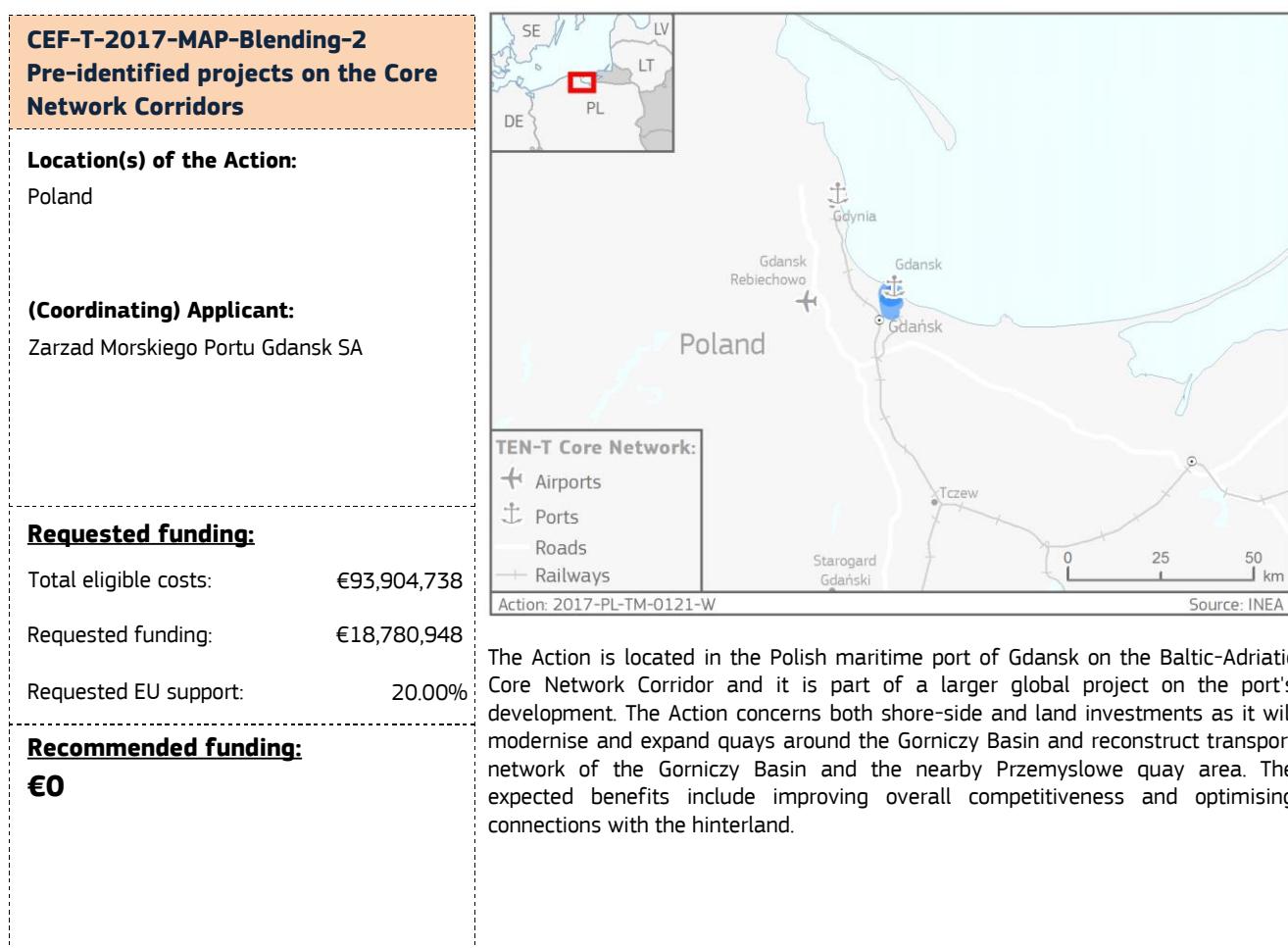
CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	The Netherlands
(Coordinating) Applicant:	Provincie Fryslan
Requested funding:	
Total eligible costs:	€148,250,000
Requested funding:	€26,499,457
Requested EU support:	17.87%
Recommended funding:	€0
<p>TEN-T Core Network: Ports Inland Waterways</p> <p>Action: 2017-NL-TM-0151-W</p> <p>Source: INEA</p>	

Evaluation Remarks

The relevance of the Action is very good, as it aims to eliminate a bottleneck in IJsselmeer for inland waterways transport. Its maturity is good; the proposal has progressed through several preparatory stages but the building permits for upgrading activities 2 (lock), 3 (bridges) and 4 (waterway) are pending. As the proposal does not clearly demonstrate the need for an alternative route and both environmental benefits and traffic forecasts were not sufficiently substantiated, the impact of the proposed Action was considered only fair. The Action is of very good quality, as it notably presents consistent implementation plans.



Expansion of port infrastructure of the Górnicy Basin and system of access transport network to the region of quays at 2017-PL-TM-0121-W



Evaluation Remarks

The relevance and maturity of the Action are good although it contains non-quantifiable ineligible components and some less mature investments. Impact is good despite the benefits being overestimated. The quality is good although there is a lack of balanced information in the application. The Action is not retained for funding due to budgetary constraints.



A floating Power Plant powered by LNG in the Port of Gdynia

2017-PL-TM-0142-W

CEF-T-2017-MAP-Blending-2 Innovation and new technologies	
Location(s) of the Action: Poland	
(Coordinating) Applicant: PGE Energia Odnawialna S.A.	
Requested funding: Total eligible costs: €12,983,901 Requested funding: €2,596,780 Requested EU support: 20.00%	The aim of the project is to reduce the negative impact on the environment of Gdynia Maritime Port and ships calling in, by replacing part of the electricity consumed in the Port, coming from coal power plants, and energy used by the ships calling at the Port, from autonomous power systems with energy from a low-emission LNG power plant. The Port of Gdynia is part of the TEN-T Core Network, on the Baltic-Adriatic Core Network Corridor. The proposal includes the construction of a floating LNG power plant on a barge, with a capacity of approx. 8 MWe, powered by LNG, with LNG container tanks, the construction of energy infrastructure on land, in order to transfer energy from the barge to the distribution system in the Port and to the berths and information and promotional activities.
Recommended funding: €0	

Evaluation Remarks

The relevance of the Action is only fair: it addresses the Call's and CEF objectives of decarbonisation and deployment of an alternative fuel. However it does not meet the Call's objective for roll out; also, a significant share of the electricity produced will be used in non-transport applications. Despite mature technology and good financial readiness, the overall maturity of the Action is only fair as a number of legal, administrative and technical issues are pending; therefore the Action is not ready to start. The impact of the Action is good; the socio-economic and environmental benefits have been well substantiated and quantified. EU support will accelerate the project. The quality of the Action is good; however risks and mitigation measures are not sufficiently described.



MEDWAY - Implementation of ERTMS On-Board

2017-PT-TM-0152-W

CEF-T-2017-MAP-Blending-2 European Rail Traffic Management System (ERTMS)
Location(s) of the Action: ES PT
(Coordinating) Applicant: MEDWAY
Requested funding: Total eligible costs: €13,311,320 Requested funding: €6,655,660 Requested EU support: 50.00%
Recommended funding: €0



The Action concerns the deployment of ERTMS/ETCS on-board components compliant with Baseline 3 on vehicles of the private railway undertaking Medway. The vehicles to be retrofitted circulate both on internal freight transport and on the Atlantic and Mediterranean of the Core Network Corridors. More precisely they are planned to run on a cross border section with Spain currently under works, namely the section Aveiro - Vilar Formoso - Medina del Campo and Evora - Caia section. The Action is consistent with the National ERTMS Implementation Plan and Portuguese PEIT-3+. It is expected that the locomotives, once retrofitted and in operation, will be fully interoperable for smooth international transit between Portugal and Spain.

Evaluation Remarks

The Action is very relevant as it addresses the objectives and priorities of the call. It will enhance rail interoperability in a cross-border section between Spain and Portugal. Maturity cannot be demonstrated from a technical perspective as the solutions for ETCS and STM are not identified. The financial readiness is only fair as it is only based on the letter from a bank. The impact is only fair as the Cost-Effectiveness Analysis does not demonstrate the final choice in the proposal. The quality of the proposal is also only fair as the information provided is incomplete such as the number of the vehicles to be equipped.



Deployment of ERTMS on-board in Sweden 2018-2023

2017-SE-TM-0081-W

<p>CEF-T-2017-MAP-Blending-2 European Rail Traffic Management System (ERTMS)</p>	 <p>The map shows the geographical context of the project, highlighting the Scandinavian Mediterranean Corridor. The corridor starts in Copenhagen, Denmark, and follows a path through Sweden and Finland, ending near the Russian border. Other major cities like Berlin, Warsaw, and Moscow are also indicated. The route is marked with a thick blue line.</p>						
<p>Location(s) of the Action: NO SE</p>							
<p>(Coordinating) Applicant: Trafikverket (Swedish Transport Administration)</p>							
<p>Requested funding:</p> <table><tr><td>Total eligible costs:</td><td>€98,005,000</td></tr><tr><td>Requested funding:</td><td>€49,002,500</td></tr><tr><td>Requested EU support:</td><td>50.00%</td></tr></table>	Total eligible costs:	€98,005,000	Requested funding:	€49,002,500	Requested EU support:	50.00%	<p>The European Railway Traffic Management System (ERTMS) is a horizontal priority aiming at ensuring the interoperability of the EU railways. This Action concerns a combination of upgrade and retrofit installation of on-board equipment ERTMS Level 2 on approximately 450 locomotives. The objective is to enable the six 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 Corridor. The Action is part of the Global Project to roll out ERTMS nationwide.</p>
Total eligible costs:	€98,005,000						
Requested funding:	€49,002,500						
Requested EU support:	50.00%						
<p>Recommended funding: €0</p>							

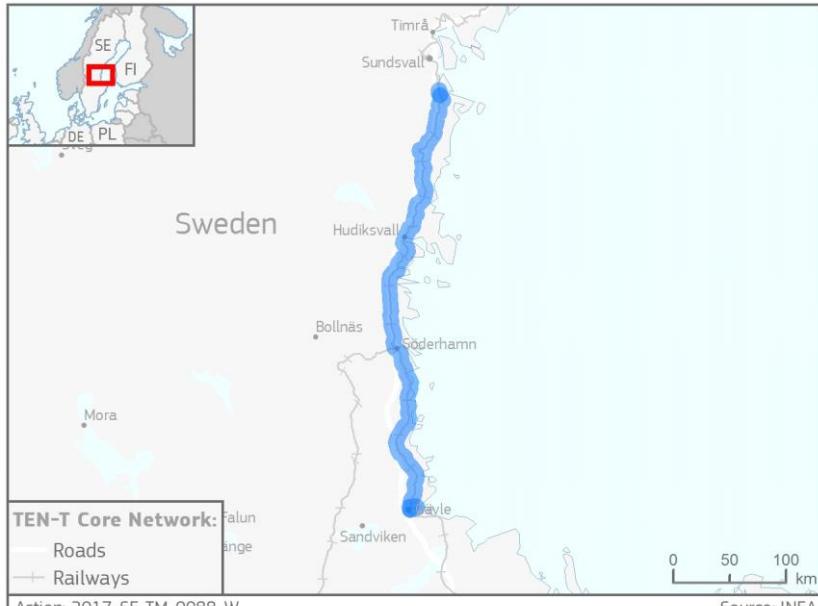
Evaluation Remarks

The Action is of very good relevance, maturity and impact and is ready to start from a technical and financial point of view. It has a positive impact thanks to the deployment on a large fleet and efficient use of EU resources and mobilisation of additional private funding. The financial readiness is adequate. Quality is good in terms of logic and clarity but some information has not been provided. The Action is not retained for funding due to budgetary constraints.



First phase for a double track railway East Coast Line Gavle-Sundsvall - part of the Bothnian Corridor

2017-SE-TM-0088-W

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the other sections of the Core Network	
Location(s) of the Action: Sweden	 
(Coordinating) Applicant: Trafikverket (Swedish Transport Administration)	
Requested funding: Total eligible costs: €96,670,000 Requested funding: €29,001,000 Requested EU support: 30.00%	The Action aims at increasing rail capacity in a central part of Sweden by developing a double-track East Coast Line which would become the main railway, fully integrated in the Bothnian Corridor providing fast and efficient connections between Sundsvall and Gavle and south of the Stockholm area. The Action would increase interconnectivity and shorten the transportation distance by 90-120 km.
Recommended funding: €0	

Evaluation Remarks

The relevance of the Action is very good. It addresses the removal of a railway bottleneck in terms of capacity and service quality, thus improving integration and enhancing interoperability. The maturity of the Action is very good. It is ready to start from technical and financial perspectives. The impact of the Action is only fair. The quality of the Action is good. The activities and resources are coherent, though the budget lacks detail.



Norrbotniabanan, Construction section 1, Umeå-Dåva

2017-SE-TM-0096-W

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the other sections of the Core Network		 TEN-T Core Network: Roads + Railways Action: 2017-SE-TM-0096-W Source: INEA
Location(s) of the Action: Sweden		
(Coordinating) Applicant: Trafikverket (Swedish Transport Administration)		
Requested funding: Total eligible costs: €134,030,000 Requested funding: €40,209,000 Requested EU support: 30.00%		
Recommended funding: €0		<p>This Action is part of the Global Project North Bothnia Line, an important part of the Bothnian Corridor in the TEN-T Core Network. It consists of the construction of the 12 km rail from Umeå to Dåva, on the section Umeå-Skellefteå, including the construction of river crossing bridges, a 1.6 km tunnel and signalling, electrification and telecommunications. The Global Project is also connected to the Iron Ore Line. The extension will satisfy the industry's needs for efficient transport of goods and the region's need for increased accessibility for commute by train. The Global project will also improve cross-border connections to Finland and Norway.</p>

Evaluation Remarks

The relevance of the Action is very good as it addresses the objectives and priorities of the Call. It concerns the removal of a railway bottleneck in the core network (other sections). The maturity of the Action is very good as it is ready to start. The impact is only fair. The quality of the Action is good. Activities are overall well described and coherent with the objectives, but some detailed analysis is missing.



Malmo - Lund stage 1- Removal of a major railway bottleneck in Sweden

2017-SE-TM-0098-W

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action:	Sweden
(Coordinating) Applicant:	Trafikverket (Swedish Transport Administration)
Requested funding:	
Total eligible costs:	€199,100,000
Requested funding:	€59,730,000
Requested EU support:	30.00%
Recommended funding:	€0
<p>The Southern Main Line is part of the Scan-Med Corridor and one of Sweden's most important international and national railway lines. The stretch between Malmö and Lund is one of Sweden's busiest rail routes. The Action's objective is to rebuild the railway between Flackarp and Arlov to a four-track system, increasing capacity and limiting a major bottleneck. The Action includes as well reconstruction of the platforms at Burlov, Åkarp and Hjärup, reconstruction of bridges at the Alnarp highway junction and pedestrian/cycle routes and noise barriers. The Action has a cross border dimension in relation to Fehmarnbelt connection. It will improve mobility of both passengers and goods.</p>	

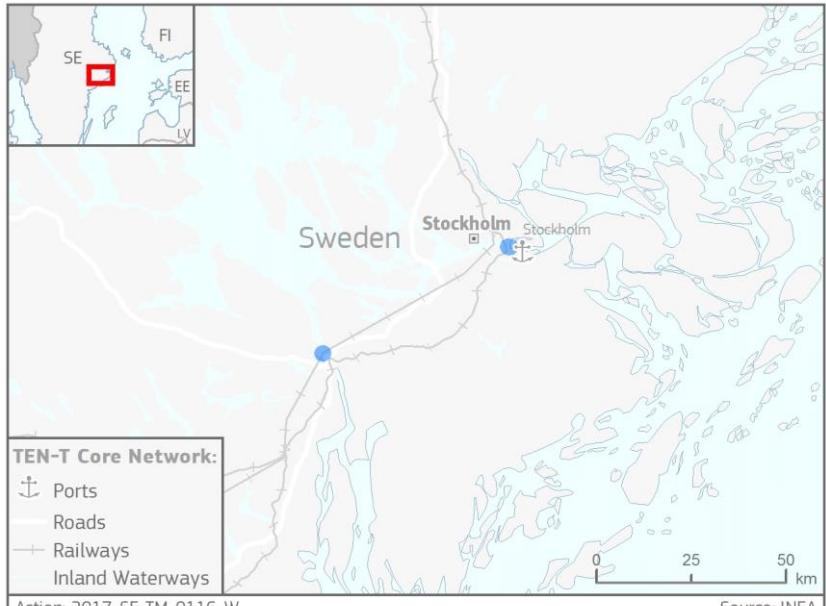
Evaluation Remarks

The relevance of the Action is very good as it contributes to the objectives and priorities of the call. It covers works aimed at removing an existing bottleneck on the pre-identified section of the Scan-Med Core Network Corridor between Flackarp and Arlov. The maturity of the Action is very good, as it is ready to start. The impact of the Action is very good, with positive socio-economic results within the CBA analysis. The overall quality of the Action is good, although certain descriptions would require more detail. The Action is not retained for funding due to budgetary constraints.



New locks for a sustainable water regulation to secure Stockholm inundation & secure inland waterways in central

2017-SE-TM-0116-W

CEF-T-2017-MAP-Blending-2 Pre-identified projects on the Core Network Corridors	
Location(s) of the Action: Sweden	
(Coordinating) Applicant: Exploateringskontoret Stockholms stad	
Requested funding: Total eligible costs: €74,950,000 Requested funding: €14,990,000 Requested EU support: 20.00%	<p>The Action aims at rebuilding the lock canal between the Lake Malaren and the Baltic Sea with new innovative sustainable dam hatches to secure Stockholm and Malardalen from climate change and to safeguard the inland waterways of Lake Malaren. The lock in the hub Slussen in the middle of Stockholm is the main drain lock in the lake Malaren. Building new and larger channels at Slussen will eliminate the present risk of flooding, as well as allowing for an increase in sea level caused by future climate change. This will safeguard access to drinking water and protect vulnerable areas such as the underground at Gamla Stan, Vaster's Airport and other important infrastructure and buildings around lake Malaren.</p>
Recommended funding: €0	

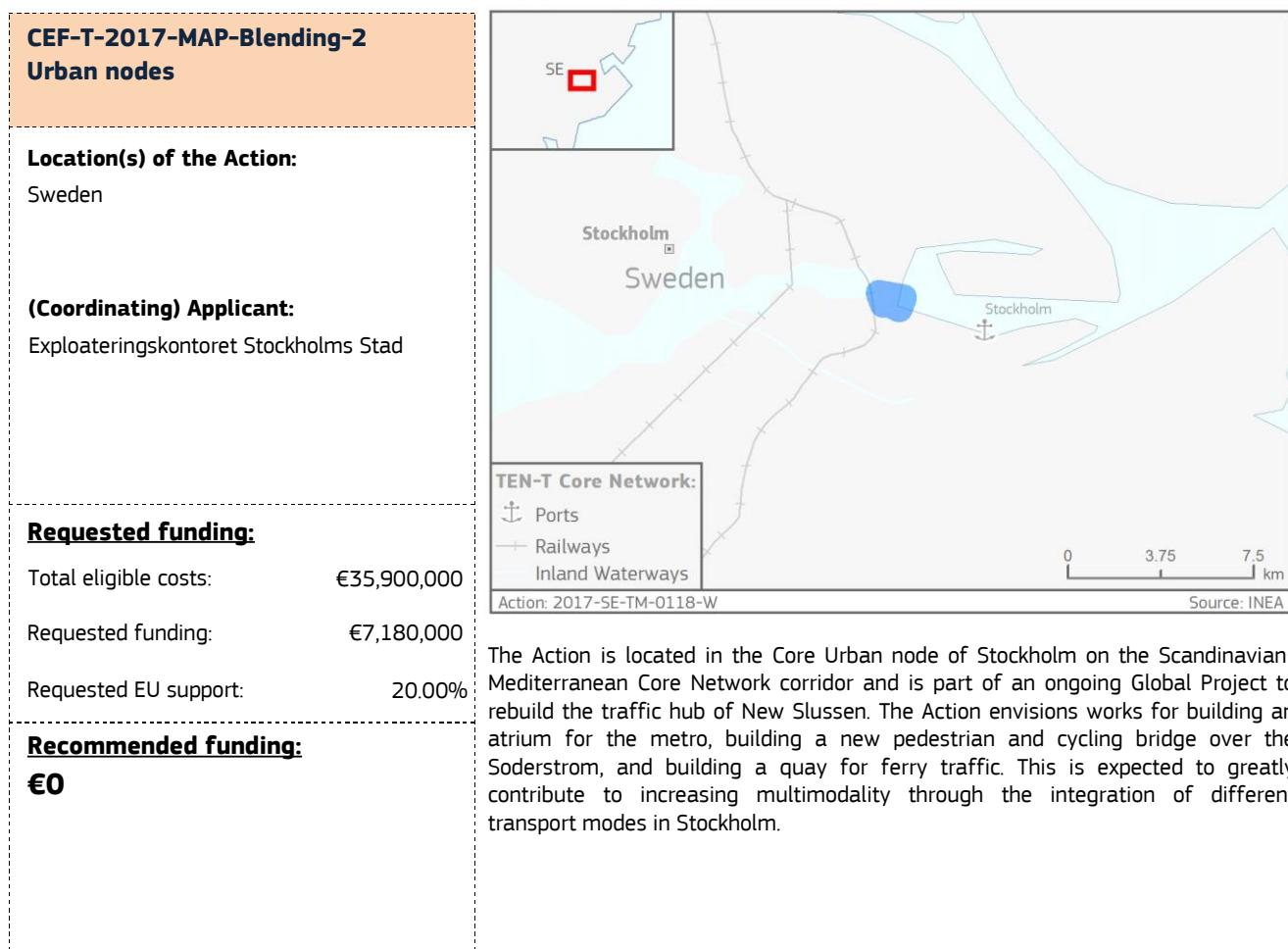
Evaluation Remarks

The relevance of the Action is only fair as it only marginally addresses the transport objectives of the call, aiming rather to eliminate the risk of flooding and provide a system serving the regulation of drinkable water in the Lake of Malaren. The maturity of the Action is good from a technical point of view. Regarding financial maturity, the requirement for EFSI approval has not been met. The impact of the Action is only fair. It has no direct impact on freight transportation. The quality of the Action is good with coherent information provided.



New Slussen - Intermodal connection in Urban node Stockholm

2017-SE-TM-0118-W



Evaluation Remarks

The overall relevance of the Action is very good as it will promote multi-modality and enhance urban-regional links. However, since it will predominantly impact local transport flows its EU added value is considered limited. The maturity and quality is very good, with well described activities which are ready to start. The impact is good with positive socio-economic benefits; however EU financial support would mostly replace already granted public resources. The Action is not retained for funding due to budgetary constraints.



Innovation and Networks Executive Agency (INEA)

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