



Multi-Annual Work Programme 2011



TEN-T
Trans-European Transport Network

**Draft Proposal for a Decision on the
selection of projects under the TEN-T
2011 Multi-Annual Work Programme,
in the fields of Motorways of the Sea
(MoS), River Information Services (RIS)
and European Rail Traffic Management
Systems (ERTMS)**

January 2012

Introduction

Since 1995, the European Union has the possibility of granting financial aid to projects of common interest included in the EU Guidelines for the development of the Trans-European Transport Network (TEN-T). Under the 2007-2013 financing framework, only a fraction (less than one per cent) of the total €8.1 billion budget has not been allocated today. The allocated funds have been contributing to the gradual implementation of this network. Amongst the supported projects are actions of key European added value such as cross-border sections and key bottlenecks of the TEN-T as well as horizontal priorities such as European Rail Traffic Management Systems (ERTMS), River Information Services (RIS), Functional Airspace Blocks (FAB), Air Traffic Management (ATM) and Intelligent Transport Systems (ITS). A large number of smaller projects covering the different modes of transport, funded under the TEN-T budget line, are also having significant effects on the achievement of the EU's objectives in this area, notably through project pipeline preparation (feasibility studies, impact assessment and design studies). Much has thus already been achieved through the joint funding of important TEN-T projects by Member States and the EU.

In addition to the assistance of European Coordinators, who help to overcome difficulties through 'non-financial' action, the TEN Regulation¹ of the European Parliament and of the Council, adopted in 2007, enables the Commission to contribute more efficiently and effectively to the financing of the highest priorities of the TEN-T. It provides for a strong concentration of available funds on the TEN-T Priority Projects approved in 2004 and on projects in the field of traffic management, and promotes in particular the enhanced support of cross-border sections along the Priority Projects.

On the basis of the TEN Regulation as well as on the specific Commission Decision on a Multi-Annual Work Programme for grants in the field of the TEN-T network for 2011, which was adopted through the Comitology procedure in March 2011², the Commission, in coordination with the TEN-T Executive Agency (TEN-T EA), published on 28 June 2011 three Multi-Annual Calls for Proposals for projects of common interest in the following fields³:

- TEN-T Priority Project No 21 — Motorways of the Sea (MoS) (Field No 14)
- Projects in the field of River Information Services (RIS) (Field No 15)
- Projects in the field of European Rail Traffic Management Systems (ERTMS) (Field No 16)

Under these calls, a total of 50 project proposals were received, of which 47 (31 ERTMS, 12 MoS and 4 RIS) fulfilled the formal eligibility criteria. In evaluating these proposals, the Commission, in collaboration with the TEN-T Executive Agency, strictly applied the criteria set out in the TEN Regulation and in the 2011 Multi-Annual Work Programme. The involvement of external experts in the evaluation of all eligible proposals enhanced the objectivity and technical quality of the overall selection process.

The Commission, with the support of the TEN-T Executive Agency, has completed the evaluation and selection process of proposals on the basis of the TEN-T 2011 Multi-Annual Work Programme. It intends to adopt a decision that sets out the results of this process, i.e. a decision that, in accordance with Article 9 of the TEN Regulation, establishes the projects to be selected under the 2011 Multi-Annual Work Programme and the amounts of financial aid to be granted to these projects.

The Commission is confident that the funding proposal outlined on the following pages responds, in the best possible way, to key transport and TEN-T policy objectives, and that it contributes to supporting EU action in the field of the Trans-European Transport Network.

¹ Regulation (EC) 680/2007 of the European Parliament and of the Council of 20 June 2007, laying down general rules

² Commission Decision C(2011) 1766 of 22 March 2011 as amended by Commission Decision C(2011) 4317 of 22 June 2011

³ EN Official Journal of the European Union C 187/07, 28 June 2011

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A. The legal framework and political context of the 2011 Multi-Annual Calls for Proposals

In coherence with Regulation (EC) No 680/2007 of the European Parliament and the Council laying down general rules for the granting of EU financial aid in the field of Trans-European Networks (the 'TEN Regulation'), Commission Decision C(2011) 1766 as amended by Commission Decision C(2011) 4317 established the Multi-Annual Work Programme for granting financial aid in the field of the Trans-European Transport Network (TEN-T) in 2011. This Multi-Annual Work Programme led to the publication on 28 June 2011 of three calls for proposals in the framework of TEN-T.

The work programme and its amendment include a total amount of €180 million for the allocation of grants in the following fields:

- **TEN-T Priority Project No 21 — Motorways of the Sea (MoS) (Field No 14).** The maximum total amount available for the selected proposals for 2011 is €70 million.
- **Projects in the field of River Information Services (RIS) (Field No 15).** The maximum total amount available for the selected proposals for 2011 is €10 million.
- **Projects in the field of European Rail Traffic Management Systems (ERTMS) (Field No 16).** The maximum total amount available for the selected proposals for 2011 is €100 million.

The objectives of each of the three fields were defined in the 2011 Multi-Annual Work Programme and its amendment:

1. Motorways of the Sea (MoS)

Pursuant to Article 13 of the TEN-T Guidelines, the current work programme sets the framework conditions to support the submission of Motorways of the Sea proposals that would facilitate the development of a TEN-T Motorways of the Sea network connecting the regions of Europe. Synergies with TEN-T port development projects as well as maritime connections with neighbouring countries shall be exploited when feasible.

The aim of the TEN-T MoS network is to promote the general sustainability and safety of transport by providing an alternative to congested or less environmentally-friendly land transport. It should contribute to the common effort addressing climate change. Also, it should strengthen the cohesion of the EU by facilitating connections between Member States and between European regions, and by revitalising peripheral regions.

The Motorways of the Sea shall be based either on existing maritime links or new maritime links which shall be integrated into European sustainable intermodal logistic chains. They should have the objective of improving existing maritime links or establishing new maritime links as well as of better integrating the maritime links in the global logistic chain. The Motorways of the Sea projects should foster the concentration of freight flows on viable sea based logistical routes and provide regular, frequent, high-quality and reliable sea-based transport operations that are integrated in global logistic chains.

The combined transport of persons and goods is not excluded, but freight transport should be predominant.

The potential for a viable TEN-T MoS network, as well as for competitive Motorways of the Sea is related to the ability of sea ports to act as efficient and reliable transhipment sites. The priority will be given to projects aiming at improving and extending MoS dedicated port infrastructure capacity and facilities. Hinterland connections that are an integral part of the door to door logistic chain which integrates the maritime links may also be funded under the MoS programme. In this context priority will be given to projects aiming at integrating inland waterways and rail with the Motorways of the Sea.

2. River Information Services (RIS)

The overall objective is to foster the deployment of 'RIS Intelligent Infrastructure' that embodies the harmonised implementation of RIS across Europe for the TEN-T programming period of 2007-2013.

River Information Services are regulated through Directive 2005/44/EC, which defines binding rules for data communication and RIS equipment as well as the minimum level of RIS Services. The Directive provides a European-wide framework for the harmonised implementation of RIS and the interoperability of current and new RIS systems across Europe.

Projects shall focus on the provision of River Information Services and the deployment of enabling infrastructure. The multiplicity of these services requires a high level of interoperability and compatibility of the services themselves, of the enabling technologies behind and of related processes.

The RIS Masterplan identified a number of technical issues which are considered key priorities in the context of the TEN-T programme. It further identified a number of legal and organisational issues, which need to be addressed to optimise the benefits of RIS and to ensure a co-ordinated, harmonised and synchronised implementation in the different countries involved.

The technical issues are:

- Installation of the required onboard equipment and shore-based infrastructure (physical hardware, software, etc.)
- Testing and validation of technical feasibility, interoperability and compatibility of technologies, systems, services and applications Further enhancement and fine-tuning of RIS key technologies, systems, services and applications
- Implementation of new harmonised RIS services, especially at the level of transport management and security services
- Provide feedback and contribute to the maintenance and amendment of standards and technical specification

Organisational issues

- Clarification of responsibilities and tasks among the authorities related to River Information Services and establishment of a RIS
- Definition and implementation of concepts for (cross-border) exchange of data
- Legal issues
- Elaboration of administrative agreements for international data exchange and related issues

3. European Rail Traffic Management Systems (ERTMS)

The overall objective, based on Article 10 of the TEN-T Guidelines, is to promote the deployment of the European Rail Traffic Management System (ERTMS) which today consists of two components GSM-R and ETCS (the European Train Control System).

Through the elimination of technical barriers to interoperability, the deployment of ERTMS will directly contribute to the achievement of key transport policy objectives such as: the establishment of major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market; the optimal use of existing infrastructure capacities; improving the safety and reliability of the network; enhancing accessibility of peripheral areas of the Community; facilitating congestion relief on rail infrastructure and more balanced modal distribution; savings in terms of the environmental effects of transport.

For the period 2011-2014, actions shall focus on facilitating and speeding up implementation of the European Deployment Plan¹. In this respect, the equipment and the upgrade of lines and trains will be further supported, as well as actions that will reinforce interoperability between lines and on board equipment from different suppliers. The overall purpose is to achieve enhanced consolidation of ERTMS deployment throughout the rail market.

In order to meet the above objectives, the following priority areas will be supported by TEN-T funds:

- **Priority Area 1:** ETCS test campaign to demonstrate interoperability between 2.3.0d lines and on board equipment from different suppliers.

Under this priority area, the tests that will receive TEN-T funds will take place in facilities which are independent of any suppliers, and will involve a large number of lines equipped and on board products provided by different suppliers. The tests results will be properly disseminated in order to lead to the improvement of test specifications and of ETCS products available on the market.

- **Priority Area 2:** Upgrade of existing lines and trains to 2.3.0d

Under this priority area, lines and trains that have been contracted prior to the entry into force of Commission Decision 2008/386/EC can receive TEN-T funds for their upgrade in view of ensuring compatibility with 2.3.0d standards. Compatibility tests are considered as part of the upgrading strategy.

- **Priority Area 3:** Equipment of lines

Under this priority area, actions that promote the timely implementation of the European Deployment plan will be supported. In particular, TEN-T funds will support the early implementation of baseline 3. National projects not included in the European Deployment Plan will be also considered under this priority provided that they demonstrate their added value to ensuring EU wide compatibility.

- **Priority Area 4:** Equipment of trains

Under this priority area, on board equipment, in particular to be used on freight services, will be supported provided it is able to be authorised in at least two different Member States (EFTA countries are assimilated to Member States in this respect) and that it can be upgraded to baseline 3. Testing for all 2.3.0d and baseline 3 scenarios will be also part of these actions.

- **Priority Area 5:** Technical issues contributing to the implementation of the ERTMS

Actions that will receive TEN-T funding under this priority area will address one of the following fields:

- the use of packet switched ETCS data carrier as a compatible evolution of GSM-R with studies and field test campaigns;
- compatibility of on board GSM-R equipment with different networks;
- freight/ERTMS corridors implementation plans in line with Regulation 913/2010²;
- electromagnetic compatibility on ERTMS corridors, in the forms of studies and validation campaigns;
- overlaying Automatic Train Operation to ETCS and improving accuracy of odometry for accurate automatic stops in stations.

B. Key elements of proposals received under the 2011 Multi-Annual Calls for Proposals

1. General overview

50 proposals were received in response to the 2011 Multi-Annual Calls for Proposals (published in the Official Journal of the European Union C 187/07 on 28 June 2011). 47 of these proposals were eligible and addressed the EU and transport priorities set out in the Multi-Annual Work Programme 2011 and its amendment.

2. Budgetary features

The total amount requested by applicants for the 2011 Multi-Annual Calls in the eligible proposals was €326,687,994, while the total indicative budget for the call was €180 million (MoS €70 million, RIS €10 million and ERTMS €100 million).

1 Commission Decision of 22.7.2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system C(2009) 5607 final

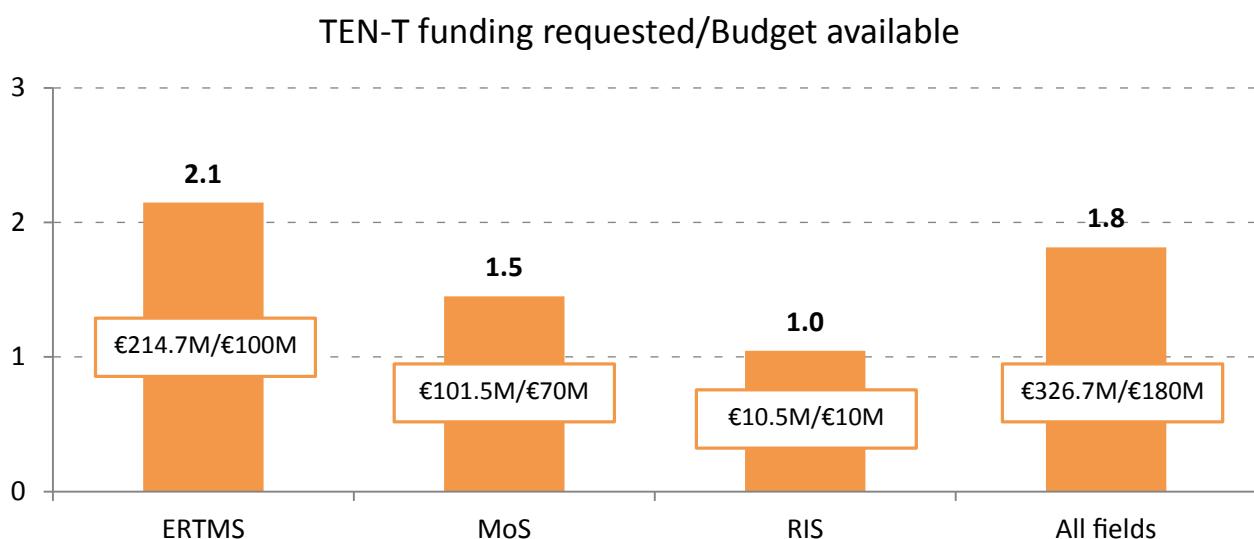
2 Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight, L 276/22

Table 1: Proposals received for funding including the indicative budget by field

Field	No. of eligible proposals	Requested TEN-T funding (million)	% (out of total requested)	Budget available (million)
MoS	12	€101.5	31.1%	€70
RIS	4	€10.5	3.2%	€10
ERTMS	31	€214.7	65.7%	€100
Total	47	€326.7	100%	€180

As evidenced above, the European Rail Traffic Management Systems call was largely oversubscribed, and the Motorways of the Sea call was somewhat oversubscribed (see figure 1). It can be noted that ERTMS included five large proposals, each of which requested TEN-T support of more than €18 million. For MoS, two proposals each requested TEN-T support of more than €19 million.

Figure 1. Oversubscription per field



3. The selection of proposals

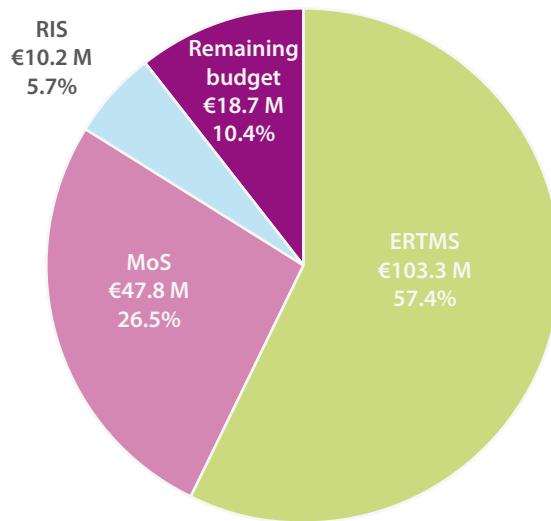
The selection process was carried out in two steps:

- An external evaluation of proposals was organised by the TEN-T Executive Agency. The technical appraisal of each proposal against four blocks of award criteria (relevance, maturity, impact and quality) was made individually by at least three external experts. These experts then discussed each proposal and agreed on a consensus recommendation for or against funding and on a score for each of the four blocks of award criteria. This evaluation by external experts, which did not take into consideration the budgetary constraints, led to the recommendation of 27 proposals representing a total TEN-T funding of €209,391,892 (7 MoS proposals: €65,902,963, 4 RIS proposals: €10,472,538 and 16 ERTMS proposals: €133,016,392).
- An appraisal in relation to the EU transport policy priorities and the objectives and restrictions set by the 2011 multi-annual calls was undertaken internally, on the basis of the policy-related aspects mentioned in the 'final selection process' section of the call texts. An Internal Evaluation Panel, composed of representatives of DG MOVE, the TEN-T Executive Agency and DG ENV reviewed each proposal individually, to cut any costs and/or activities that would be not eligible or not recommended for funding. It also considered each proposal in view of the TEN-T objectives and priorities and its compliance with EU environmental law.

Overall, the external and internal evaluation process resulted in the recommendation of 26 proposals representing a total TEN-T funding of €161,294,406 (7 MoS proposals: €47,762,196, 4 RIS proposals €10,207,500 and 15 ERTMS proposals €103,324,710). Therefore, out of the indicative budget of €180 million, €18,705,594 will remain unused

within these multi-annual calls (see figure 2). Only projects receiving a positive recommendation from the external evaluation were recommended for funding.

Figure 2. Recommended TEN-T funding by field (Total available budget = €180 million)



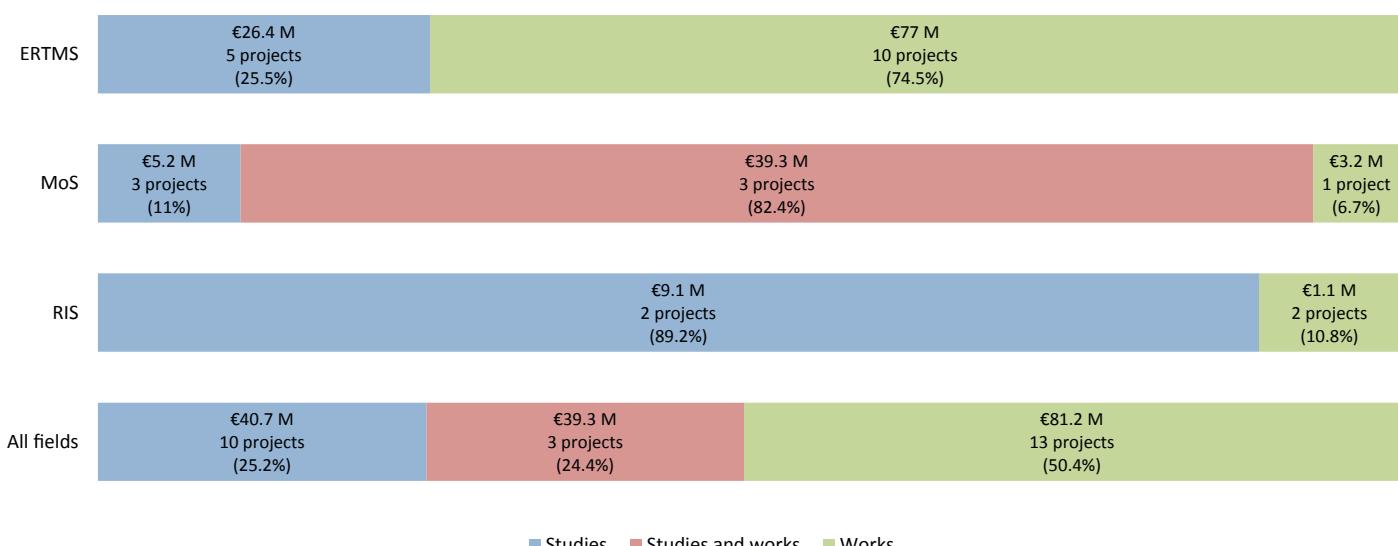
The final results of the 2011 Multi-Annual Calls including the repartition of the requested TEN-T funding per field are detailed in Table 2.

Table 2: Proposals received/recommended for funding by field

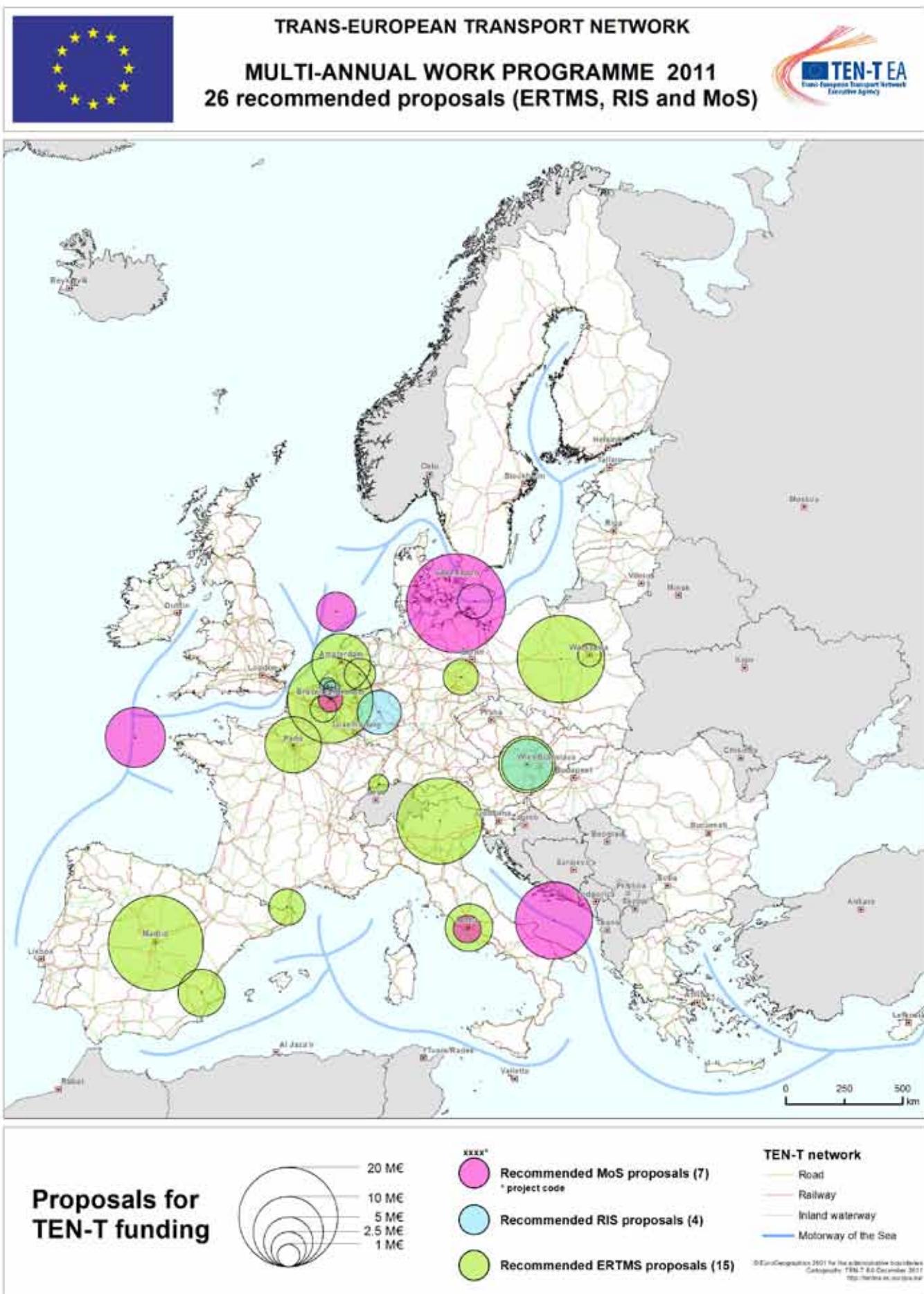
Field	No. of eligible proposals	Requested TEN-T funding (million)	% (out of total requested)	Number of proposals recommended by the Panel	TEN-T funding recommended by the Panel (million)	% of TEN-T funding recommended by the Panel
MoS	12	€101.5	31.1%	7	€47.8	29.6%
RIS	4	€10.5	3.2%	4	€10.2	6.3%
ERTMS	31	€214.7	65.7%	15	€103.3	64.1%
Total	47	€326.7	100%	26	€161.3	100%

The recommended proposals are works or studies (or for MoS mixed projects including both works and studies) as presented below:

Figure 3. Recommended TEN-T funding by project type



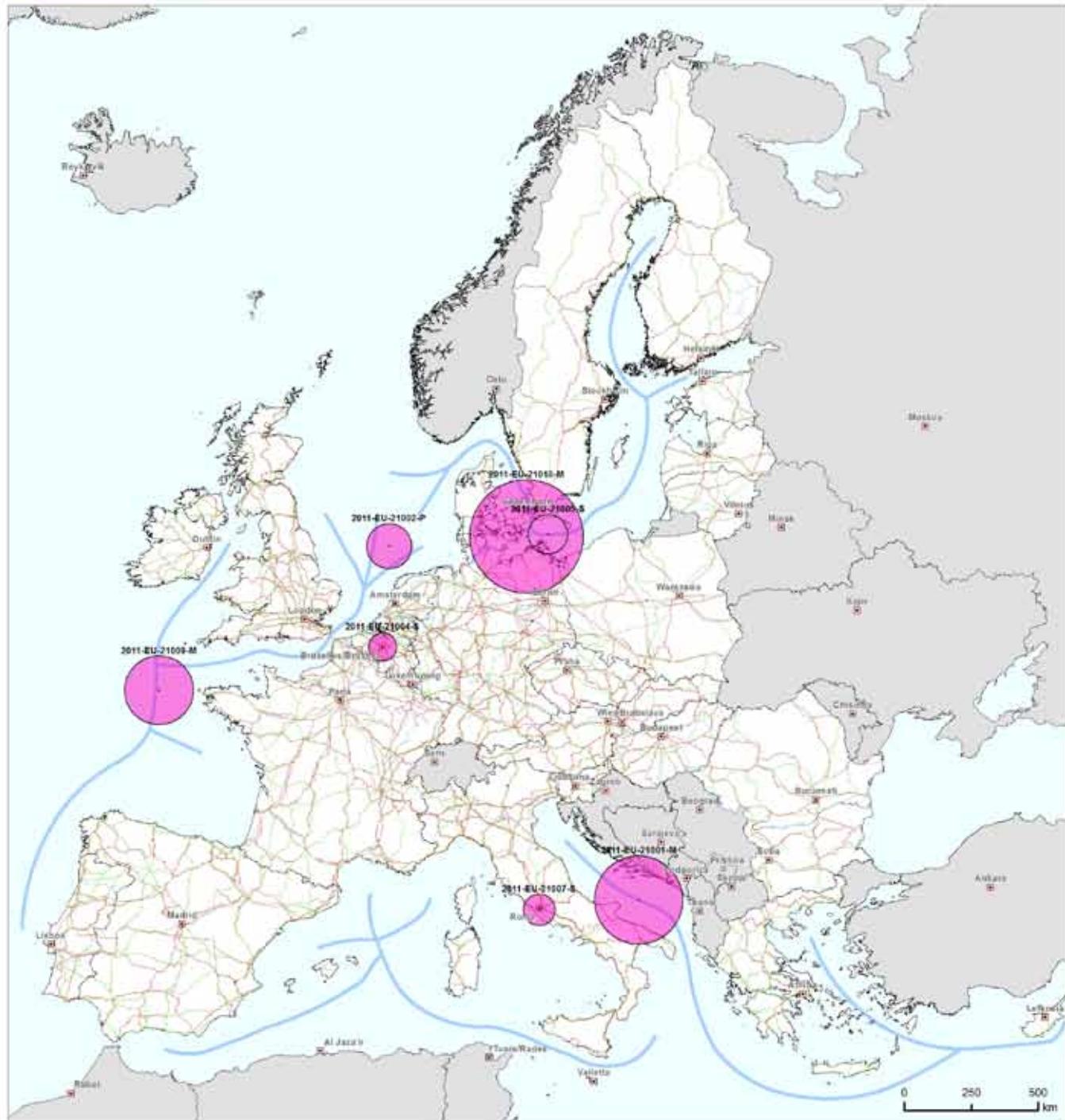
4. TEN-T Funding – Map representations of the recommended proposals





TRANS-EUROPEAN TRANSPORT NETWORK

MULTI-ANNUAL WORK PROGRAMME 2011 7 recommended proposals for MoS



Proposals for TEN-T funding



20 M€
10 M€
5 M€
2,5 M€
1 M€

XXXX*

Recommended MoS proposals (7)
* project code

TEN-T network

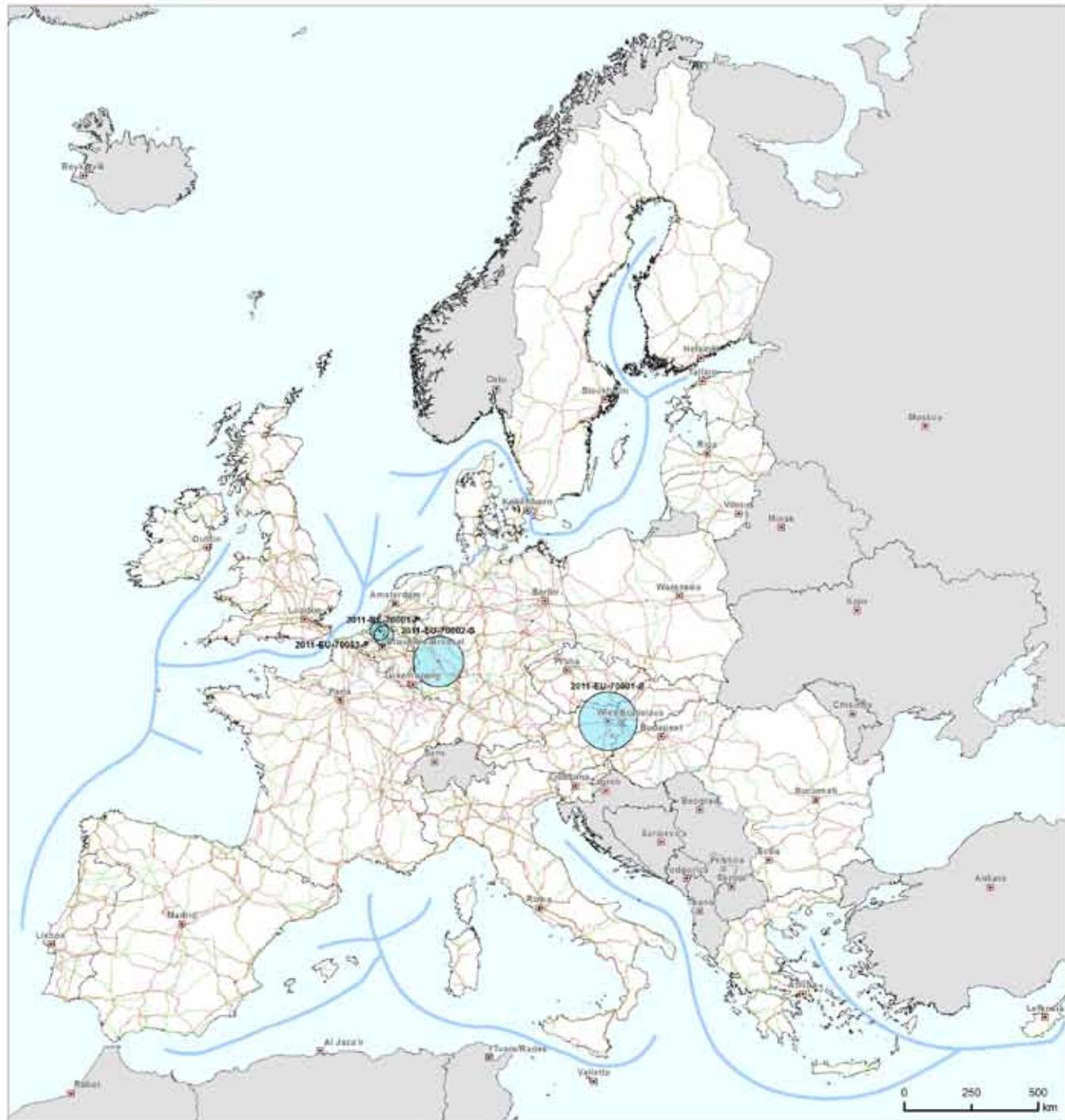
- Road
- Railway
- Inland waterway
- Motorway of the Sea

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Geographer: TEN-T 8.0 December 2009
<http://tendata.ec.europa.eu/>

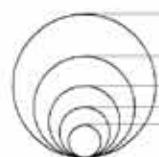


TRANS-EUROPEAN TRANSPORT NETWORK

MULTI-ANNUAL WORK PROGRAMME 2011 4 recommended proposals for RIS



Proposals for TEN-T funding



20 M€
10 M€
5 M€
2,5 M€
1 M€



Recommended RIS proposals (4)
* project code

TEN-T network

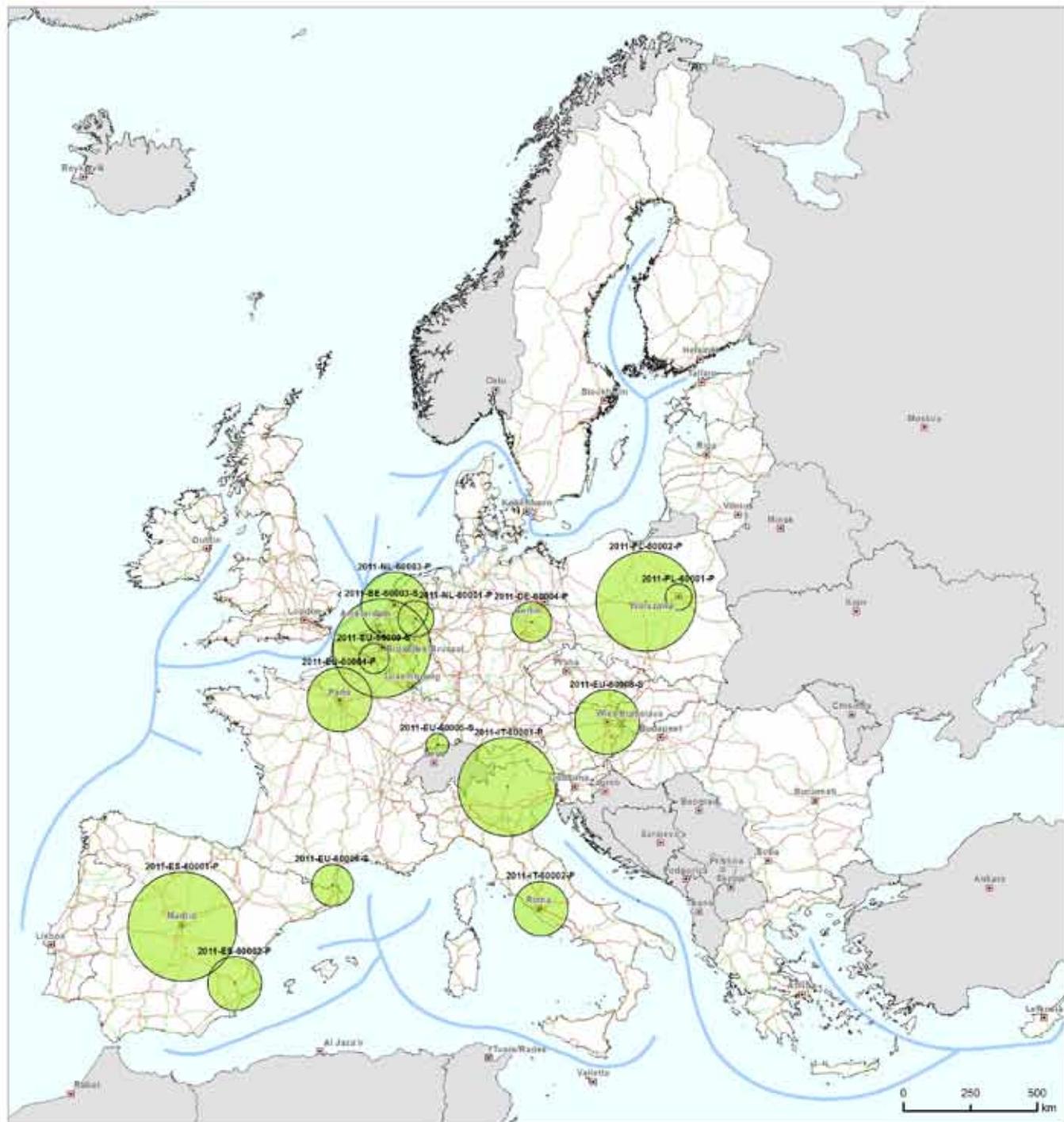
- Road
- Railway
- Inland waterway
- Motorway of the Sea

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Geographer: TEN-T 8.0 December 2009
<http://tendata.ec.europa.eu/>

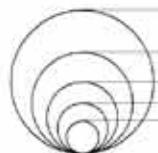


TRANS-EUROPEAN TRANSPORT NETWORK

MULTI-ANNUAL WORK PROGRAMME 2011 15 recommended proposals for ERTMS



Proposals for TEN-T funding



20 M€
10 M€
5 M€
2,5 M€
1 M€



Recommended ERTMS proposals (15)
* project code

TEN-T network

- Road
- Railway
- Inland waterway
- Motorway of the Sea

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Geography: TEN-T 8.0 December 2008
<http://eurogeographics.org/tent/>

5. Proposals recommended under the 2011 TEN-T Multi-Annual Calls for Proposals

5.1 Proposals recommended under the 2011 TEN-T Multi-Annual Calls for Proposals in the field of Motorways of the Sea (MoS)

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs	Recommended TEN-T funding	% TEN-T funding	Comment
2011-EU-21001-M EU (IT, EL) Study and Work	Adriatic ways of the Sea (ADRIAMOS)	Autorità Portuale di Venezia	The proposed action aims at improving viable, regular and reliable sea-based transport services that are integrated in the logistic chain. It consists of infrastructure and facility investments (works and studies) necessary to remove bottlenecks and improve efficiency of the logistic chain along the Adriatic-Ionian transport corridor. In the Port of Venice a new Ro-Ro terminal will be built in Margera. In the Port of Igoumenitsa a study for establishing a Freight Village in the Thessaly region is foreseen.	57,250,000	12,875,000	22.5%	56,700,000	12,210,000	21.5% The proposed action is relevant to the call. Through its improved efficiency of the transport chain, the proposed action is expected to contribute to reducing the environmental impact from transport locally and in the corridor and thereby also to the EU 2020 strategy. Modal shift calculations and freight flows need to be completed for the whole corridor.
2011-EU-21002-P EU (DK, SE, NL, BE, UK) Work	On Shore Power Supply - an integrated North Sea network	DFDS Seaways BV	The proposed action is a pilot, which aims to establish an integrated North Sea network. On-shore power supply installations will be set up in 5 terminals and 13 vessels frequently travelling to these terminals will be equipped. DFDS aims to achieve big reductions in air polluting emissions and offer a standard solution for the shore power supply infrastructure that could be an opportunity to other stakeholders as well. The proposed action is composed of 3 main activities related to the terminal and ship infrastructure, as well as environmental, technical and economic monitoring.	20,560,000	10,280,000	50%	11,695,000	3,185,000	27.2% The proposed action is relevant to the call priorities, of very good quality and technically ready to start. Due to already existing ships and ports equipped with cold-ironing facilities in Europe, it is recommended to be retained for funding as a mixed studies/works project with a limited scope i.e. for installations in 5 port terminals and 3 vessels proving the functionality of the installations. 3 vessels have been selected as this is a minimum for sampling.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs	Recommended TEN-T funding	% TEN-T funding	Comment
2011-EU-21004-S EU (SE, ES, UK, PT, DE, EL, IT) Study	TrainMoS	Universidad Politécnica de Madrid	The proposed action is a pilot study aimed at developing a MoS knowledge infrastructure. Pulling together local competences and knowledge already existing in different EU universities will deliver the basis for a future EU virtual open MoS university. 7 university courses will test and prove the TrainMoS concept. It will develop a training infrastructure and knowledge network.	4,265,525	2,132,763	50%	2,509,108	1,254,554	50% The proposed action is relevant to the call and is a first step of the 'proof of concept' of reinforcing the human element of the multimodal transport chain. Within a MoS context, involvement of the industry in the definition and validation of the modules must be assured. The costs are very high and parts of the proposal are unfocused. It is therefore proposed to support only the most pertinent parts of it with their associated costs and in particular its initial phase with focus on the definition and validation of the modules.
2011-EU-21005-S EU (DK, LV, SE, FI, EE, PL) Study	LNG in Baltic Sea Ports	Helsingborgs Hamn AB	The aim of the proposed action is to develop a harmonised approach towards LNG bunker filling infrastructure in the Baltic Sea region. By sharing knowledge between 9 Baltic partner ports from 6 countries and their stakeholders, a more standardised process for planning and constructing LNG infrastructure will be achieved. The proposed action builds on previous activities and foresees pre-investment studies directly preparing for investments in LNG bunkering infrastructure in the ports. The actual infrastructure investments will be made at a later stage.	4,894,180	2,447,090	50%	4,894,180	2,447,090	50% The proposal is very relevant, mature and of very good quality. The proposed action is expected to have a positive impact on the environmental performance of maritime shipping in the Baltic region, and possibly other European regions through dissemination of best practice. Therefore, the project is expected to produce considerable EU added value. The joint development of a port network of LNG infrastructure will be innovative and conducive to meeting the SECA emission requirements.

Proposal type (Study/ work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs €	Recommended TEN-T funding €	TEN-T % funding	Comment
2011-EU-21007-S EU (ES, UK, PT, DE, IT, EL) Study	COSTA	RINA SpA	The proposed action is a strategic pilot study in relation to MoS implementation. It consists of feasibility studies on Liquefied Natural Gas (LNG), on prototypes and innovative green technologies for Ro-Ro ships and ports and on integrated ICT systems within the whole MoS chain. The proposed action will create a strategic decision paper and common best practices relevant for administrations and other stakeholders. It is particularly orientated towards the LNG use in the Mediterranean, Atlantic and Black Sea areas.	22,079,010	11,039,505	50%	3,073,896	1,536,948	50% The proposed action consists of 3 complementary, but not integrated pillars, with different levels of relevance to the 2011 MoS call. Pillar 1 is relevant to the call, as it aims studying and developing framework conditions for the use of LNG ships, while pillars 2 and 3 lack strategic coherence and synergies between activities and particular MoS links/corridors in two different MS. The impact of pillars 2 and 3 remains limited at a local level, failing to reach a wider stakeholder group. Therefore, only pillar 1 is retained for funding which on top of its relevance is expected to produce a significant impact, in particular if stakeholders from the Black Sea states and France are included.
2011-EU-21009-M EU (ES, UK) Study and Work	IBUK - intermodal corridor	Port of Tilbury (London) Ltd	The proposed action aims at improving MoS capacity along a corridor from the Iberian Peninsula to the UK. Its main objective is to increase modal shift from road onto the Spanish hinterland rail network. The "IBUK" – Intermodal Corridor will focus on: <ul style="list-style-type: none">• Rail infrastructure for a new port-railway logistics terminal in El Prado, Spain;• Infrastructure at the Port of Tilbury to ensure efficient handling of freight;• The development of an innovative Information Technology system (Intermodal Corridor Community System).	31,990,719	7,299,308	22.8%	31,990,719	7,299,307	22.8% The proposal is very relevant and of a very good quality. It will improve the efficiency of the transport chain and in particular its intermodal capacity. The proposed action has a high modal shift potential by replacing long road legs with rail and sea legs.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding %	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding %	Comment
2011-EU-21010-M EU (DE, SE) Study and Work	Green Bridge on Nordic Corridor	TT - Line GmbH & Co.KG	The proposed action envisages to upgrade the ferry services between the ports of Trelleborg (SE), Rostock (DE) and Lübeck (DE) by introducing expanded vessels with green technology and to upgrade port handling (at all 3 ports) and intermodal facilities (Trelleborg/Rostock). It includes implementation of projects focusing on port and intermodal terminal infrastructure and facilities, as well as pilot studies envisaging the introduction and deployment of new (prototype) and innovative technologies and concepts.	84,640,827	19,829,297	23.4%	84,640,829	19,829,297	23.4%	The proposal is highly relevant to the call and of very good quality. The proposed action combines capacity increase of vessels with positive environmental impacts through the demonstration of green technologies (scrubbers and a catalyst) on the vessels and cold-ironing in the ports, which will provide wider benefits to the industry. It also develops the intermodal capacity and consequently improves the integrated transport chain in the corridor. It should be noted that the jumboizing of the vessels is a pre-requisite for this action.

5.2 Proposals recommended under the 2011 TEN-T multi-annual call for proposals in the field of River Information Services (RIS)

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	TEN-T funding %	Recommended total eligible costs €	Recommended TEN-T funding €	TEN-T funding %	Comment
2011-BE-70001-P BE Work	Implementation of RIS in Flanders III	Flemish Government	The proposed action concerns the implementation works carried out by the 2 Flemish inland waterway managers and focuses on the optimisation of existing RIS-related processes in the context of the inland waterway vessel traffic management operation. The activities covered by the proposed action can be grouped by themes: Inland Electronic Chart Display and Information System (ECDIS), Fairway Information Services, electronic reporting, Automatic Identification System (AIS) and Internal Systems.	2,875,000	575,000	20%	2,875,000	575,000	20%	The proposed action contributes to the sustainable mobility of persons and goods, offers users high-quality transport related services and allows the optimal use of existing inland waterway capacities. It promotes inland shipping and contributes to a safer transport on the TEN-T network. This is the third phase of an action for which the previous phases are progressing well.
2011-EU-70001-S EU (RO, AT, BG, PL, HU, SK, CZ) Study	IRIS Europe 3	Austrian Ministry of Transport, Innovation and Technology	The proposed action IRIS Europe 3 aims to continue RIS implementation in Europe and to provide the implementation framework for setting up pilot implementations for Quality of Information Services for RIS. Other activities include quality aspects for international RIS data exchange and enhanced pilot implementations of new RIS services. New and enhanced interfaces to European services will be implemented and validated.	10,460,000	5,230,000	50%	10,460,000	5,230,000	50%	The proposal is highly relevant to the call priorities, nature and of very good quality. It is expected to produce a high impact and increased EU added value due to the commitment of a high number of involved MS (7 and 7 MS other as observers) and the improved coordination of RIS implementation. The proposed action contributes to the sustainable mobility of persons and goods, offers users high quality transport related services and allows the optimal use of existing inland waterway capacities. It promotes inland shipping and contributes to a safer transport on the TEN-T network. This is the third phase of a successfully ongoing RIS coordination action.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding % TEN-T	Comment
2011-EU-70002-S EU (DE, NL) Study	Vessel Traffic Management Centres of the Future	Staat der Nederlanden, Ministerie van Infrastructuur en Milieu	The proposed action consists of definition studies and pilots on vessel traffic management concepts and systems in DE/NL. Activities focus on: - conceptual development, testing and evaluating of a comprehensive Vessel Traffic Management system; - improvement of the logistic chain's performance through a study and a pilot; - study and pilot on implementing a reporting system for the Rhine; - a study and a pilot development for Nautical Network Data Services.	7,745,000	3,872,500	50%	7,745,000	3,872,500	50% The proposal is relevant to the call priorities, mature, of good quality and is expected to produce a significant impact by bringing RIS services in the area of transport management to a higher level. The implementation timeframe is realistic so as the budget mainly focused on the pilot implementation component. This proposed action is important to support the decision-making process in the concerned countries and will allow identifying the best practices available. The proposed action contributes to the sustainable mobility of persons and goods, offers users high-quality transport related services and allows the optimal use of existing inland waterway capacities. It promotes inland shipping and contributes to a safer transport on the TEN-T network.
2011-EU-70003-P EU (BE, NL) Work	Implementation of RIS on the Westerscheldt River II	Flemish Government	The proposed action continues implementing RIS in the Westerscheldt river by the joint BE (Flemish Region) – NL governmental body BET. It foresees extending the range of available RIS functionalities and extending the current VTM system towards inland navigation. The main activities will be based on the outcome of other EU funded initiatives (e.g. Platina), will extend the inland Automatic Identification System applications, create a mobile FIS portal and the follow-up standards and specifications developed by the RIS expert groups.	2,650,125	795,038	30%	2,650,000	530,000	20% Overall the proposed action is very relevant, mature and of very good quality. Thanks to the well targeted activities foreseen, it is expected to have a positive impact, as the use of appropriate RIS information contributes to an efficient and safe waterway transport system. Furthermore, there is a high EU added value given its multi-Member State character and it will facilitate the implementation of RIS standards in this important traffic area. This proposed action is the continuation of an ongoing successful action.

5.3 Proposals recommended under the 2011 TEN-T multi-annual call for proposals in the field of European Rail Traffic Management Systems (ERTMS)

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	TEN-T funding %	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding	Comment
2011-BE-60003-S BE Study	Facilitating speeding up ERTMS deployment	E E I G ERTMS users Group	The proposed action groups and coordinates several activities aimed to support the implementation of two Memoranda of Understanding between the EU and European railway associations concerning ERTMS. Its scope covers among others: cross test campaign, validation of baseline 3; support of the interface between an OB unit and the train (TIU), studies of the GPRS, GSM-R, etc.	38,393,756	19,196,876	50%	30,000,000	15,000,000	50%	The proposal is highly relevant to the call priorities and it is expected to improve the consolidation of ERTMS consolidation and its implementation. It contributes to the balanced development of the EU transport network and increased interoperability of the EU railway system, in particular by supporting validation of the Baseline 3. The maturity of the proposal has been demonstrated through the commitments of the concerned stakeholders. The proposed action is expected to have positive impact on the rail competitiveness and will create best practice case in the area of testing and validation.
2011-DE-60004-P DE Work	Hochrastung der Strecke Berlin - Halle/Leipzig (VDE 8.3) von ETCS Level 2 (SRS 2.2.2+) auf ETCS Level 2 (SRS 2.3.0d)	Bundesministerium für Verkehr, Bau und Stadtentwicklung	The proposed action addresses the upgrade of the existing ETCS Level 2 equipment of the Berlin-Bitterfeld-Leipzig section (part of PP), stretching across Brandenburg, Saxony-Anhalt and Saxony, from version SRS 2.2.2+ to version 2.3.0d. The action concerns sections: - Line 6132: Teitow station (exclusive) to Bitterfeld station (inclusive) section - Line 6411: Bitterfeld station (inclusive) to Rackwitz station (inclusive) section	5,070,900	2,535,450	50%	5,070,900	2,535,450	50%	The proposed action is highly relevant to the call priorities with a high impact - the proposed action belongs to Priority Project 1 and inter-connects Corridor F. Upgrading the existing line to ETCS 2.3.0d will have obvious positive effects on modal split, interoperability, safety, security, quality of rail service, regional development and competition. The maturity of the proposed action is under no doubt since the action has already started.
2011-ES-60001-P ES Work	Upgrade of Spanish HS lines and trains to ERTMS 2.3.0.d	Administración de Infraestructuras Ferroviarias (ADIF)	This proposed action concerns the upgrade to ETCS 2.3.0d of all Spanish high speed lines and trains to achieve full interoperability by the end of 2014. The proposed action consists of two main activities: - Upgrading high speed lines (over 1,000 km); - Upgrading 231 high speed trains. Compatibility analysis and testing activities will also be carried out.	36,773,288	18,386,634	50%	36,773,268	18,386,634	50%	The proposal is highly relevant to the call priorities. It provides a major contribution to the ERTMS deployment in Spain and concerns Priority Projects 3 and 19. The proposed action is technically and politically ready to start. Only minor improvements are necessary, mainly concerning the need to further break down the costs of activity 4 and provide more information on financial commitment of the proposed action by Adif and RENFE.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding	% TEN-T funding	Comment
2011-ES-60002-P ES Work	ERTMS deployment on HSL Madrid-Castilla la Mancha-Comunidad Valenciana-Murcia. Section Albacete-Alicante	Administrador Infraestructuras Ferroviarias (ADIF)	The proposed action aims at the deployment of ERTMS on the section Albacete-Alicante of the high speed line Madrid-Castilla La Mancha-Comunidad Valenciana-Region de Murcia, which is part of the PP19.	8,876,948	4,438,474	8,876,948	4,438,474	50%	50%	The proposal makes a significant contribution to the balanced development of the network being part of Priority Project 19 and contributes to promoting high speed rail interoperability on the Iberian Peninsula and thus interoperability between different ERTMS lines equipped in different countries. The maturity of the proposed action has been demonstrated by the clear commitment of all involved parties and the completion of all preparatory actions.
2011-EU-60004-P EU (FR) Work	Prototyping, testing, certifying and retrofitting of Alstom Prima locomotives for usage on the TEN-T corridors	Akiem S.A.	The proposed action is focusing on prototyping, testing, certifying and retrofitting of the two Alstom Prima locomotives (40 BB37000 & 30 BB27000) for usage on the TEN-T Corridors C & D (and possibly A). For Corridor D the focus will be on the FR-ES cross border section Perpignan-Figueras; for Corridor C, the cross border sections between LU, FR, DE and CH.	13,950,000	6,975,000	50%	12,950,000	6,475,000	50%	The proposed action is highly relevant to the call priorities and is expected to make a significant contribution to the balanced development of the network through the use of locomotives for international freight operations by various railway undertakings. The proposed action will produce cross border effects on Corridors C & D. It demonstrates a high EU added value by promoting rail interoperability on international freight corridors. Funding will be subject to ceilings where applicable.
2011-EU-60005-S EU (DE, LU) Study	Preparatory studies for the implementation of additional measures on ERTMS Corridor Rotterdam-Genoa and ERTMS Corridor Antwerp-Basel-Lyon	EIG Corridor Rotterdam-Genoa EWIV	The partial fulfilment of specific requirements stipulated in the Regulation 913/2010, on the rail freight network, in connection with the implementation of ERTMS, is the main purpose of the proposed action. The results of the study are crucial for promoters of the most important railway freight corridors (Corridors 1 and 2) in fulfilling their managerial tasks and in supporting decision-making.	1,650,000	825,000	50%	1,650,000	825,000	50%	The proposed action is highly relevant to the call priorities because it contributes to successful implementation of the EC Regulation on railway freight corridors (913/2010) by supporting managerial activities of promoters of the corridors 1 and 2 (ERTMS Corridors A & C). Completion of the proposed action addresses bottlenecks on the significant part of the railway freight network and contributes to the balanced development of the transport network in EU by shifting freight transport from roads to rail.

Proposal type (Study/ work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding % TEN-T	Comment
2011-EU-60006-S EU (ES) Study	ERTMS upgrade to version 2.3.0d for the Perpignan-Figueras high speed line	TP Ferro Concesionaria	The proposed action aims at upgrading the current ERTMS version on the high speed line Perpignan-Figueras (part of the Priority Project 3) to version SRS 2.3.0d. This upgrade would allow operating under ERTMS level 1 and 2. The action includes design & software development, testing activities, safety assessment and validation, etc.	5,343,368	2,671,684	50%	5,343,368	2,671,684	50% The proposed action is highly relevant because it contributes to the balanced development of the network through the upgrading of the existing line from 2.2.2 to 2.3.0d. The proposed action addresses the cross-border section Perpignan (F)-Figueras (E) that is operated in full interoperability ETCS mode as no other signalling system is installed. By the end of 2012, once Barcelona - Figueras high speed line is completed, it will connect France to the whole Spanish interoperable high speed network supporting international freight trains and high speed passenger service.
2011-EU-60008-S EU (DK, DE, BE, HU, UK, AT, NL, SI, IT, SK) Study	Study and implementation of major parts of the Corridor Freight Regulation 913/2010	RailNetEurope	The proposed action aims at the partial implementation of Regulation 913/2010 on the rail freight network, e.g. concept of one stop-shop, corridor statement, sales and operation packages. The goal is to support corridor promoters in meeting the requirements of the Regulation. To this end the applicant will use the methods, tools and procedures already developed on its corridors in the past few years.	14,875,030	7,437,515	50%	12,979,576	6,489,788	50% The proposed action is highly relevant to the call priorities and will produce significant EU added value, since it contributes to the implementation of the crucial piece of EU rail related legislation: Regulation 913/10. This, in consequence, will result with the development of the balanced transport network in EU and promote the environmentally friendly means of transport. The solutions developed as an outcome of the proposed action will help to reduce bottlenecks on the EU railway network. The action has demonstrated its readiness to start by being granted the necessary approvals by key stakeholders.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding %	Recommended total eligible costs €	TEN-T funding €	% TEN-T funding %	Comment
2011-EU-60009-S EU (DE, BE) Study	Simulation environment for fast ERTMS validation	Multitel ASBL	The proposed action aims to develop a SEFEV, being a supplier-independent and community-owned ERTMS validation platform for various tests. The goal is to provide a transparent test environment for the development of a single test procedure to validate ERTMS equipped units on ERTMS equipped lines. This shall be achieved by using public data representation and software/hardware interfaces. The SEFEV platform will implement Baselines 2 & 3 and will be suitable for off-site (laboratory) & on the line testing including real-time validation.	4,035,302	2,011,707	49.9%	2,760,000	1,380,000	50%	The proposed action is of high EU added value and meets specific priorities of EC regarding ERTMS related testing because it supports an independent tool enabling ERTMS tests. It contributes to further development of interoperability of the EU railway system, hence addresses the balanced development of the EU transport network. The proposed action is technically ready to start and has received necessary support by main stakeholders.
2011-IT-60001-P IT Work	Deployment of ERTMS trackside equipment on the Railway Corridor B Stockholm-Naples/Subpart Fortezza to Verona of the Italian Corridor B part (Brennero-Verona-Naples)	Ministero delle Infrastrutture e dei Trasporti	The proposed action consists of the deployment of ERTMS trackside equipment on the Verona-Fortezza route on ERTMS Corridor B in Italy. The deployment on the concerned 200 km section will be carried out between January 2013 and December 2014 and deal with: - Installation of Level 2 trackside equipment overlaying the existing national system; - GSM-R upgrading of the Verona-Fortezza section.	47,000,000	23,500,000	50%	30,000,000	15,000,000	50%	The proposed action is relevant to TEN-T and call priorities and it belongs to Priority Project 1. It is expected to make a significant contribution to the ERTMS deployment both in Italy and along Corridor B, this being a major step towards the national and international interoperability of the freight Corridors. The action has received necessary political support, therefore its maturity is demonstrated.
2011-IT-60002-P IT Work	Upgrading of ERTMS system on Trenitalia fleet to 2.3.0.d version	Trenitalia S.p.A	The proposed action concerns the upgrade of 188 ERTMS onboard units installed on Trenitalia locomotives, it includes upgrading of software/hardware from different suppliers. This will enable full compliance of the onboard systems with the SRS 2.3.0d. The corresponding ERTMS evolution of the Rete Ferroviaria Italiana network will also be taken into account. The necessary lab and onsite tests will be performed	9,186,000	4,593,000	50%	9,186,000	4,593,000	50%	The proposed action is relevant to TEN-T priorities and concerns Priority Projects 1 and 6. It also relevant to the call priorities and is expected to fulfil the objectives of the Memorandum of Understanding of Rome 2008 on the ERTMS deployment. Its main impact will be the improvement of rail competitiveness with further opening of international market. The proposed action is ready to start as there are no pending technical or political aspects.

Proposal type (Study/ work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding €	Recommended total eligible costs €	Recommended TEN-T funding €	% TEN-T funding	Comment
2011-NL-60001-P NL Work	Implementation and testing of the interface between the German Baseline 3 system and the Dutch 230d ERTMS systems	ProRail BV	The proposed action aims to enhance interoperability on the line between Zaventem (NL)-Emmerich (DE) (part of ERTMS Corridor A) by deploying ERTMS and enabling both 2.3.0d and Baseline 3 compliant trains to cross the NL-DE border. The proposed action includes interface between 2.3.0d and Baseline 3 systems followed by testing activities.	4,100,000	2,050,000	50%	4,100,000	2,050,000	50%	The proposed action is particularly relevant to the TEN-T and call priorities. It addresses part of Priority Projects 5 and 24 as well as the ERTMS Corridor A and will enhance cross border interoperability with a wider impact on the whole Corridor A. This produces significant EU added value. The proposed action is ready to start and has received all necessary political support and co-funding guarantees from the mainly concerned MS. However, failure in international cooperation may seriously compromise the timely completion of the whole action. Technical cooperation of infrastructure managers from two MS regarding facilitating the railway operations between their respective infrastructure systems will produce cross-border effects with a positive impact on reducing bottleneck problems. Testing two ERTMS baselines is in line with EU priorities and shall contribute to successful adoption of the Baseline 3 in the forthcoming future.
2011-NL-60003-P NL Work	Prototyping, (interoperability) testing, rehomologation and the retrofit of Siemens ES64U2 locomotives with ETCS L1/L2 2.3.0d for Corridor A, B and E networks in DE, AT, HU and CH	Mitsui Rail Capital Europe b.v.	This proposed action concerns the on-board equipment with ETCS Level 1 and Level 2 SRS 2.3.0d of 57 locomotives, circulating on a significant part of Corridors A, B and E including the connecting networks in DE, AT, HU and CH. During the prototype phase, extensive lab testing and on-site interoperability testing will be performed to ensure the interoperability with ERTMS Level 1 and Level 2 SRS 2.3.0.d.	13,965,000	6,982,500	50%	13,965,000	6,982,500	50%	The proposed action is relevant to TEN-T and call priorities. It concerns Priority Projects 24 (Corridor A) and 22 (Corridor E). The action will produce a high EU added value due to the substantial number of countries involved in tests. It is also expected to have a direct impact on increasing rail competitiveness by reducing leasing rates for ERTMS functionality. The maturity of the action is demonstrated by the completion of necessary preliminary steps.

Proposal type (Study/ work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding €	Recommended total eligible costs €	TEN-T funding €	% TEN-T funding	Comment
2011-PL-60001-P PL Work	Zakup i instalacja urządzeń pokładowych ETCS SRS 3.x.0 w 9 lokomotywach ES64U4 "Husarz" oraz testy liniowe na odcinkach infrastruktury wyposażonych w urządzenia ETCS Level 1 i 2 SRS 2.3.0 w Polsce, Czechach i Austrii	PKP Inter-city S.A.	The proposed action covers the modernisation and the on-board equipment of 9 Siemens locomotives ES64U4 "Husarz" (EU44) with the ETCS SRS 3.x.0. The onboard equipment will be followed by the system's compatibility onsite test along the lines equipped with the ETCS SRS 2.3.0. The tests will be performed in: PL (E65 line - ETCS Level 1) and (E30 line - ETCS Level 2), CZ (ETCS Level 2) and AT (ETCS Level 2). The results of the compatibility tests will be made available to all the concerned actors.	2,134,756	1,067,378	50%	2,134,756	1,067,378	50%	The proposed action is relevant to the TEN-T and call priorities. It concerns Priority Project 23 and addresses the validation of baseline 3 specifications, thus making a significant contribution to the ERTMS deployment. It is expected to make a significant difference in terms of rail competitiveness and safety as it will allow for the first time the equipped trains to travel with speed exceeding 160km/h. The proposed action has received political support at national level and technically is ready to start.
2011-PL-60002-P PL Work	Zabudowa systemu ERTMS/ETCS poziom 1 na ciągu linii E20/C20 na odcinku Kunowice -Terespol	PKP Polskie Linie Kolejowe S.A.	The proposed action concerns the trackside deployment (works, adaptation of interface) of ETCS Level 1 Baseline 2.3.0d on the PL section of the ERTMS Corridor F of 916.9 km: - ETCS Level 1 with radio infill on the Rzepin-Poznań-Terespol route and parts of the Poznań/Warszawa-Luków-Terespol route - The ETCS Level 1 without radio infill on the Łowicz-Skierniewice-Luków route. The project includes trackside works.	50,587,348	25,293,674	50%	30,859,604	15,429,802	50%	The proposed action is highly relevant to the TEN-T and call priorities. It concerns Corridor F and is fully in line with the requirements of the European Deployment Plan. The proposed action is expected to make a significant contribution to the ERTMS deployment both in Poland and along Corridor F; this being a major step towards the national and international interoperability of the freight Corridors. The action has received political support at national level and technically is ready to start.

6. Proposals not recommended under the 2011 TEN-T multi-annual call for proposals

6.1 Proposals not recommended under the 2011 TEN-T multi-annual call for proposals in the field of Motorways of the Sea (MoS)

Proposal type (Study/ work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	TEN-T funding %	External Evaluation recommendation	Comment
2011-EU-21003-P EU (NL, DK) Work	Motorways of the Sea; AmGreEs	Port of Amsterdam	The proposed action consists of several infrastructure investments in the Ports of Amsterdam, Groningen and Esbjerg that aims to create better conditions for short sea shipping services and offer more competitive options compared to land transportation. The 3 ports have also identified their specific infrastructure needs to accommodate the fast growing market of offshore wind parks.	131,707,580	26,341,516	20%	No	The proposed action demonstrates limited relevance to MoS. The proposal focuses primarily on port infrastructure that will serve the offshore wind turbine industry. It does not demonstrate the impact of the proposed investments to an integrated transport chain neither does it prove its impact on modal shift. Traffic flows and modal shift calculations are insufficient. There is only one letter of support (from a terminal operator), i.e. no transport operators.
2011-EU-21006-S EU (UK, SE, BE, LV) Study	SIMOS - Single Windows for green MoS-corridors	NetPort Karlshamn AB	The proposed pilot action aims to test and validate full scale demonstrations of a new generation of national single windows in view of lowering barriers for using MoS services by introducing a common European reporting framework. The work on Single Windows is designed to address the specific needs of administrations (SE/LT) and the existing "Single Maritime Window" (BE). The MoS links are the Ro-Ro links Gothenburg-Zeebrugge and Gothenburg-Tilbury. The proposed action foresees two information portals.	8,823,782	4,411,891	50%	No	While the proposed action is relevant to the call, it is based on technologies that cannot be considered innovative, which is a requirement for MoS pilot actions. The proposal's maturity and quality are not sufficient. The involvement of Latvia is not relevant to the scope of the project intermodal chain and the project objectives. Furthermore, the participation of Tilbury Port is not substantiated in the application. The description regarding the interdependencies of the proposed activities is lacking and the existing description of activities is general and vague. The Single Window element of the project could be valid for MoS objectives if proposed in an integrated way between the concerned countries and separately from the business part.
2011-EU-21011-S EU (IT, MT, EL, ES, SI, FR) Study	ENEA (European Network Ecobonus Assessment)	Ministry of Transport and Infrastructure of Italy	Following the Italian experience of the "Ecobonus" scheme, the proposed action aims to study the possibility to implement "Ecobonus" at a European level. The objective is to move as much truck cargo as possible from road to the sea and develop a European sea network, through the implementation of a subsidy scheme. The proposed study will develop evaluation tools, criteria and requirements as well as strategic assessment methods appropriate to the objectives.	2,175,000	1,087,500	50%	No	The proposed action is relevant but is not mature enough technically, as some essential preliminary analyses have not been performed. The potential impact of the project is limited by the fact that some issues are not addressed adequately, namely competition or evaluation of the existing Italian Ecobonus scheme. The latter requires an independent assessment. Moreover, a stronger and more balanced involvement of Member States would be a prerequisite for the action to produce EU added value. Finally, the quality of the proposal is not sufficient as it contains a serious risk of duplicating work already done in the recent past. In addition, the size and cost of certain activities are not justified.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation recommendation	Comment
2011-EU-21012-S EU (DE, FI) Study	Baltic Port Information Exchange (Baltic PIX)	Hamburg Port Authority	The proposed action aims to improve the intermodal shift between road, rail and sea transportation at the ports of Hamburg and Helsinki. It also intends to identify sensitive bottlenecks in the mobility chain and to remove them by implementing innovative ICT-solutions. It foresees among others: vehicle and transport unit identification and guidance, in-port and around-port traffic information, parking space management systems, and a single gate system and process.	2,800,000	1,400,000	50%	No	The proposed action's objectives are relevant to the TEN-T guidelines but the project itself does not fulfil the MoS requirements. This is mostly due to the fact that the activities are not carried out as part of a common integrated project structure involving both ports and their hinterlands. It is therefore not clear how the Helsinki-Hamburg integrated transport chain will be improved as a result of the project. Moreover, the proposal does not demonstrate in what way the pilots are innovative, especially as some of the proposed solutions are already implemented elsewhere.
2011-EU-21013-M EU (SE, PL) Study and Work	Sea Based Logistic Link Swinoujscie-Trelleborg	Trelleborgs Hamn AB	The proposed action aims to create a more efficient and greener sea transport link between Trelleborg and Swinoujscie. It plans investments in infrastructure and facilities to deal with the increasing freight volumes in Trelleborg and Swinoujscie (combined transport terminals) and also harmonised and integrated IT systems in both ports. The environmental aspects concern making available shore side electricity and facilities for the reception of ship's waste water. Further plans aim at developing a high density combined transport shuttle to/from Trelleborg.	8,657,370	2,356,170	27.2%	No	The proposed action is relevant to the call, but it raises important concerns with regard to its maturity: it lacks clear evidence of the actual start of the intermodal transport services in 2012, to which are conditional the works foreseen in Poland and consequently the whole multimodal transport link for this MoS action. Furthermore, the correlation between the studies and works is not clearly indicated and some of the studies appear necessary as background for decision making regarding the investments. The application does not demonstrate comprehensive modal shift and freight flows analysis. The project management structure and procedures are not well defined.

6.2 Proposals not recommended under the 2011 TEN-T Multi-Annual Call for proposals in the field of River Information Services (RIS)

For the 2011 Multi-Annual Call all submitted proposals are recommended for funding.

6.3 Proposals not recommended under the 2011 TEN-T Multi-Annual Call for proposals in the field of European Rail Traffic Management Systems (ERTMS)

Proposal type (Study/ work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	TEN-T funding %	External evaluation recommendation	Comment
2011-BE-60001-S BE Study	ETCS Baseline 3 Pilot-Line and Test-train for Limited Supervision functionalities	Infrabel	The proposed action is a study including software/ETCS hardware installation for the deployment of ETCS on a 52 km pilotline (Kortrijk-Brugge, double track, mixed cargo and passengers with different signalling systems) and the development of a test train for the deployment of ETCS level 1.	4,453,614	2,226,807	50%	No	The proposal is not relevant to the TEN-T priorities given that the proposed action is located outside the TEN-T network. It concerns a small section of the BE railway network without an EU-wide contribution. Moreover, it failed to demonstrate its readiness to start (railway masterplan not approved on the federal level, pending contractual arrangements) and provided insufficient information concerning securing non-TEN-T financial resources and the timeline of the completion of the rail line until its operation.
2011-BE-60002-S BE Study	Pilot Line ETCS L2	Infrabel	The proposed action covers an ETCS deployment on a 20 km pilot line (Diksmuide-De Panne, long, single track, 4 small stations & small yard) to gain experience about the new designed signalling system. The line is also a test case to evaluate the selected supplier for the deployment of ETCS Level 2 on the Belgian railway network.	9,750,000	4,875,000	50%	No	The proposal does not address TEN-T priorities given that it located outside the TEN-T network. It concerns a small section of the BE railway network without an EU-wide impact. It does not address essential requirements set by the call, such as cross tests. The project has not demonstrated its readiness to start (railway masterplan not approved on the federal level, pending contractual arrangements). Technical information about the project is poor and not in line with the call priorities.
2011-DE-60001-P DE Work	ETCS equipment of DB Schenker locomotives for interoperable freight-traffic on ERTMS-Corridor A	DB Schenker Rail Deutschland AG	The proposed action aims to equip Schenker Class 185 locomotives with ETCS on-board units to enable continuous operation of trains on the 2 key routes of Corridor A between DE/IT. It covers the fleet of 65 locomotives: (10 ETCS locomotives with upgrade to SRS 2.3.0d and 55 with retrofit of ETCs 2.3.Od. All 65 locomotives will also be pre-equipped with Swiss hardware for the future Baseline 3.	10,103,003	5,051,500	50%	No	The proposal is highly relevant to the call priorities and is expected to produce a significant impact due mainly to the high number of locos equipped with ETCS, the cross test between ETCS suppliers in Switzerland and Austria, and the amount of funding assured by the action promoter. However, due to the fact that 97% of the action's costs are planned to occur only in 2014 (deadline set by the call), the maturity of this action cannot be demonstrated. This is also underpinned by the fact that procurement procedure is unclear and commitment from essential stakeholders is not yet granted.

Proposal type (Study/ work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation recommendation	Comment
2011-DE-60002-P DE Work	Ausrüstung der Strecke Erfurt - Leipzig/Halle (VDE 8.2) mit ETCS Level 2 gemäß SRS 2.3.0d	Bundesministerium für Verkehr, Bau und Stadtentwicklung	This proposed action addresses the equipment of the Erfurt-Leipzig/Halle route with ETCS Level 2 version SRS 2.3.0d. It intends to contribute to the adaptation of Deutsche Bahns train control systems to the European Standard and the realisation of the objectives of the global project. The project comprises the following activities: - Erecting of 3 ETCS centres and connection to sub-centres to achieve ETCS operating functionality; - Integrating of ETCS operations into the Operations Centre to achieve ETCS operating functionality; - Installation and programming of balises	18,300,000	9,150,000	50%	No	Although this is a mature proposal it falls outside the scope of the present Call/Priority 3. According to the proposal's content, the proposed action is not part of the European Deployment Plan (sub-priority a)) or support the validation of baseline 3 (sub-priority b)). The proposed action does not fit neither in the sub-area of support to national projects (sub-priority c)) since the corresponding essential condition on cross tests is not met. Essential information about the proposed action is missing which created additional obstacles to the evaluation of this project.
2011-DE-60003-P DE Work	Equipment of 75 locomotives with ETCS on-board-units	Railpool GmbH & Co. KG	The proposed action covers the equipment of 75 locomotives with ETCS (16 newly fitted and 59 retrofitted). The freight locomotives will run cross border and enhance the availability of ETCS-equipped rolling stock.	10,450,000	5,225,000	50%	No	The proposal addresses the call priorities in a wide way without establishing clear evidence about the results of the proposed action (where the equipped locomotives will circulate, or whether they will be equipped with ETCS 2.3.0d). The proposal's quality is very poor because essential information has not been provided. Activities have not been described in sufficient detail and the scope is unclear and not well defined. There is also insufficient information in terms of project management, quality control procedures and risk management.
2011-DK-60001-P DK Work	Joint venture project for the establishment of an operative ERTMS-based railway between Sweden and Denmark as a part of Corridor B - Danish part	Banedanmark (Rail Net Denmark)	This proposed action is a joint venture project between the Swedish Transport Administration/Banedanmark to establish an operative ERTMS on the Danish Øresund railway link. This will be achieved through: - Procuring ERTMS onboard solutions for operation in DK/SE for passenger and freight trains; - Setting up a joint test laboratory to ensure compatibility of Danish ERTMS trackside and baseline 3 ERTMS onboard solutions; - Integrating Swedish and Danish Specific Transmission Module (STM) solutions with the respective onboard systems; - Changing the Øresund Class B/Class B System transition zone to allow migration to onboard ERTMS and STM's.	14,071,293	7,035,646	50%	No	While the maturity and the impact of the proposed action are very good, the proposal falls outside the scope of the Call. The proposed action focuses on STM operation and not on full ERTMS functionality, and therefore does not properly address priority 4, under which it is submitted.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding -TEN-T	External Evaluation recommendation	Comment
2011-EU-60001-P EU (AT) Work	ERTMS deployment on Austrian vehicles (type 1216)	Bundesministerium für Verkehr, Innovation und Technologie	The proposed action aims at retrofitting a total of 35 locomotives type 1216 distributed as follows: - 14 for freight transportation in AT and SI (ERTMS corridor D) - 11 for freight and passenger transportation in AT/CZ (ERTMS corridor E) - 10 for high speed passenger transportation in AT, DE and IT along the ERTMS corridor B. In Phase A SRS 2.3.0d will be implemented. It is planned to operate with ETCS L1/L2 in AT and with LSTM in DE, CZ, IT and SI. In Phase B Baseline 3 becomes operational with additional authorisations for ETCS L1/L2 operation in DE, CZ, IT and SI.	7,228,661	2,625,001	36.3%	No	Though mature, the proposed action does not demonstrate any specific EU added value in terms of rail compatibility of existing equipped lines in Europe. The proposal insufficiently addresses field tests on ETCS equipped lines in different Member States. Overall, the quality of the proposal is too poor: the interaction of the proposed action with the ongoing action is unclear.
2011-EU-60002-P EU (AT) Work	ERTMS deployment on Austrian vehicles (type railjet)	Bundesministerium für Verkehr, Innovation und Technologie	The proposed action aims at retrofitting 51 train sets, as follows: - 23 train sets for high speed transport (AT, DE, HU and CH) - 3 trainsets for high speed transport (AT, DE and HU) - 25 trainsets for high speed transport in AT /DE In Phase A SRS 2.3.0d will be implemented. It is planned to operate with ETCS L1/L2 in AT and HU with L0 in CH and LSTM in DE. In Phase B Baseline 3 becomes operational with additional authorisations for ETCS L1/L2 operation in CH and DE.	18,313,449	7,650,000	41.8%	No	Though mature, the proposed action does not demonstrate any specific EU added value in terms of rail compatibility of existing equipped lines in Europe. The proposal insufficiently addresses field tests on ETCS equipped lines in different Member States. Overall, essential information is missing, particularly details on field tests in Hungary and Switzerland.
2011-EU-60003-P EU (AT) Work	ERTMS deployment on Austrian vehicles (type 1116)	Bundesministerium für Verkehr, Innovation und Technologie	The main objective of the proposed action is to achieve interoperability, making rail more attractive and achieving a modal shift towards rail. It aims at retrofitting 50 locomotives type 1116 for freight transportation in AT and DE (ERTMS corridor B and other routes). In Phase A SRS 2.3.0d will be implemented. It is planned to operate with ETCS L1/L2 in AT and with LSTM in DE. In Phase B Baseline 3 becomes operational with additional authorisations for ETCS L1/L2 operation in Germany.	7,851,113	3,750,001	47.8%	No	Though mature, the proposed action does not demonstrate any specific EU added value in terms of rail compatibility of existing equipped lines in Europe. The proposal insufficiently addresses field tests on ETCS equipped lines in different Member States.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation recommendation	Comment
2011-EU-60007-S EU (ES, PT, FR) Study	Plan de mise en oeuvre du corridor europeen de fret no4 en application du reglement europeen 913/2010	Republique Francaise	The proposed action concerns carrying out studies in view of setting up the implementation plan for Freight Corridor 4 in line with the Regulation 913/2010 on the rail freight network. The plan has to be established by May 2013 at the latest. The studies will be focused on market & freight traffic, allocation of rail capacity and railway infrastructure.	1,391,000	695,500	50%	No	The proposed action failed to demonstrate its clear relevance to the call priorities and in particular some of the main elements of Regulation 913/2010. Formal commitments from key stakeholders have not been demonstrated thus compromising its readiness to start. The quality of the proposal is poor as a lot of essential information is either missing or only vaguely addressed such as details on non-TEN-T financial resources, risk management plan, managerial structure, etc.
2011-EU-60010-S EU (IT) Study	Studies regarding the setting up of the implementation plan of a major part of the Freight Corridor 6 in accordance with EU Regulation 913/2010	European Economic Interest Grouping for Corridor D	The proposed action aims to carry out the necessary transport market studies for setting up the implementation Plan of Freight Corridor 6 pursuant to EU Regulation 913/2010 on the rail freight network. The studies will cover the part of Freight Corridor No. 6 located in ES, FR, IT and SI.	1,284,000	642,000	50%	No	The proposed action is relevant to the call priorities. However, it failed to demonstrate its maturity/lack of evidence of political support and commitment, mission statement not yet established, main structures - executive board - still under development, etc). The impact of the proposed action is not substantiated at this stage. The quality of the proposal is poor with general and often inaccurate information (description of activities, poor risk management plan, etc).
2011-EU-60011-S EU (RO) Study	Implementation of ERTMS on Freight Corridor 7 (ERTMS ORIENT)	Intelligent Transport Romania - ITS Romania	The proposed action concerns the preparation of the ERTMS implementation study on freight corridor 7(Orient Corridor). It will be used as support to the executive and management boards of the Corridor, in line with the Regulation 913/2010 on the rail freight network and include deployment aspects.	1,200,000	600,000	50%	No	The proposed action belongs to Priority Project 22. It does not meet a number of call requirements. It does not address path allocation and capacity constraints of existing infrastructure. The maturity of this action could not be established given that vital information is missing, such as commitment of involved stakeholders, including at political level. There is no information about the impact of the action in terms of policy making or best practice case. The quality of the action is also low because details on the managerial structure and management plan have not been provided.
2011-EU-60012-P EU (FR) Work	Migration of the whole fleet of high speed trains fitted with ERTMS to baseline 2.3.0d in order to operate in France, Spain, Germany, Belgium and Netherlands	SNCF	This proposed action addresses the retrofitting of the onboard ERTMS equipment to SRS version 2.3.0d of 95 existing trains (19 TGV POS, 50 TGV DASYE, 9 TGV PBA, 17 TGV PBKA) and 55 TGV 2N2 that will be delivered by end of December 2014.	11464,000	5,732,000	50%	No	The proposed action is relevant to the TEN-T priorities as it contributes to improving rail traffic on Priority Projects 2, 3 and 4. It is also relevant to the call priorities. The action is ready to start. The impact of the action can be expected to be considerable in terms of migration to ERTMS and increase of rail interoperability. However it is not well substantiated or explained in the proposal. The quality of the proposal is insufficient given that vital information has not been provided in detail, particularly as regards the proposed costs and all incompatibilities between the onboard systems and the equipped lines.

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	External Evaluation recommendation	Comment
2011-SE-60001-S	Joint venture project for the establishment of an operative ERTMS-based railway between Sweden and Denmark as part of Corridor B	Trafikverket	This proposed action is part of a joint venture between the Swedish Transport Administration and Rail Net Denmark, aiming at establishing an operative ERTMS-based railway link between SE and DK as a part of Corridor B. The project consists of 4 activities: - Integration of the Swedish ATP on-board system with the Danish STM; Establishment of a test line for the technical border crossing between the Swedish/Danish ATP systems; - Coordination with the other Corridor B activities in the Øresund in SE; - Coordination with the railway undertakings operating on the Øresund link in SE.	5,896,339	2,948,169	50%	No	The proposed action concerns Corridor B. Although of good quality, the action mainly focuses on STM operations and not on full ERTMS functionality, without an immediate positive effect on ERTMS deployment. It therefore does not properly address priority 4, under which it is submitted. It does not address the overall call objective, namely "to achieve enhanced consolidation of ERTMS deployment through the rail market" and to "to ensure the cross-border operation of ERTMS equipped locomotives and lines".
2011-SE-60002-P SE Work	Deployment of ERTMS/STM On-board-equipment in Sweden 2011-2014	Trafikverket	The proposed action, part of the SE ERTMS implementation plan, concerns the ERTMS onboard equipment of a large number of vehicles (freight locos and maintenance). The project consists of two activities: - Prototype installation, approval and certification; - Series installation.	55,285,800	27,642,900	50%	No	The proposed action is ready to start. However, it fails to meet any of the essential conditions foreseen for the priority 4 of the Call's text under which it is submitted. Its technical scope is not clearly defined, including discrepancies in the number of locomotives to be equipped.
2011-SK-60001-S SK Study	ERTMS deployment on Slovak part of the Corridor E; state border CZ/SK-Kuty-Junction Bratislava-Rusovce-state border SK/HU	Ministry of Transport, Construction and Regional Development of the Slovak Republic	The proposed action, part of the global project of Corridor E ERTMS deployment, aims at preparing the ERTMS project design and documentation for a comprehensive part of the Corridor E in Slovakia. The following activities will be carried out: - Elaborating the complete project documentation for the ETCS deployment; - Upgrading and extending a pilot GSM-R system; - Engineering activities required for the territorial decisions and the building permits.	1,802,002	901,001	50%	No	The proposed action is relevant to TEN-T priorities (concerns Corridor E, and Priority Projects 17 and 23). However, the action concerns a preparatory study which as such fails to meet the essential conditions of call priority 3 under which it has been submitted. No specific commitment provided that would justify the action's maturity. No appropriate information has been provided about technical scope of activities, operational and technical rules to follow, authorisation procedure, etc.



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