

**Question for written answer E-016054/2015  
to the Commission**  
Rule 130  
**Richard Howitt (S&D)**

Subject: Ten-T networks

The Port of Felixstowe, the connecting rail freight line to the Midlands and the A14 dual carriageway are all part of the TEN-T core network and the North Sea – Mediterranean Core Network Corridor (CNC).

The Commission will be aware of a recent unsuccessful CEF Transport bid (2014-UK-TM-0688-W) concerning the delivery of the UK's CNC and the upgrading of the rail freight line and improved access to the Port of Felixstowe. The proposed project was unsuccessful in part due to the perceived lower 'European added value' as compared to land-based cross-border projects in mainland Europe.

Given the two points above, will the Commission,

- confirm that the Port of Felixstowe and its hinterland connections constitute a cross-border section for the purposes of TEN-T, and;
- provide a clear, detailed explanation as to how European added value on CEF Transport calls is calculated by both the INEA external evaluators and the final internal selection committee?