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Connecting Europe Facility (CEF) 2020 TRANSPORT MAP CALL Proposal for the selection of projects

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Abbreviations

List of commonly used abbreviations:

- 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
- FO - Funding Objective
- HGV - Heavy goods vehicle
- 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
- RRT - Rail-Road Terminal
- 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 is the main EU funding instrument supporting the development of the Trans-European Transport Network (TEN-T) as established by the TEN-T Guidelines².

The main objective of the CEF Transport Programme is to provide funding for projects of common interest in the European Union to help complete the TEN-T, in particular the Core Network and its nine Core Network Corridors by 2030. To achieve this objective, a total budget of approximately €24 billion³ has been made available for TEN-T projects for the 2014-2020 Multi-Annual Financial Framework. Out of this budget, €11.3 billion is reserved for projects in the 15 Member States eligible for support from the Cohesion Fund⁴.

CEF priorities

To achieve the objectives of the Connecting Europe Facility, the funding allocated to projects is organised around three funding objectives:

- Funding Objective 1 (FO1): Bridging missing links, removing bottlenecks, 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 the best possible use of the limited EU resources, the vast majority of CEF funding is being directed to major cross-border projects and projects addressing main bottlenecks and missing links on the 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 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, i.e. technical assistance measures which are required for the management of the CEF programme and the achievement of its objectives, are being promoted, in particular to improve the capacity of Member States and possible applicants to prepare project pipelines.

Multi-Annual and Annual Work Programmes

Most of the CEF funding during the 2014-2020 period is allocated under the Multi-Annual Work Programmes (MAP). These MAPs address projects of longer-term nature and higher importance along the Core Network Corridors, other sections of the Core Network and horizontal priorities⁵ which are pre-identified in Part I of Annex I of the CEF Regulation. The remaining CEF funding is allocated under the Annual Work Programmes (AP). The CEF transport funding priorities are established in a Commission Delegated Regulation of 8 July 2016⁶.

2020 CEF Transport MAP call – Structure and Particularities

The 2014-2020 Multi-Annual Work Programme (MAP) was amended on 15 December 2020⁷ in order to introduce the

2020 CEF Transport MAP call for proposals.

The call was launched on 15 December 2020, with a deadline for submission of proposals on 22 March 2021.

The total indicative budget of the call is €200 million: €160 million under the General envelope and €40 million under the Cohesion envelope.

This call for proposals addressed Actions related to the funding objective "removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections" (FO1).

The envisaged Actions needed to contribute to completing pre-identified projects on the core network corridors and on the other sections of the core network (railways, inland waterways, roads, maritime and inland ports) as stipulated in Annex I, Part I, points 2 and 3 of the CEF Regulation.

The general objective of this call was to prepare for the implementation of TEN-T core network projects by supporting studies within the meaning of Article 2(6) of the CEF Regulation, addressing the necessary preparatory steps for the forthcoming works. These steps relate e.g. to technical design, permitting procedures and preparation of the tendering process.

The call was only open for studies with priority to Actions leading to the start of works between 2021 and 2024.

Key aspects of the evaluation of the 2020 CEF Transport MAP call

Proposals submitted and evaluated

A total of 100 proposals were received by CINEA under the 2020 CEF Transport MAP call.

After assessment by the Admissibility and Eligibility Committee, 95 proposals were deemed eligible for evaluation.

The total funding requested by applicants of the submitted eligible proposals amounted to €376 million. This represented an oversubscription rate of 1.3 for the General envelope and 4.1 of the Cohesion envelope.

Evaluation and selection process

The evaluation and selection process was carried out in two steps:

1. An external evaluation of proposals was organised by CINEA in the period from April to May 2021. The technical appraisal of each proposal against four award criteria (relevance, maturity, impact and quality) was made individually and remotely by at least three independent external technical experts. These experts then discussed each proposal in a consensus meeting, held remotely because of the COVID-19 pandemic, and agreed on a score and comments for each of the award criteria, leading to a recommendation in favour or against funding.
2. An internal evaluation committee, chaired by the Commission's Directorate-General for Mobility and Transport of the European Commission, and with representatives of the Directorates-General for Regional Policy, for Environment and for Research and Innovation, as well as CINEA, reviewed the results of the external evaluation, established the lists of proposals selected for funding and the reserve list, and set the maximum amount of the EU contribution for each grant.
For this purpose, the internal evaluation committee attributed to each proposal that was recommended by the external experts a score that took into account the contribution of the proposed Action to the balanced development of the network, notably its comparative Union added value in relation to other proposed Actions. Where appropriate, this factor also assessed the complementarity of the proposed Action with other Union funded projects.

Preliminary Results of the evaluation

Following the evaluation, 68 project proposals were recommended for immediate funding, amounting to slightly more than €242 million of CEF support, while nine recommended proposals under the cohesion envelope were placed on a reserve list.

Table 1: Recommended proposals under the 2020 CEF Transport MAP call

Envelope	Status	Number of proposals recommended for funding	Recommended eligible cost, €	Recommended funding, €
General	Selected	57	365,642,821	182,821,411
Cohesion	Selected	11	69,834,312	59,359,165
	Reserve list	9	88,435,648	

The vast majority of the recommended project proposals concerned railways, followed by maritime ports. None of the recommended proposals concerned road projects.

Table 2: Distribution of the recommended proposals according to transport mode.

Transport mode	Selected		Reserve list	
	Number of proposals	Recommended funding, €	Number of proposals	Recommended funding, €
Inland Waterways and Inland Ports	13	16,132,539	-	-
Maritime Ports	18	44,673,689	1	
Railways	37	181,374,348	8	
TOTAL	68	242,180,576	9	

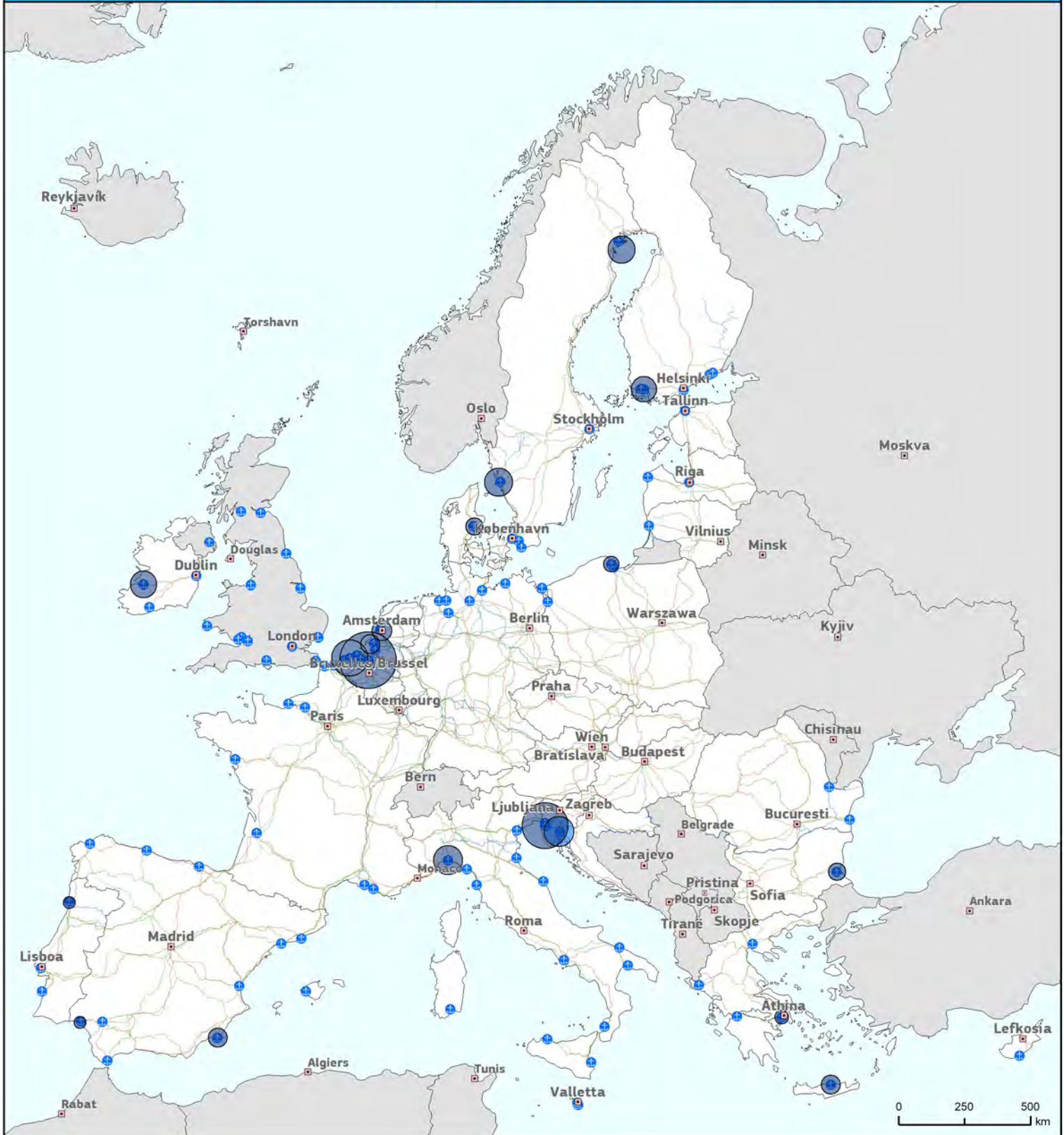
References

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, Czechia, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia.
5. SESAR; telematics applications for all modes of transport including ITS, ERTMS, RIS; new technologies and innovation; safe and secure infrastructure, Motorways of the Sea.
6. [Commission Delegated Regulation \(EU\) 2016/1649](#) of 8 July 2016 supplementing Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility, OJ L 247/2016 of 15.09.2016.
7. [Commission Implementing Decision C\(2018\) 6599 final](#) of 12 October 2018

2020 CEF MAP TRANSPORT CALL FOR PROPOSALS

Maritime Ports

19 recommended proposals (of which 1 on the reserve list)



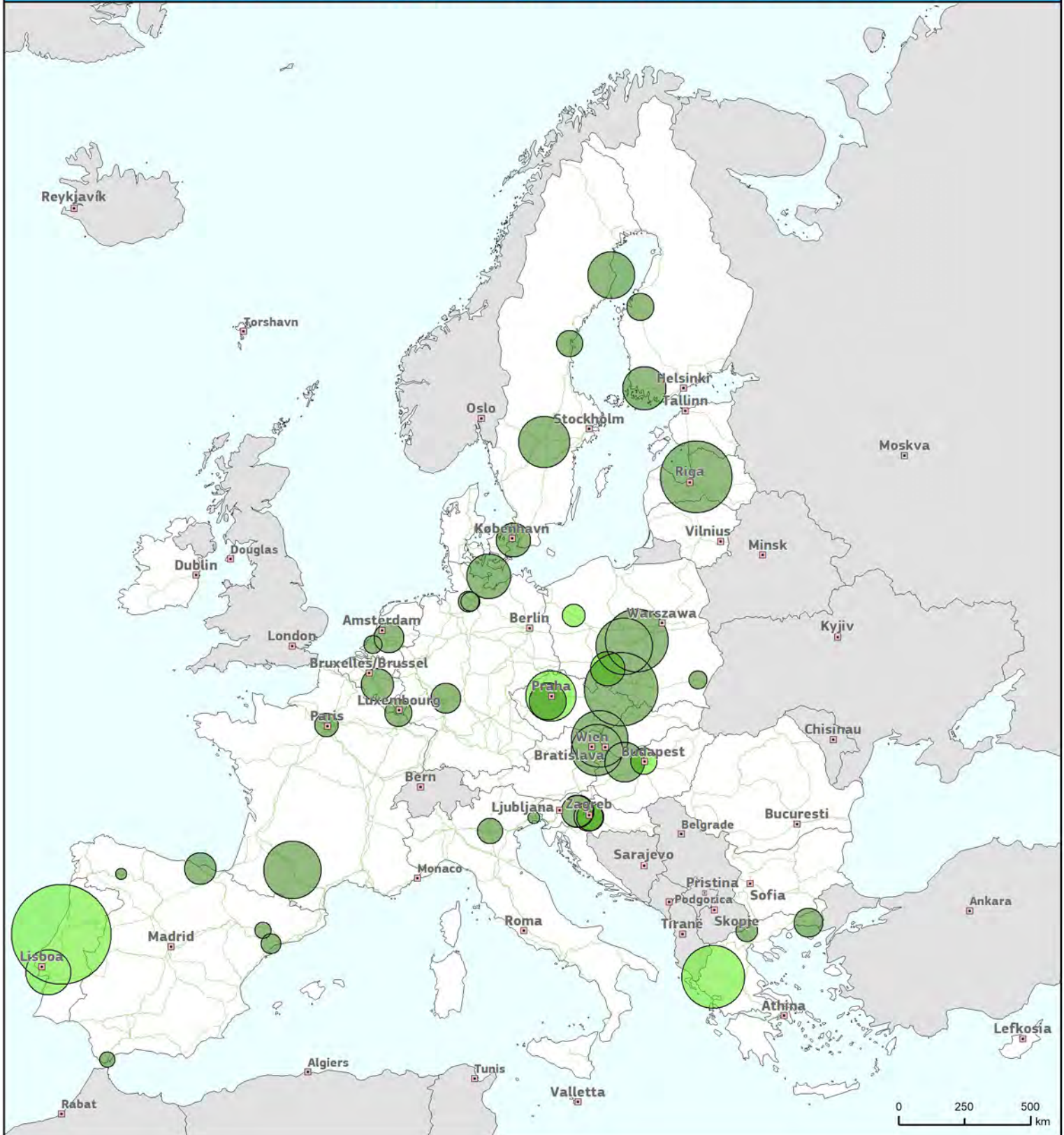
Proposals for CEF funding



Core Network

- Port
- Railway
- Road
- Inland Waterway

- 18 proposals selected for funding
- 1 proposal on the reserve list



Proposals for CEF funding



Core Network

Railway

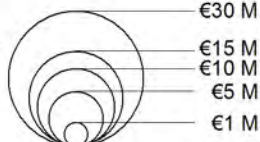
● 37 proposals selected for funding

● 8 proposals on the reserve list

2020 CEF MAP TRANSPORT CALL FOR PROPOSALS Inland Waterways and Inland Ports (13 recommended proposals)



Proposals for CEF funding



Core Network

- Port
- Inland Waterway

13 proposals selected for funding

2020 CEF Transport call

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
2020-AT-TM-0001-S	Upgrade of the Northern Railway Line	Pre-identified projects on the Corridors of the Core Network	Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie	AT	€21,693,318	10,846,659	€50.00 %	€21,693,318	10,846,659	50.00 %
2020-AT-TM-0006-S	Ennshafen prepares smart & sustainable mobility investments	Pre-identified projects on the Corridors of the Core Network	Ennshafen OÖ GmbH	AT	€1,204,000	602,000	€50.00 %	€1,204,000	602,000	50.00 %
2020-AT-TM-0040-S	Coordinated studies to implement the Airport Link in AT & the HU section for the Budapest-Warsaw/Vienna high-speed line	Pre-identified projects on the Corridors of the Core Network	Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie	AT	€17,545,292	8,772,646	€50.00 %	€17,545,292	8,772,646	50.00 %
2020-BE-TM-0035-S	Study to upgrade the railway infrastructure in the Ottignies and Namur railway stations	Pre-identified projects on the Corridors of the Core Network	NMBS/SNCB (NV van publiek recht / SA de droit public)	BE	€7,110,457	3,555,229	€50.00 %	€7,110,457	3,555,229	50.00 %
2020-BE-TM-0036-S	Master plan Automation: towards implementation of remote control facilities on the Flemish waterway network	Pre-identified projects on the Corridors of the Core Network	De Vlaamse Waterweg nv	BE	€6,167,000	3,083,500	€50.00 %	€6,167,000	3,083,500	50.00 %
2020-BE-TM-0086-S	Future-proof infrastructure in the port of Antwerp	Pre-identified projects on the Corridors of the Core Network	Havenbedrijf Antwerpen NV van publiek recht	BE	€21,806,800	10,903,400	€50.00 %	€21,806,800	10,903,400	50.00 %
2020-BE-TM-0089-S	New Lock Zeebrugge - technical studies	Pre-identified projects on the Corridors of the Core Network	Flemish Department of Mobility and Public Works	BE	€8,730,000	4,365,000	€50.00 %	€8,730,000	4,365,000	50.00 %
2020-BE-TM-0100-S	Tercofin-Seafar	Pre-identified projects on the Corridors of the Core Network	Tercofin	BE	€1,232,500	616,250	€50.00 %	€1,232,500	616,250	50.00 %
2020-BG-TMC-0014-S	Black Sea Gateway to the OEM Transport Corridor	Pre-identified projects on the Corridors of the Core Network	BMF PORT BURGAS EAD	BG	€1,172,000	996,200	€85.00 %	€1,172,000	996,200	85.00 %
2020-CZ-TMC-0004-S	Design preparation of railway line in section "Odbocka Berounka - Karlštejn"	Pre-identified projects on the Corridors of the Core Network	Správa železnic, státní organizace	CZ	€5,486,767	4,663,752	€85.00 %	€5,486,767	4,663,752	85.00 %
2020-DE-TM-0009-S	Planning Fehmarnsundquerung	Pre-identified projects on the Corridors of the Core Network	Bundesministerium für Verkehr und digitale Infrastruktur	DE	€13,000,000	6,500,000	€50.00 %	€13,000,000	6,500,000	50.00 %
2020-DE-TM-0015-S	Ausbau der Oststrecke des Nord - Ostsee - Kanals	Pre-identified projects on the other sections of the Core Network	Federal Ministry of Transport and Digital Infrastructure	DE	€4,290,000	2,145,000	€50.00 %	€4,290,000	2,145,000	50.00 %
2020-DE-TM-0043-S	Preliminary planning and project management for the Hamburg railway node - Wilhelmsburg crossing structure	Pre-identified projects on the Corridors of the Core Network	Bundesministerium für Verkehr und digitale Infrastruktur	DE	€2,587,535	1,293,768	€50.00 %	€2,587,535	1,293,768	50.00 %
2020-DE-TM-0050-S	Removal of bottlenecks in the rail hinterland connection of the Port of Hamburg:Western bypass of Alte Süderelbe station	Pre-identified projects on the Corridors of the Core Network	Hamburg Port Authority AoR	DE	€3,050,000	1,525,000	€50.00 %	€3,050,000	1,525,000	50.00 %
2020-DE-TM-0057-S	Expansion of the Frankfurt railway node	Pre-identified projects on the Corridors of the Core Network	Bundesministerium für Verkehr und digitale Infrastruktur	DE	€5,977,866	2,988,933	€50.00 %	€5,977,866	2,988,933	50.00 %
2020-DK-TM-0016-S	Removing the railway cross-border bottleneck between the fixed links across Fehmarn and Oresund at Copenhagen Airport	Pre-identified projects on the Corridors of the Core Network	A/S Øresund	DK	€7,984,994	3,992,497	€50.00 %	€7,984,994	3,992,497	50.00 %
2020-DK-TM-0032-S	Sustainable Masterplan 2050: Expansion of the Port of Aarhus, Denmark	Pre-identified projects on the Corridors of the Core Network	Port of Aarhus	DK	€2,000,000	1,000,000	€50.00 %	€2,000,000	1,000,000	50.00 %
2020-EL-TM-0062-S	CIPORT - Cold Ironing in the Port of Piraeus: Taking the Final Step	Pre-identified projects on the Corridors of the Core Network	Piraeus Port Authority S.A. (PPA)	EL	€1,400,000	700,000	€50.00 %	€1,400,000	700,000	50.00 %
2020-EL-TMC-0051-S	Port Electrification - Alternative Maritime Power ELECTRIPORT	Pre-identified projects on the Corridors of the Core Network	HERAKLION PORT AUTHORITY S.A.	EL	€1,630,380	1,385,823	€85.00 %	€1,447,440	1,230,324	85.00 %
2020-EL-TMC-0070-S	Studies for upgrading specific locations on the railway line Thessaloniki-Mouries & Strimonas area, part of OEM Corridor	Pre-identified projects on the Corridors of the Core Network	Ministry of Development and Investments	EL	€1,900,000	1,615,000	€85.00 %	€1,900,000	1,615,000	85.00 %
2020-EL-TMC-0078-S	Upgrade of the existing railway line in the section of the railway line Toxotes - Alexandroupoli	Pre-identified projects on the other sections of the Core Network	Ministry of Development and Investments	EL	€3,300,000	2,805,000	€85.00 %	€3,300,000	2,805,000	85.00 %
2020-ES-TM-0008-S	Basic infrastructure to improve the commercial competitiveness and sustainability of the Port of Cartagena	Pre-identified projects on the Corridors of the Core Network	AUTORIDAD PORTUARIA DE CARTAGENA	ES	€2,537,000	1,268,500	€50.00 %	€2,537,000	1,268,500	50.00 %
2020-ES-TM-0011-S	ATL_Freight_South_access_to_Bilbao_Port	Pre-identified projects on the Corridors of the Core Network	Dirección de Infraestructuras del Transporte. Gobierno Vasco	ES	€6,953,238	3,476,619	€50.00 %	€6,953,238	3,476,619	50.00 %
2020-ES-TM-0012-S	Improvement of the Railway Interoperability and Connections with the hinterland of the Port of Huelva	Pre-identified projects on the other sections of the Core Network	Autoridad Portuaria de Huelva	ES	€1,402,823	701,412	€50.00 %	€961,376	480,688	50.00 %

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
2020-ES-TM-0038-S	Preparatory Phase (Studies) for the optimization of the accessibility conditions to the Port of Seville	Pre-identified projects on the Corridors of the Core Network	AUTORIDAD PORTUARIA DE SEVILLA	ES	€4,306,974	2,153,487	€50.00 %	€4,306,974	2,153,487	50.00 %
2020-ES-TM-0042-S	Study for the optimization of an existing intermodal terminal in Port of Tarragona for modal shift between rail and road	Pre-identified projects on the Corridors of the Core Network	COMBI TERMINAL CATALONIA SL	ES	€2,710,000	1,355,000	€50.00 %	€2,710,000	1,355,000	50.00 %
2020-ES-TM-0044-S	750-Meter Railway Sidings in Section Zaragoza-Barcelona of the Mediterranean Corridor. ZB750	Pre-identified projects on the Corridors of the Core Network	Autoridad Portuaria de Barcelona – Port de Barcelona	ES	€1,910,740	955,370	€50.00 %	€1,910,740	955,370	50.00 %
2020-ES-TM-0052-S	Improvement of the railway connection with the port facilities located in Algeciras Bay	Pre-identified projects on the Corridors of the Core Network	AUTORIDAD PORTUARIA DE LA BAHÍA DE ALGECIRAS	ES	€1,613,890	806,945	€50.00 %	€1,613,890	806,945	50.00 %
2020-ES-TM-0091-S	Upgrading an old rail yard with a siding for trains with a length of 740 m in Ponferrada (Spain)	Pre-identified projects on the other sections of the Core Network	Ayuntamiento de Ponferrada	ES	€830,000	415,000	€50.00 %	€830,000	415,000	50.00 %
2020-EU-TM-0055-S	ACCESS2NAPA	Pre-identified projects on the Corridors of the Core Network	Autorità di Sistema Portuale del Mare Adriatico Centro Settentrionale	IT, SI	€14,757,000	7,378,500	€50.00 %	€14,436,400	7,218,200	50.00 %
2020-EU-TMC-0076-S	Rail Baltica - 1435 mm standard gauge railway line development in Estonia, Latvia and Lithuania (Part VI)	Pre-identified projects on the Corridors of the Core Network	(RBR) RB Rail AS	EE, LT, LV	€29,337,913	24,937,226	€85.00 %	€20,330,950	17,281,308	85.00 %
2020-FI-TM-0017-S	Kupittaa-Turku: Planning of Kupittaa-Turku double track and Turku rail yards	Pre-identified projects on the Corridors of the Core Network	Finnish Transport Infrastructure Agency	FI	€12,578,000	6,289,000	€50.00 %	€12,578,000	6,289,000	50.00 %
2020-FI-TM-0024-S	Ferry Port Turku - Planning of infrastructure development in Port of Turku	Pre-identified projects on the Corridors of the Core Network	Port of Turku Ltd	FI	€6,860,000	3,430,000	€50.00 %	€4,267,080	2,133,540	50.00 %
2020-FI-TM-0069-S	The development of the Tampere-Oulu railway connection (1st phase)	Pre-identified projects on the other sections of the Core Network	Finnish Transport Infrastructure Agency	FI	€5,000,000	2,500,000	€50.00 %	€5,000,000	2,500,000	50.00 %
2020-FR-TM-0039-S	Study for the extension and greening of the multimodal Strasbourg south terminal	Pre-identified projects on the Corridors of the Core Network	Port autonome de Strasbourg	FR	€1,900,000	950,000	€50.00 %	€1,900,000	950,000	50.00 %
2020-FR-TM-0063-S	Final studies into railway adaptations to the North of Toulouse (AFNT)	Pre-identified projects on the other sections of the Core Network	Ministry of Ecological Transition	FR	€22,288,800	11,144,400	€50.00 %	€22,288,800	11,144,400	50.00 %
2020-FR-TM-0079-S	Languevoisin Euroseine Multimodal Platform	Pre-identified projects on the Corridors of the Core Network	Noriap Groupe	FR	€1,790,000	895,000	€50.00 %	€1,790,000	895,000	50.00 %
2020-FR-TM-0081-S	Modernisation of the Paris-Le Havre line. Detailed design studies into elimination of the Paris-Saint-Lazare bottleneck	Pre-identified projects on the Corridors of the Core Network	Ministry for Ecological and Inclusive Transition – Transport Ministry	FR	€3,759,360	1,879,680	€50.00 %	€3,759,360	1,879,680	50.00 %
2020-HR-TMC-0028-S	Study and Project Documentation for the Dangerous Cargo Terminal in Port Slavonski Brod	Pre-identified projects on the Corridors of the Core Network	Port Authority Slavonski Brod	HR	€1,032,200	877,370	€85.00 %	€1,032,200	877,370	85.00 %
2020-HR-TMC-0060-S	Modernisation of railway line section Zagreb Main Station - Hrvatski Leskovac	Pre-identified projects on the Corridors of the Core Network	HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.)	HR	€3,300,000	2,805,000	€85.00 %	€3,300,000	2,805,000	85.00 %
2020-HU-TMC-0092-S	Coordinated studies to implement the HU section for Budapest-Warsaw/Vienna high-speed line & Vienna Airport Link in AT	Pre-identified projects on the Corridors of the Core Network	Ministry for Innovation and Technology	HU	€6,385,696	5,427,842	€85.00 %	€6,385,696	5,427,842	85.00 %
2020-IE-TM-0072-S	Feasibility of the development of a new deep-water berth at Foynes Island	Pre-identified projects on the other sections of the Core Network	Shannon Foynes Port Company (SFPC)	IE	€4,710,000	2,355,000	€50.00 %	€4,710,000	2,355,000	50.00 %
2020-IT-TM-0013-S	Designing the upgrade of Italian railway stations on the MED, BAC, RALP and SCAN-MED TEN-T Core Network Corridors	Pre-identified projects on the Corridors of the Core Network	Rete Ferroviaria Italiana	IT	€4,380,000	2,190,000	€50.00 %	€4,380,000	2,190,000	50.00 %
2020-IT-TM-0018-S	Planning of a new railway connection between the waterway of the Corno River and the Trieste-Venice railway	Pre-identified projects on the Corridors of the Core Network	Regione autonoma Friuli Venezia Giulia	IT	€1,244,494	622,247	€50.00 %	€1,033,602	516,801	50.00 %
2020-IT-TM-0034-S	WIN-IT: Works for Implementing the Navigation in Northern Italy.	Pre-identified projects on the Corridors of the Core Network	Agenzia Interregionale per il fiume Po	IT	€2,730,000	1,365,000	€50.00 %	€2,730,000	1,365,000	50.00 %
2020-IT-TM-0037-S	RENEW4GE - a Rail and sea Enhancement to Widely connect Genoa to Europe	Pre-identified projects on the Corridors of the Core Network	Autorità di Sistema Portuale del Mar Ligure Occidentale	IT	€5,815,000	2,907,500	€50.00 %	€5,815,000	2,907,500	50.00 %
2020-IT-TM-0046-S	Mantua East Lombardy Inland Port Development: Cross Corridors Link	Pre-identified projects on the Corridors of the Core Network	Provincia di Mantova	IT	€1,018,000	509,000	€50.00 %	€1,018,000	509,000	50.00 %
2020-LU-TM-0029-S	EUROCAP-RAIL. Luxembourg rail network. Studies regarding the upgrading of Bettembourg station.	Pre-identified projects on the Corridors of the Core Network	Ministère de la Mobilité et des Travaux publics	LU	€5,000,000	2,500,000	€50.00 %	€5,000,000	2,500,000	50.00 %

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
2020-NL-TM-0005-S	Inland Barge Terminal Bergen op Zoom (NL)	Pre-identified projects on the Corridors of the Core Network	W.G.A. Versteijnen Investments Intermodal B.V.	NL	€1,231,364	615,682	€50.00 %	€1,231,364	615,682	50.00 %
2020-NL-TM-0007-S	Preparations to remove final bottlenecks on the Maas section of the TEN-T core network in the Netherlands	Pre-identified projects on the Corridors of the Core Network	Ministry of Infrastructure and Water Management	NL	€2,313,000	1,156,500	€50.00 %	€2,313,000	1,156,500	50.00 %
2020-NL-TM-0020-S	Preparatory Study to accommodate 740 m. freight trains at Waalhaven Zuid railway yard - Port of Rotterdam	Pre-identified projects on the Corridors of the Core Network	ProRail B.V.	NL	€2,185,966	1,092,983	€50.00 %	€2,185,966	1,092,983	50.00 %
2020-NL-TM-0023-S	Study of removal two critical bottlenecks North Sea-Baltic Core Network Corridor	Pre-identified projects on the Corridors of the Core Network	ProRail B.V.	NL	€5,880,670	2,940,335	€50.00 %	€5,880,670	2,940,335	50.00 %
2020-NL-TM-0077-S	Study to realise the implementation of onshore power in the port of Rotterdam	Pre-identified projects on the Corridors of the Core Network	Havenbedrijf Rotterdam N.V.	NL	€2,560,000	1,280,000	€50.00 %	€2,560,000	1,280,000	50.00 %
2020-NL-TM-0094-S	Preparatory Studies for Onshore Power Supply Works in the Core Maritime Port of Amsterdam	Pre-identified projects on the Corridors of the Core Network	Havenbedrijf Amsterdam N.V.	NL	€2,656,100	1,328,050	€50.00 %	€2,656,100	1,328,050	50.00 %
2020-NL-TM-0099-S	Revitalisation and Realisation of Alternative Fuel Infrastructure - Inland Port Maasbracht on NSMED	Pre-identified projects on the Corridors of the Core Network	Revitalisering Binnenhaven Maasbracht B.V.	NL	€2,327,500	1,163,750	€50.00 %	€2,327,500	1,163,750	50.00 %
2020-PL-TM-0074-S	Works on E30 railway line, Rzeszów -Medyka (state border) section - pre-project documentation	Pre-identified projects on the other sections of the Core Network	PKP Polskie Linie Kolejowe S.A.	PL	€2,305,003	1,152,502	€50.00 %	€2,305,003	1,152,502	50.00 %
2020-PL-TM-0084-S	Construction tunnel in Łódź with the inclusion in line 14, improving the railway connection on the TEN-T core network	Pre-identified projects on the Corridors of the Core Network	Solidarity Transport Hub Poland	PL	€26,325,000	13,162,500	€50.00 %	€26,325,000	13,162,500	50.00 %
2020-PL-TM-0085-S	Studies for the completion of the missing link on the NS - Baltic CNC: HS connection between Warsaw and Poznan	Pre-identified projects on the Corridors of the Core Network	Centralny Port Komunikacyjny Sp. zo.o.	PL	€21,920,000	10,960,000	€50.00 %	€21,920,000	10,960,000	50.00 %
2020-PL-TM-0088-S	Prace przygotowawcze dla zadania inwestycyjnego „Rozbudowa infrastruktury dostępu w Porcie Gdynia”	Pre-identified projects on the Corridors of the Core Network	Zarząd Morskiego Portu Gdynia S.A.	PL	€1,678,548	839,274	€50.00 %	€1,678,548	839,274	50.00 %
2020-PL-TMC-0073-S	Works on E59 railway line, Kedzierzyn Kozle-Chalupki section - design documentation	Pre-identified projects on the other sections of the Core Network	PKP Polskie Linie Kolejowe S.A.	PL	€21,409,618	18,198,175	€85.00 %	€21,409,618	18,198,175	85.00 %
2020-PT-TM-0056-S	Studies for the Sustainable Development of the Port Cluster of Leixões	Pre-identified projects on the Corridors of the Core Network	APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, S.A.	PT	€1,724,000	862,000	€50.00 %	€990,000	495,000	50.00 %
2020-SE-TM-0021-S	The Iron Ore Port II - Studies for improved maritime access to the Port of Luleå	Pre-identified projects on the other sections of the Core Network	Luleå Hamn AB	SE	€4,960,000	2,480,000	€50.00 %	€4,960,000	2,480,000	50.00 %
2020-SE-TM-0022-S	Sundsvall-Dingersjö - part of the double track railway East Coast line - part of the Bothnian corridor	Pre-identified projects on the Corridors of the Core Network	Trafikverket (Swedish Transport Administration)	SE	€4,754,000	2,377,000	€50.00 %	€4,754,000	2,377,000	50.00 %
2020-SE-TM-0026-S	Norrbotten Line - Detailed construction documents between Ytterbyn-Bureå	Pre-identified projects on the other sections of the Core Network	Trafikverket (Swedish Transport Administration)	SE	€14,915,000	7,457,500	€50.00 %	€14,915,000	7,457,500	50.00 %
2020-SE-TM-0045-S	Skandia Gateway - study	Pre-identified projects on the Corridors of the Core Network	Port of Göteborg	SE	€5,386,025	2,693,013	€50.00 %	€5,386,025	2,693,013	50.00 %
2020-SE-TM-0054-S	The freight line through Bergslagen, Hallsberg - Degerön, section Hallsberg-Stenkumla	Pre-identified projects on the Corridors of the Core Network	Trafikverket	SE	€17,928,000	8,964,000	€50.00 %	€17,928,000	8,964,000	50.00 %
2020-SI-TM-0097-S	Nadgradnja železniške proge d. m. (HR)-Dobova-Zidani Most: projektna dokumentacija za nadgradnjo medpostajnih odsekov	Pre-identified projects on the Corridors of the Core Network	Ministry of Infrastructure	SI	€7,017,423	3,508,712	€50.00 %	€7,017,423	3,508,712	50.00 %
2020-SI-TMC-0095-S	Nadgradnja železniške proge d. m. (HR)-Dobova-Zidani Most: projektna dokumentacija za nadgradnjo železniških postaj	Pre-identified projects on the Corridors of the Core Network	Ministry of Infrastructure	SI	€4,069,641	3,459,195	€85.00 %	€4,069,641	3,459,195	85.00 %

2020 CEF Transport call

Reserve 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, €		
2020-CZ-TMC-0033-S	Detailed design for selected sections of the railway line Praha - Vaclav Havel Airport	Pre-identified projects on the Corridors of the Core Network	Správa železnic, státní organizace	CZ	€10,053,758	8,545,694	€85.00 %	€10,053,758		
2020-EL-TMC-0080-S	Final Studies of the new single railway line Kalambaka-Ioannina-Igoumenitsa, part of OEM Corridor	Pre-identified projects on the Corridors of the Core Network	Ministry of Development and Investments	EL	€15,500,000	13,175,000	€85.00 %	€15,500,000		
2020-HR-TMC-0027-S	Upgrade of the Rijeka Port infrastructure - Prague Pier Extension (POR2CORE-Prague Pier Extension)	Pre-identified projects on the Corridors of the Core Network	Port of Rijeka Authority	HR	€3,589,900	3,051,415	€85.00 %	€3,589,900		
2020-HR-TMC-0059-S	Preparation of a Study for Zagreb Railway Node Development	Pre-identified projects on the Corridors of the Core Network	HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.)	HR	€3,000,000	2,550,000	€85.00 %	€3,000,000		
2020-HU-TMC-0064-S	Improving the Budapest rail node - EIA of a new rail connection on the OEM/RHD and MED corridors under the city center	Pre-identified projects on the Corridors of the Core Network	Ministry for Innovation and Technology	HU	€2,770,000	2,354,500	€85.00 %	€2,770,000		
2020-PL-TMC-0082-S	Works on C-E 30 railway line, Opole Groszowice-Jelcz-Wroclaw Brochów section - design documentation	Pre-identified projects on the Corridors of the Core Network	PKP Polskie Linie Kolejowe S.A.	PL	€4,744,866	4,033,136	€85.00 %	€4,744,866		
2020-PL-TMC-0098-S	Upgrading the Krzyz station to the TEN-T core network requirements - design documentation	Pre-identified projects on the Corridors of the Core Network	PKP Polskie Linie Kolejowe	PL	€2,059,774	1,750,808	€85.00 %	€2,059,774		
2020-PT-TMC-0047-S	High-Speed Railway Studies for Lisboa-Madrid section	Pre-identified projects on the Corridors of the Core Network	Ministério das Infraestruturas e da Habitação (MIH)	PT	€7,960,500	6,766,425	€85.00 %	€7,960,500		
2020-PT-TMC-0048-S	Studies for High-Speed Rail Porto-Lisboa: (1st phase)	Pre-identified projects on the Corridors of the Core Network	Ministério das Infraestruturas e da Habitação (MIH)	PT	€38,756,850	32,943,323	€85.00 %	€38,756,850		

2020 CEF Transport call

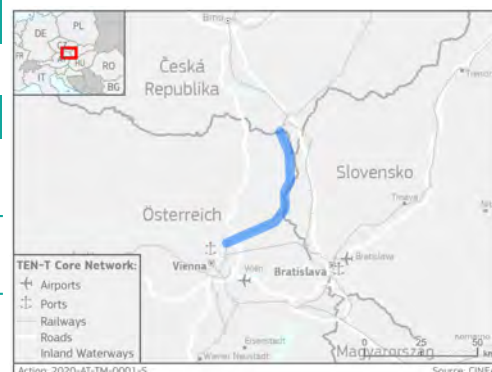
List of proposals
not recommended for funding

Proposal number	Title	Priority	(Coordinating) applicant	Location	Total eligible costs, €	Requested CEF funding, €	% CEF requested funding
2020-BE-TM-0087-S	Development of operations at the Athus dry port	Pre-identified projects on the Corridors of the Core Network	IDELUX Développement	BE	1,182,904	591,452	50.00 %
2020-BG-TMC-0031-S	Study for construction of railway link between Plovdiv Railway Node /OEM Corridor/ and Plovdiv Airport	Pre-identified projects on the Corridors of the Core Network	State Enterprise "National Railway Infrastructure Company"	BG	1,676,000	1,424,600	85.00 %
2020-DE-TM-0071-S	Securing a strong and sustainable future of the Baltic TEN-T core port of Lübeck	Pre-identified projects on the Corridors of the Core Network	City of Hansestadt Lübeck, The Mayor, Lübeck Port Authority	DE	9,330,100	4,665,050	50.00 %
2020-EE-TM-0096-S	Technical solution and preliminary design of Tallinn-Tartu-Koidula(-Piusa) railway line electrification	Pre-identified projects on the other sections of the Core Network	AS Eesti Raudtee	EE	3,784,152	1,892,076	50.00 %
2020-ES-TM-0049-S	DOING-HIVE. LNGHIVE2: Digitalization and Optimization of alternative fuel supply operations	Pre-identified projects on the Corridors of the Core Network	Autoridad Portuaria de Huelva	ES	1,361,857	680,929	50.00 %
2020-ES-TM-0090-S	ATL_Basque_Y_ Riberas_interchange_station	Pre-identified projects on the Corridors of the Core Network	Dirección de Infraestructuras del Transporte. Gobierno Vasco	ES	1,190,000	595,000	50.00 %
2020-FI-TM-0065-S	Preparation studies for TWIN-PORT actions on CEF2 in Port of Helsinki	Pre-identified projects on the Corridors of the Core Network	Port of Helsinki Ltd.	FI	18,000,000	9,000,000	50.00 %
2020-FR-TM-0093-S	Amélioration des connexions ferroviaires de HAROPA Ports de Paris	Pre-identified projects on the Corridors of the Core Network	HAROPA Ports of Paris	FR	850,000	425,000	50.00 %
2020-IE-TM-0041-S	Bremore Port Preparatory Studies Action	Pre-identified projects on the Corridors of the Core Network	Drogheda Port Company	IE	9,400,000	4,700,000	50.00 %
2020-IT-TM-0068-S	BioLNG Bunkering Feasibility Study	Pre-identified projects on the Corridors of the Core Network	FRATELLI COSULICH LNG S.r.l	IT	1,900,000	950,000	50.00 %
2020-LV-TM-0058-S	Introduction of environmentally friendly vessel handling & alternative fuel infrastructure in Freeport of Riga.	Pre-identified projects on the Corridors of the Core Network	Freeport of Riga Authority	LV	335,000	167,500	50.00 %
2020-LV-TM-0066-S	Relocation of Riga Passenger Port and Riga RoPax Terminal development	Pre-identified projects on the Corridors of the Core Network	Freeport of Riga Authority	LV	2,020,000	1,010,000	50.00 %
2020-PL-TM-0002-S	Pomorska Kolej Metropolitalna Etap II: Zadanie I - Rozwój infrastruktury transportowej w południowej części Gdanska	Pre-identified projects on the Corridors of the Core Network	Pomorska Kolej Metropolitalna S.A.	PL	1,100,000	550,000	50.00 %
2020-PT-TM-0053-S	Inland Navigation in the Tagus Estuary	Pre-identified projects on the Corridors of the Core Network	Ministério das Infraestruturas e da Habitação (MIH)	PT	923,773	461,887	50.00 %
2020-RO-TM-0061-S	Feasibility study for interoperability,efficiency&sanitation measures for the traction units of SNTFC CFR Calatori SA	Pre-identified projects on the Corridors of the Core Network	SOCIETATEA NATIONALA DE TRANSPORT FERROVIAR DE CALATORI "CFR CALATORI"SA	RO	438,000	219,000	50.00 %
2020-RO-TMC-0019-S	Danube GeoNet 1 - Feasibility Study to Extend and Develop the Support System for Topo hydrographic works on Danube	Pre-identified projects on the Corridors of the Core Network	River Administration of the Lower Danube	RO	70,000	59,500	85.00 %
2020-RO-TMC-0083-S	Preparatory Studies for Constructing Giurgiu Trimodal Terminal	Pre-identified projects on the Corridors of the Core Network	Inland Shipping SRL	RO	1,490,000	1,266,500	85.00 %
2020-SK-TMC-0030-S	Master plan and Feasibility study for the public port Komárno	Pre-identified projects on the Corridors of the Core Network	Verejný prístav, a.s.	SK	689,247	585,860	85.00 %

2020 CEF Transport call

Proposals recommended
for funding

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Austria		Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie		
Implementation Schedule				
Start:	February 2021	End:	December 2024	
Requested Funding		Recommended Funding		
Total eligible costs:	€21,693,318	Recommended total eligible costs:	€21,693,318	
Requested funding:	€10,846,659	Recommended funding:	€10,846,659	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



Connecting Vienna (Wien) - Breclav (Czech Republic), the Northern Railway Line is located on the Baltic-Adriatic Core Network Corridor's pre-identified section Katowice - Ostrava - Brno - Wien, as stipulated in Annex I, points 2 and 3 of Regulation (EU) No. 1316/2013. Further, the Orient/East-Med Corridor overlaps the Baltic-Adriatic Corridor on the full length of the Northern Railway Line's infrastructure (connecting the nodes Brno and Vienna)—which supports the high strategic significance of this rail connection to the TEN-T policy.

With view to the most recent political efforts in facilitating the implementation of a high-speed rail infrastructure connecting Berlin - Prague - Vienna (Via Vindobona Agreement 2021), the required upgrade of the existing Northern Railway Line is expected to gain in importance in the near future as a missing link in the TEN-T high-speed rail network that needs to be bridged.

Already today, however, the existing Northern Railway Line in place constitutes a major capacity bottleneck to passenger and freight trains on the Baltic-Adriatic Core Network Corridor, by being one of the most heavily used north-south axes for rail freight traffic.

The capacity shortage to serve the node Brno from Austria is even expected to deteriorate drastically in the future—in line with the stepwise completion of the capacity enlargements on Czech territory on the adjacent Breclav - Brno railway line.

The proposed Action comprises studies to upgrade the Northern Railway Line on Austrian territory (section Vienna- Süßenbrunn to the Austro-Czech border next to Bernhardsthal)—a route of approx. 70 km in length with 17 train stations. The proposed studies address the necessary preparatory steps for the forthcoming works that should continue under the MFF 2021-2027, and include the permitting procedures (Activity 1: approval procedure) as well as the preparation of the tendering process (Activity 2: detailed planning).

The construction of the upgrading works of the Northern Railway Line's sub-section Vienna-Süßenbrunn - Gänserndorf are currently foreseen to start by 2022 (with an expected completion of works until 2026), and of subsection Gänserndorf to the state border by 2023 (expected completion until 2030). The plannings of activities 1 and 2 are carried out sector by sector, during the construction works. Therefore, the planning and construction phase of the Northern Railway Line on Austrian territory would partly be carried out in parallel.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Austria	Ennshafen OÖ GmbH	

Implementation Schedule			
Start:	April 2021	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€1,204,000	Recommended total eligible costs:	€1,204,000
Requested funding:	€602,000	Recommended funding:	€602,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed Action "Ennshafen prepares smart & sustainable mobility investments" consists of studies on infrastructure development within the TEN-T Core Node inland port ENNSHAFEN (major Austrian multimodal freight transport hub) and at the rail connection to the Rhine-Danube Core Network Corridor. The Action 's objective is to prepare basics for short-term investments to fulfil market demands and comply with EU targets regarding greening of logistics.

This will be achieved through:

- (i) studies to eliminate bottlenecks in rail capacity at the rail access to the port area and within the port due to increasing traffic (investigate measures of the expansion of the existing rail capacity, assessment of the impact on the expected higher traffic and plan solutions, evaluate and plan best noise abatement solutions and explore the expansion of existing feeder railtrack systems as well as identified bottlenecks);
- (ii) studies on the implementation of new facilities for the provision and use of alternative fuels in the port (planning of LNG bunkering of vessels - truck-to-ship and shore-to-ship, planning of equipment for the provision and use of LNG/CNG for heavy-duty vehicles in the port, including compliance with the upcoming developments for "greening of gas" (Bio-Methane, Power2x, Hydrogen));
- (iii) studies to implement shore side electricity supply within the port (electricity supply with higher Ampere-systems, up to PowerLock-technology; cost-benefit-analysis for step-wise installation);
- (iv) studies on digitalisation concept for port processes and devices: planning measures to improve port processes by changing paper-based processes to digital data transmission.

Thus, it will close the gap of some TEN-T requirements for inland ports (alternative fuels & shore side electricity) and prepare infrastructure improvements to make sure that TEN-T requirements can be fulfilled in the next years even in dynamic growing markets.

Coordinated studies to implement the Airport Link in AT & the HU section for the Budapest-Warsaw/Vienna high-speed line

2020-AT-TM-0040-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Austria		Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie		
Implementation Schedule				
Start:	March 2021	End:	December 2024	
Requested Funding		Recommended Funding		
Total eligible costs:	€17,545,292	Recommended total eligible costs:	€17,545,292	
Requested funding:	€8,772,646	Recommended funding:	€8,772,646	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The proposed Action addresses the necessary preparatory steps for the forthcoming works that should continue under the MFF 2021-2027. A corridor analysis has already been completed. To pull on one string with the Hungarian partners, the project coordination across the border should be deepened. This is part of three "twinning" milestones (see draft number 29598762 that addresses the Hungarian section for the "Budapest - Warsaw / Vienna" high-speed railway line).

The Austrian proposal aims to prepare the implementation of a new, 23 km long high-speed railway line between Vienna International Airport and Bruck an der Leitha (the so called "Airport Link")—that directly connects this defined "main airport on the TEN-T core network" to the high-speed rail network along the Rhine-Danube Core Network Corridor.

The project aims to bridge a missing link along the pre-identified section Vienna - Bratislava / Vienna - Budapest / Bratislava - Budapest (railways), in a part of the core network, where up to date, the passengers from Vienna Airport to Budapest and Bratislava-Petržalka have to change trains at Vienna Main Station (which means a major detour compared to the direct road link).

The future Airport Link intends to offer passengers fast and direct train connections from Vienna International Airport to Budapest Main Station and Bratislava-Petržalka respectively—to contribute to the efficiency of the rail network operation and to boost the attractiveness of rail transport compared to other modes.

5.6 million European citizens per year are expected to benefit from the implementation of this direct "Airport Link" towards the Centre-East. In order to close the East-West and North-South divides for modern infrastructure, the connection "Vienna-Bratislava-Budapest" is also listed amongst the 8 projects in paragraph 80 of the Sustainable and Smart Mobility Strategy to be completed without delay.

Study to upgrade the railway infrastructure in the Ottignies and Namur railway stations

2020-BE-TM-0035-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Belgium		NMBS/SNCB (NV van publiek recht / SA de droit public)		
Implementation Schedule				
Start: July 2020		End: November 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€7,110,457	Recommended total eligible costs:	€7,110,457	
Requested funding:	€3,555,229	Recommended funding:	€3,555,229	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The modernisation of the Brussels-Luxembourg axis will increase the competitiveness and profitability of rail in order to reduce car traffic. Passenger numbers are expected to increase. In order to offer a quality service, the SNCB has therefore decided to act on the infrastructure of major stations such as Ottignies and Namur. The renovation projects of the platform infrastructures for the stations of Namur and Ottignies are a real challenge to meet the needs of the majority of people. They will also allow to offer a quality transport service for these two central traffic nodes in Wallonia but also on the European corridors. Accessibility for all is one of the priorities of the projects and will improve the quality of use of the platforms for all passengers. To achieve this, the studies will ensure that the infrastructure meets the requirements of the TSI-PRM. The proposed action consists of carrying out studies to design platforms and access projects that combine sustainability, universal accessibility and safety, in the perimeter of SNCB: It comprises the services linked to the design mission, such as developing preliminary drafts, developing the final design and delivering the building project documents and tender documents. The studies are realised by services of internal studies at the SNCB (project management, contract management, ICT studies, signage study, health and safety coordination studies).

Namur: The project comprises several studies, each of which follows the SNCB's internal design process: Raising and renovating the platforms and their equipment - 5 platforms serving 10 tracks; The replacement of all lifting equipment - one lift and two escalators per platform; The installation of a platform compartmentalisation system to improve fire safety between the platforms and the travel centre above.

For platforms and accesses: The primary objective is to deliver the tender documents early 2023 in order to start the construction works before the end of 2023. Therefore the application for building permit before 2023 is also a main objective. For compartmentalisation system: The primary objective is to deliver the tender documents mid 2022 in order to start the construction works before the end of 2022. A diagnostic has already been started in 2020 based on the conclusions of an external study office specialised in fire safety. After a multi-criteria analysis, a scenario was approved by the specialists and its study began in early 2021.

Ottignies: In addition to the overall context as described in 1.1, it can be seen that in its current state, the station does not meet the requirements of an important multimodal node: Today: The configuration of the station and forecourt as well as the facilities do not provide any legibility of the space and prevent comfortable traffic and access to the platforms for passengers in transit (60%) who cross paths with departing travellers (30%) or on arrival (10%); The platforms and access to the platforms are obsolete, unsuitable for the types of station trips and are of unacceptable comfort; The surrounding areas are unsuitable for the function of intermodal and accident-prone station. They form an archipelago of areas not or poorly connected to each other, especially in terms of movements by soft mode (pedestrians and cyclists). The aim is "to make this station, a real transfer station, thought through the pedestrian flows that pass through it daily (...). The station must therefore offer a maximum level of comfort for platforms, access to platforms, transfers but also offer station services adapted to the expectations of customers identified today."

The main objective is to deliver the tender documents in order to start construction works. The acquisition of the building permit is also necessary. Therefore, the application for building permits before 2021-06-30 is also a primary objective.

Master plan Automation: towards implementation of remote control facilities on the Flemish waterway network

2020-BE-TM-0036-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Belgium	De Vlaamse Waterweg nv	

Implementation Schedule			
Start:	March 2021	End:	March 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€6,167,000	Recommended total eligible costs:	€6,167,000
Requested funding:	€3,083,500	Recommended funding:	€3,083,500
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed action is planned 2021-2024 and concerns the preparatory studies for construction of three climate neutral shared service buildings, in Evergem, Willebroek and Hasselt. These shared service buildings will each host a remote control centre, from which waterway infrastructure in one third of the Flemish region will be operated remotely.

The studies include:

- Completion and update of service site master plans and consolidation of an integrated master plan for Hasselt, Willebroek and Evergem
- Technical and administrative support to drafting and follow-up of design and tender for the buildings
- The follow-up of the construction on site of the remote control centres by three external engineers.

The construction and corresponding staff costs of one of the three centres, the one in Hasselt, is already part of the CEF funded project 'The Albert Canal: advanced automation and remote lock operation'. The currently proposed action aims to implement the necessary preparatory studies for this centre, as well as the other two, and the integration of the Hasselt remote control centre in the overarching Flemish vision and strategy on remote control operation.

The action fits within the Global Master plan Automation, which aims to equip all Flemish waterways and corresponding infrastructure that require operational handling (bridges, locks, weirs, pumping stations and water power stations), with remote control operation and automation. The Global Masterplan Automation serves as a global vision and strategy on automation to be implemented on the inland waterways in the entire Flemish region.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Belgium	Havenbedrijf Antwerpen NV van publiek recht	

Implementation Schedule			
Start:	April 2021	End:	December 2023

Requested Funding		Recommended Funding	
Total eligible costs:	€21,806,800	Recommended total eligible costs:	€21,806,800
Requested funding:	€10,903,400	Recommended funding:	€10,903,400
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed Action covers technical study work for several infrastructural projects creating additional container handling capacity in the Port of Antwerp, through the realisation of new infrastructure as well as the upgrading of existing infrastructure and optimisation of the use thereof. The focus of the study work is mainly on basic port infrastructure, but also includes the efficient multimodal connections between the terminals and the main transport network. Smooth hinterland connections are a crucial condition to realise the ambitious modal split goals of the Port of Antwerp by 2030. More generally, for the applicants, sustainability is leading in the configuration of the proposed Action and global project. The goal is to realise future-proof infrastructure that will function as a lever for a more sustainable port ecosystem in Europe's second largest port and for the further greening of the maritime container sector.

The proposed Action aims to conclude the technical study work for the different infrastructural components, allowing the start of the construction works by end of 2023 at the latest, and in case of the Europa-terminal project in 2022.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2020-MAP-General</small>
Belgium	Flemish Department of Mobility and Public Works	

Implementation Schedule			
Start:	March 2021	End:	March 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€8,730,000	Recommended total eligible costs:	€8,730,000
Requested funding:	€4,365,000	Recommended funding:	€4,365,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed Action consists of technical study work for the construction of a second maritime lock in the Port of Zeebrugge, ensuring nautical access to the inner port and supporting further economic development. The proposed Action contributes to the third phase of the complex project procedure, the development phase, technically elaborating all aspects for the construction of a new lock on the preferred location. Technical studies will cover technical design, verification of the design, EIA, SCBA and risk management. The study work in this proposed Action will contribute to the tendering documents for the execution phase and to the project decision by the Flemish government, which includes all permits and mitigating measures, necessary to start the construction works latest in fall 2024.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2020-MAP-General</small>
Belgium	Tercofin	

Implementation Schedule			
Start:	March 2021	End:	June 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€1,232,500	Recommended total eligible costs:	€1,232,500
Requested funding:	€616,250	Recommended funding:	€616,250
Requested EU support:	50.00%	Recommended EU support:	50.00%



The core Inland Port of Liège plays an important role of Hub on the core network. The multimodal platforms within the Port of Liège are favourably connected to the Inland Waterways network by the Canal Albert and the Maas river. And all intermodal platforms are connected to the Rhine Alpine, North Sea Mediterranean and North Sea Baltic Railfreight corridors. It allows Liège to play a significant role on the reduction of CO2 emissions in transport.

In order to foster these roles, and in order to be able to accommodate the increasing volume demand, additional public and private investments will be necessary. The current infrastructures have an activity level above 80% begin 2021, and the current market demand (in period of pandemic) for inland and railway transport is very high marking a new record in volumes, more than 155,000 Teus in 2020.

The global project aims at the further deployment of the multimodal platforms and the intermodal connections of Liège with the inland waterway network and the railfreight corridors. The global project will be supported by the Walloon and Belgian governments through the Recovery and Resilience Plan.

The action focusses, on studies preparing the extensions as from the end of 2021 of three existing Multimodal Infrastructures in the port of Liège taking into account their Hub and Gateway roles on the European networks and will prepare the deployment of remote ship-management on Belgian inland waterways by preparing the installation of a control room in Liège, set standards for the retrofitting of the fleet of inland ships in order to incorporate these technologies. Finally the action intends to prepare the terminals to interact on an integrated and automated way, with the comprehensive goal drastic reduction of CO2 emissions.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Bulgaria	BMF PORT BURGAS EAD	

Implementation Schedule			
Start:	September 2021	End:	June 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€1,172,000	Recommended total eligible costs:	€1,172,000
Requested funding:	€996,200	Recommended funding:	€996,200
Requested EU support:	85.00%	Recommended EU support:	85.00%



The core port of Burgas represents the Eastern gateway of the European continent and it is the final and starting point of the Orient East Med Core Corridor. This infrastructure is a strategic asset for the social cohesion of the Union and for its economic attractiveness at international level. The Action is a complementary component of the CEF Co-funded project 2016-BG-TMC-0083-S which was focused on the preparatory studies, the preliminary and the technical designs for the construction of quay walls of Terminal Burgas East 2 (berth 33) and Terminal Burgas West (berths 25A, 26, 27 and 28) as well as the rehabilitation of the "last mile" rail connections of the port. That project was successfully completed. The current Action aims at carrying out the preliminary surveys and producing the concept and technical designs for construction of other basic infrastructure of the port of Burgas: a new pier on Berth 20A at terminal Burgas East 2 and a new quay wall (Berth 29) at terminal Burgas West. The successful completion of the Action will permit to start the construction works by the middle of 2024 for both infrastructures.

Design preparation of railway line in section "Odbocka Berounka - Karlštejn"


2020-CZ-TMC-0004-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Czechia	Správa železnic, státní organizace	

Implementation Schedule			
Start:	April 2021	End:	March 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€5,486,767	Recommended total eligible costs:	€5,486,767
Requested funding:	€4,663,752	Recommended funding:	€4,663,752
Requested EU support:	85.00%	Recommended EU support:	85.00%



The proposed Action focuses on completing the preparation and obtaining all necessary permits for implementing works on railway line in section Odbocka Berounka - Karlštejn. This section is part of the Rhone-Danube corridor of the core TEN-T network and represents a part of the Global Project of the railway corridor Praha - Plzen - Cheb / Domažlice - state border with Germany. The section in question is located on a line that belongs among the most burdened railway lines in Prague agglomeration. Already at present, it is insufficient from the capacity point of view. Suburban traffic is operated here simultaneously with long distance transport (whether passenger or freight transport). Because of that and of the poor technical condition of the railway line, various irregularities and emergency situations occur here very often, resulting in long delays. Because of obsolete infrastructure in bad technical condition, costs for ensuring operability and traffic control are very high. The proposed Action aims at designing of such a technical solution for the line reconstruction that will eliminate problems will limited capacity and reliability of operation. The designed line parameters will meet interoperability parameters for load class, structural gauge, electro-magnetic compatibility or access for persons with reduced mobility and orientation, among other. The proposed Action will result in two key project documentations - without these, it is not possible to implement the construction project itself in the future. These are the Documentation for zoning decision, being currently in its final stage of preparation, and the Documentation for building permit, following up on the previous. The Action also includes the related zoning procedure (after the Documentation for zoning decision drafting) and the building procedure (after the Documentation for building permit drafting) that will result in issuance of the key permits for the project, i.e. the Zoning Decision and the Building Permit. Independent verification of expenditure to be co-financed from the CEF by an external auditor constitutes a complementary activity.

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Germany		Bundesministerium für Verkehr und digitale Infrastruktur		
Implementation Schedule				
Start:	March 2021	End:	October 2024	
Requested Funding		Recommended Funding		
Total eligible costs:	€13,000,000	Recommended total eligible costs:	€13,000,000	
Requested funding:	€6,500,000	Recommended funding:	€6,500,000	
Requested EU support:	50.00%	Recommended EU support:	50.00%	

The Fehmarnsundquerung complements the planned new rail link on German side to the Fehmarn Belt Fixed Link. In order to be able to accommodate the new traffic as a result of the construction of the Fehmarn Belt Fixed Link and to avoid the emergence of a bottleneck in the area of the Fehmarnsundquerung, the new crossing structure (Fehmarnsundquerung) must at least meet the route parameters of the planned Fehmarn Belt Fixed Link and of the other hinterland connections on the German and on the Danish side.

For that reason, the Fehmarnsundquerung will be designed with a maximum speed of 200 km/h to ensure the planned volume of rail passenger and freight transport. Moreover the Fehmarnsundquerung will be constructed as a combined immersed tunnel. It will include a dual carriageway with two lanes in each direction for the future A1 motorway (currently the B207) and two tracks for rail operations.

The dual carriageway makes it possible to make the rail operation more fluid and to shorten journey times in both passenger and freight train traffic. The travel time between Hamburg and Copenhagen will be reduced (travel time of under 150 minutes).

The Immersion Tunnel (Fehmarnsundquerung) is scheduled to go into operation at the end of 2029. This corresponds to the date of commissioning of the Fehmarn Belt Fixed Link.

The requested action contains only the rail planning performance of DB AG for the Fehmarnsundquerung (combined immersed tunnel). This includes the Final design phase and planning measures according to the preferred option identified in preliminary design for the building permit application as well as additional services for the combined immersed tunnel.

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
Germany		Federal Ministry of Transport and Digital Infrastructure		
Implementation Schedule				
Start: May 2022		End: October 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€4,290,000	Recommended total eligible costs:	€4,290,000	
Requested funding:	€2,145,000	Recommended funding:	€2,145,000	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The Kiel Canal crosses the German federal state of Schleswig-Holstein between Brunsbüttel and Kiel-Holtenau over a length of about 100 kilometres and is to be adapted to meet the more demanding transport requirements. The upgrading of the eastern section of the Kiel Canal includes widening the canal bottom and increasing the curve radii in the section that has not yet been upgraded over a length of around 13 kilometres. The upgrading is to shorten the passage time and improve the unloading facilities for ships. The framework conditions of the non-appealable plan approval must be incorporated into the existing planning and the final planning documents required for the tendering of the necessary construction measures must be prepared. The preparation of these final planning documents for a partial section of the eastern section of the Kiel Canal is part of this study. These upgrading measures will contribute to optimising the navigation conditions as foreseen in the CEF Regulation for the pre-identified project "Brunsbüttel-Kiel (Kiel Canal)". The construction work is to be started in 2025 and completed by 2027.

Preliminary planning and project management for the Hamburg railway node - Wilhelmsburg crossing structure

2020-DE-TM-0043-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Germany		Bundesministerium für Verkehr und digitale Infrastruktur		
Implementation Schedule				
Start: March 2021		End: September 2022		
Requested Funding		Recommended Funding		
Total eligible costs:	€2,587,535	Recommended total eligible costs:	€2,587,535	
Requested funding:	€1,293,768	Recommended funding:	€1,293,768	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The Hamburg rail node is heavily overloaded, which also affects the TEN-T core network corridors "Orient / East-Med", "North Sea - Baltic" and "Scandinavian - Mediterranean". In order to eliminate bottlenecks, the "Hamburg node" has been included as a project with a benefit-cost factor of 2.9 and various individual projects in the Federal Transport Infrastructure Plan for the Federal Republic of Germany 2030 (see annex 1). The Wilhelmsburg crossing structure is one of the core elements for a bottleneck free traffic management in the Hamburg node. It resolves the currently existing crossing conflict in the Hamburg-Wilhelmsburg area between rail freight traffic from the Port of Hamburg to the north with local and long-distance rail passenger traffic on the Hamburg main station / Hamburg Harburg line. To this end, a double-track underpass for rail freight traffic will be created in the Hamburg-Wilhelmsburg area, which will make a significant contribution to eliminating bottlenecks and reducing delays in this area.

The proposed action includes the preparation of the preliminary planning with the use of the BIM method (Building Information Modeling) as well as the associated project management for the Hamburg node - Wilhelmsburg crossing structure.

Removal of bottlenecks in the rail hinterland connection of the Port of Hamburg: Western bypass of Alte Süderelbe station

2020-DE-TM-0050-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Germany	Hamburg Port Authority AoR	

Implementation Schedule			
Start:	March 2021	End:	June 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€3,050,000	Recommended total eligible costs:	€3,050,000
Requested funding:	€1,525,000	Recommended funding:	€1,525,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Port of Hamburg is the biggest railway port in Europe. The rail network of the Hamburg Port Authority (HPA) connects the transshipment terminals at the port with Europe's rail network. Accordingly, 30% of the containers have origin/destination in Czechia, Austria, Poland or Hungary. All railway undertakings that want their cargo trains to pass through the Port of Hamburg are granted access to the necessary infrastructure by the HPA.

Over the past 20 years, the percentage of goods transported by rail between the port and the hinterland increased from 33% to 50%. Studies of transshipment potential have also indicated great opportunities for growth in the coming years, above all, in rail transport of containers.

Expanding the capacity of the port's rail network is indispensable in order to exploit these opportunities for growth and contribute to the reduction of greenhouse gas and pollutant emissions.

The bottleneck that determines the capacity in the port is found in a central hub to the north of Alte Süderelbe station, where numerous train and shunting trips intersect. To resolve this bottleneck, the HPA intends to construct two additional bypass tracks to the west of this Station (Western Bypass Alte Süderelbe).

On the basis of the completed preliminary plan, all required planning is to be completed and all regulatory approvals are to be procured within the framework of the proposed action by 2024 for construction of the Western Bypass Alte Süderelbe. The proposed action includes, especially

- The design planning and approval planning with approval procedure and
- The construction planning and awarding of building contracts for the renovation or conversion of the required track systems and their technical equipment.

Main results:

- Approval notification
- Construction plans
- Signed construction contracts

The Western Bypass will enhance the intermodal accessibility of the Port of Hamburg and decisively improve the link to the TEN-T core network.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Germany	Bundesministerium für Verkehr und digitale Infrastruktur	

Implementation Schedule			
Start:	April 2021	End:	August 2023

Requested Funding		Recommended Funding	
Total eligible costs:	€5,977,866	Recommended total eligible costs:	€5,977,866
Requested funding:	€2,988,933	Recommended funding:	€2,988,933
Requested EU support:	50.00%	Recommended EU support:	50.00%



Frankfurt is located at the intersection of two TEN-T-Core Network Corridors "Rhine - Danube" and "Rhine - Alpine" and it takes together with its metropolitan region Frankfurt/Rhine-Main a central node function in this network. With today's train numbers of approx. 1250 trains per day, the rail network at the Frankfurt node is already heavily used. The number of trains of approx. 1500 trains per day forecasted in the Federal Transport Infrastructure Plan 2030 (BVWP 2030) cannot be operated in any way with the existing infrastructure. The Frankfurt node must therefore be upgraded in terms of infrastructure. The capacities are to be expanded through various measures so that the desired effects (capacity and quality) can be achieved. One of these measures is the "Expansion of the Frankfurt railway node: Frankfurt am Main Hauptbahnhof and Frankfurt am Main Süd station" project, which is anchored in the Federal Transport Infrastructure Plan 2030 and forms the global Project within the scope of the present CEF application. The objectives of the measure are to increase and optimize capacity (lines and platforms), the segregation of traffic flows, the systematization of the operational management of the passenger traffic flows in the node, the flexibility of travel options for better operating quality as well as the reduction of delays/disruptions and thus the discharge of the Frankfurt node. The main objective of the retrofitting and upgrading measures is to remove traffic bottlenecks. The subject of the study applied for is the preparation of the preliminary planning for the retrofitting and upgrading measures in Frankfurt Hauptbahnhof and in Frankfurt Süd station (service phases 1/2), including the necessary management tasks. These planning services include the adaptation of the ramp and the platform infrastructure of Frankfurt Hauptbahnhof including the access lines, the re-allocation and creation of new serve sidings as well as the redesign of the Frankfurt South area including the crossing structure and foreshore bridges. The project is planned and implemented using Building Information Modeling (BIM) methodology. The aim is to achieve greater planning and implementation security (timely process, cost transparency, fewer contractual amendments).

Removing the railway cross-border bottleneck between the fixed links across Fehmarn and Oresund at Copenhagen Airport

2020-DK-TM-0016-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Denmark		A/S Øresund		
Implementation Schedule				
Start: April 2021		End: June 2023		
Requested Funding		Recommended Funding		
Total eligible costs:	€7,984,994	Recommended total eligible costs:	€7,984,994	
Requested funding:	€3,992,497	Recommended funding:	€3,992,497	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The Action concerns studies for an upgrade of the existing Danish railway at Copenhagen Airport railway station, which is part of the CEF-pre-identified project "Copenhagen-Hamburg via Fehmarn" on the Scan-Med Corridor. The Action shall ensure the fulfilment of the future capacity needs on the whole railway section between Copenhagen and Fehmarn, especially to meet the expected increased number of freight trains when the Fehmarn belt fixed link opens.

The studies that are part of the proposed Action encompass preparatory studies before the works for the Railway capacity extension at Copenhagen Airport. Its main components are consultancy services, detailed design, tendering, and the mandatory approval procedures for the railway technology. The Action will be followed by works for the railway capacity extension at Copenhagen Airport station including a reconstruction of the railway line through Copenhagen Airport railway station for directional operation and the establishment of transfer facilities to the new platforms.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Denmark	Port of Aarhus	

Implementation Schedule			
Start:	March 2021	End:	December 2022

Requested Funding		Recommended Funding	
Total eligible costs:	€2,000,000	Recommended total eligible costs:	€2,000,000
Requested funding:	€1,000,000	Recommended funding:	€1,000,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The scope of the Global Project is to prepare an expansion of Port of Aarhus, Denmark. The Global Project includes the construction of a new 3,400 meter breakwater, which will allow the construction of additional 1,000,000 sq. meters of new port area and 1,100 meters of quay. The new port area will allow for the establishment of new modern areas for handling of cargo and a more sustainable infrastructure. The expansion is governed by the 'Strategic Masterplan 2050', which was completed and approved in January 2020.

The completion of the port expansion in Port of Aarhus (called 'Yderhavnen') is a long-term effort with a time horizon of 30 years and is expected to be completed in 2050. The full implementation of 'Yderhavnen' is the Global Project in this application.

The Action in this project covers the completion of the EIA report for the full implementation of the Global Project and technical studies, detailed planning and design, tender documents for the preliminary phase (Phase 0 - new breakwater) and the tender process.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2020-MAP-General</small>
Greece	Piraeus Port Authority S.A. (PPA)	

Implementation Schedule			
Start:	August 2021	End:	November 2023

Requested Funding		Recommended Funding	
Total eligible costs:	€1,400,000	Recommended total eligible costs:	€1,400,000
Requested funding:	€700,000	Recommended funding:	€700,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed Action aims to provide the necessary FINAL studies and engineering designs for the development of on-shore power supply technology to the port of Piraeus for four (4) positions for cruise vessels. The scope of the Action is to transform the port of Piraeus into (among others) also a Green Cruise Hub. The Action aims at providing all necessary studies that will allow the tendering process for the works to start by the end of 2023. The studies that will be conducted include:

- Technical studies for the installation of OPS for the four identified positions, including the infrastructure that will allow the connection of the port grid that will be built to the city's local grid.
- Study of the technical requirements of cruise vessels approaching the port as well the appropriate operational procedures to be followed for the electric connection and power provision to vessels by the port.
- Environmental studies required for the OPS system to be installed and operate.
- Traffic studies assessing present and forecast traffic volumes and in combination with air and noise quality levels determine the optimised traffic scenarios.
- A Cost-Benefit Analysis of the entire project
- A Study for the appropriate commercial model the port will adopt for the supply of electricity to cruise vessels (closed distribution network operator, energy provider, energy producer, energy trader, etc.) as well a calculation of the appropriate pricing methodology (tariff or otherwise).

The outcome will be a Front End Engineering Design (FEED) that will allow the tendering process to beginning immediately after the end of the Action.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Greece	HERAKLION PORT AUTHORITY S.A.	

Implementation Schedule			
Start:	September 2021	End:	February 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€1,630,380	Recommended total eligible costs:	€1,447,440
Requested funding:	€1,385,823	Recommended funding:	€1,230,324
Requested EU support:	85.00%	Recommended EU support:	85.00%



The Port of Heraklion realizes its role not only as one of the five Greek Ports of the Core TEN-T, but also as a pioneer Port organization that contributes to the National and EU growth through compliance with Institutional and Environmental Regulations. Port's Administration sets the strategic goals and priorities bearing in mind both the economic, social and environmental surplus by redefining the Port's infrastructure as environmentally friendly, economically viable and socially useful, ending to an attractive Port for all ship types. The existing infrastructure must be modified to meet the recent requirements for zero carbon facilities so that relevant studies must be conducted to support the associated sustainable investments. Further to the participation of the Port of Heraklion to the LNG bunkering station development (Project Poseidon MED II - CEF Project), the port aims at becoming the first Greek Port that will apply fully integrated electrification services for any ship type approaching alongside. The proposed project refers to the elaboration of the complete studies needed in order such a project to become mature, eligible and ready to be financed project for the installation of "Cold Ironing" system. The proposed Studies cover both the shore facility needs identification approach, as well as the ship type needs identification approach and the ship - shore connectivity technicalities for any ship type approaching. In parallel, the studies cover the economic and financial aspects, delivering the financial dimensions in a complete input - output CBA approach. The expected outcomes contribute to the development of know-how, implementation of environmental policies, reduction of CO2 emissions in the port and consequently in the neighbouring port - city of Heraklion. The partnership covers all aspects of the proposed studies, reflecting capacity and know-how regarding the scientific, technical and managerial aspects of the project. The proposed project is therefore mature, defined and well balanced between institutional, theoretical and practical approach. The project also guarantees exploitation and dissemination on a local, regional, national and EU level through globally established partners which may act as project's multipliers.

Studies for upgrading specific locations on the railway line Thessaloniki-Mouries & Strimonas area, part of OEM Corridor

2020-EL-TMC-0070-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Greece		Ministry of Development and Investments		
Implementation Schedule				
Start: July 2021		End: May 2023		
Requested Funding		Recommended Funding		
Total eligible costs:	€1,900,000	Recommended total eligible costs:	€1,900,000	
Requested funding:	€1,615,000	Recommended funding:	€1,615,000	
Requested EU support:	85.00%	Recommended EU support:	85.00%	



The global project is the upgrade and the electrification installation of the existing single railway line Thessaloniki - Promachonas, part of Orient/East-Mediterranean (OEM) Corridor of the TEN-T core network. The proposed action (phase C' of the global project) includes the elaboration of studies in order to upgrade specific locations of the infrastructure at sub-section Thessaloniki-Mouries, 81 km long, and at Strimonas area, included in the aforementioned existing railway line. The studies are focused mainly on final studies, as preliminary alignment ones have already been elaborated, and comprise the following interventions: (1) new road grade separated crossings, (2) grade separated construction of the railway branch towards Platy (TX1), (3) replacement of six railway bridges in the section "Thessaloniki - Mouries", (4) triangle junction at Strimonas area and (5) upgrading the Kilkis Railway Station. The implementation of the Action, will secure the maturity of the aforementioned upgrading interventions as by the completion of the final studies the construction project, phase D' of the global project, can proceed and implemented within the Programming Period 2021-2027. Once the global project is completed, the railway line Thessaloniki - Strimonas - Promachonas will be upgraded and electrified, the existing bottleneck will be eliminated succeeding in the improvement of safety (road and rail), travel time, fulfilment of interoperability requirements and permitting trains to travel all the way from Athens to Promachonas (Boulgarian border) with electrification, which besides the aforementioned advantages is the most friendly means of transport for the environment.

Upgrade of the existing railway line in the section of the railway line Toxotes – Alexandroupoli

2020-EL-TMC-0078-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-Cohesion
Greece	Ministry of Development and Investments	

Implementation Schedule			
Start:	June 2021	End:	April 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€3,300,000	Recommended total eligible costs:	€3,300,000
Requested funding:	€2,805,000	Recommended funding:	€2,805,000
Requested EU support:	85.00%	Recommended EU support:	85.00%



The proposed project involves the completion of the remaining designs required for the construction of the upgrading of the railway line Toxotes – Alexandroupoli in the sections from Iasmos (km 317+775) to Polianthos (km 324+800), 7 km long and Mesti (Km. 410+500) to Alexandroupoli (Km. 441+684), 31 km long. The proposed action is located on the TEN-T core network and in particular on the Rail Egnatia axis, which is included in the list of CEF pre-identified sections/projects, and is depicted in Annex I- Part I - Other sections on the Core Network of the CEF Regulation (1316/11.12.2013). The upgrading of the railway network, by means of improving the operational characteristics of the existing network, is expected to further contribute to the country's regional development and to the reduction of the inequalities currently observed. The proposed action will be implemented through two activities, one contract each Activity 1: Completion of designs and elaboration of tender documents for the upgrading of the railway line in Iasmos-Polianthos. The studies to be prepared are: Update of the final alignment design, Update of the final drainage design, Final structures designs, Supplementary Geotechnical Investigations and Evaluation reports, Additional geotechnical studies, Environmental Impact Study (EIS), Update, Completion of the cadastral mapping - cadastre studies, Superstructure design, Health & Safety File (FAY), Tender documents, Risk analysis study (AsBo)- Intermediate verification (NoBo). Activity 2: Completion of designs and elaboration of tender documents for the upgrading of the railway line in the section Mesti-Alexandroupoli. The studies to be prepared are as follows: Additional surveying studies, Preliminary and final alignment design, Preliminary and final drainage design, Preliminary and final structures designs, Additional Geotechnical Investigations and Evaluations, Geotechnical studies, Final geological studies, E/M designs for tunnels, Environmental Impact Study (EIS), Completion of the cadastral mapping - cadastre studies, Superstructure design, Health & Safety File (FAY), Tender documents, Risk analysis study (AsBo)- Intermediate verification (NoBo).

Basic infrastructure to improve the commercial competitiveness and sustainability of the Port of Cartagena

2020-ES-TM-0008-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Spain	AUTORIDAD PORTUARIA DE CARTAGENA	

Implementation Schedule			
Start:	January 2021	End:	December 2023

Requested Funding		Recommended Funding	
Total eligible costs:	€2,537,000	Recommended total eligible costs:	€2,537,000
Requested funding:	€1,268,500	Recommended funding:	€1,268,500
Requested EU support:	50.00%	Recommended EU support:	50.00%



During the last years the Port of Cartagena is decreasing the containers traffic received due to the loss of competitiveness of the Cartagena dock, due to its shallow draught, and only allows the escalation of inefficient "feeder" type small ships. Besides, the bulk liquids dock for hydrocarbons, the pontoon E19 is only exploited in its south façade, used for ships of 315,000 TPM or bigger. There is although a high demand of bulk liquid ships of less than 315,000 TPM to berth.

In this Action, Port Authority of Cartagena will develop the necessary studies, plans and projects in order to meet the demands of the companies located on its area of influence so a reduction of the transport by road needed will be achieved with the consequently improvement in the competitiveness of the companies and the reduction of the environmental impact produced by their activity.

The Action will include the capital dredging of the Cartagena Harbour, the conditioning of Pontoon E19 to enable the north façade to berth ships up to 315,000 TPM, and the construction of a photovoltaic installation to supply electricity to the Port and a new shore-side electricity supplying facility.

The main activities of the Action are the following:

- Preliminary studies, preparation and characterization activities and data collection.
- Technical projects of the foreseen basic infrastructures.
- Cost-benefit analysis of the action, following the official procedure of the regional government.

After the completion of the technical projects, the works of the each intervention will be ready to be start, even before the completion of the Action. The Action is framed in the new Master Plan of the Port of Cartagena, which will guide the global strategy of the next years for the corporation. The main objectives of the Plan are the adaptation of the increasing companies demand and the elimination of the current capacity problem of the port, while increasing the sustainability and reducing the environmental impact of the port activity.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2020-MAP-General</small>
Spain	Dirección de Infraestructuras del Transporte. Gobierno Vasco	

Implementation Schedule			
Start:	February 2021	End:	December 2022
Requested Funding		Recommended Funding	
Total eligible costs:	€6,953,238	Recommended total eligible costs:	€6,953,238
Requested funding:	€3,476,619	Recommended funding:	€3,476,619
Requested EU support:	50.00%	Recommended EU support:	50.00%



The scope of this action is the execution of the Project design of the Southern railway Access to the port of Bilbao by the end of the first semester of 2022 and execution of the technical assistance support for the tender process for contractor's selection and contracts award during the second semester of 2022 with the aim of starting the construction Works in the beginning of 2023.

The Feasibility studio for this Southern railway Access to the port of Bilbao has been developed during 2020 and two selected variants are under public consultation and Environmental Impact Assesment evaluation. Public information of these feasibility studio variants has been developed and allegations are under evaluation the EIA and Development consent is expected to be published in late 2021.

This action is fully consistent with the call objectives since it's a design Project to be finished in 2022 that leads to a construction Works to be initiated in 2023, the project is included in the Atlantic CNC project list (number 7009) and its about a missing link Project completion in the core Atlantic corridor for a multimodal transport connection (maritime and railway)

The southern railway access to the port of Bilbao aims to connect Bilbao Port with the city of Bilbao, both core Nodes that belong to the TENT-T Atlantic corridor. The motivation of the global action is removing bottlenecks, enhancing rail interoperability, bridging missing links. The particular challenge of the action is therefore the connection of the urban node of Bilbao with the port of Bilbao by the means of a railway extension interoperable with the European interoperability standards and TIS, (1435m gauge, ERTMS, 25kv AC.) The global action covers the construction of a new railway access to Bilbao Port (Core Node), connected with the ADIF 's existing network. Foresees the connection with the future standard gauge high speed railway network (Atlantic core network) currently under construction in the North-East of Spain (Basque country) which will give the Port of Bilbao direct access to the European rail network in UIC standard gauge. It also considers future connection with high-speed corridors of Spain (Valladolid, Madrid, Lisboa, Algeciras) and South west of France (Hendaye, Bordeaux)

This First Stage (scope of the design Project of the present action) connects Bilbao Core Port Node with the existing railway network in the Olabeaga neighbourhood of Bilbao This allows bringing into service the Serantes tunnel (4,8Km length) built by the Ministry of Transport, Mobility and Urban agenda in 2.008. In this first phase, freight trains starting or ending at Bilbao Port will not cross through the urban centres on the left bank of the Bilbao estuary that are currently at high degree of saturation. Currently, passengers and freight traffics use the same rail line C1 and C3 to the port of Bilbao, and this impacts the capacity and limits the freight traffic that can exit the Port of Bilbao.

This first phase expands significantly the capacity of the railway network and consequently the circulation of freight trains in decreasing road traffic, eliminating the restriction that the current situation supposes for the growth of the Bilbao Port railway capacity.

The new corridor guarantees compliance with the European interoperability directives and allows the future completion of the Spanish rail network in case the rail connection between Bilbao and Santander through the mixed Cantabrian-Mediterranean high-performance axis becomes a reality. This operation, not only will allow freight traffic to avoid passing through urban areas, will also enhance commuter mobility and improves urban conditions along the axis between Bilbao capital and the Port.

Improvement of the Railway Interoperability and Connections with the hinterland of the Port of Huelva

2020-ES-TM-0012-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
Spain		Autoridad Portuaria de Huelva		
Implementation Schedule				
Start:	April 2021	End:	December 2023	
Requested Funding		Recommended Funding		
Total eligible costs:	€1,402,823	Recommended total eligible costs:	€961,376	
Requested funding:	€701,412	Recommended funding:	€480,688	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



This Action is part of a Global Project that consists of the adaptation of the railway connection between the Port of Huelva and the Rail Road Terminal (RRT) of Majarabique to the standards and requirements of Regulation 1315/2013 for railway infrastructures belonging to the core network. The development of the Global Project is of great importance for the Port of Huelva, whose facilities handle the fifth highest volume of freight in Spain (more than 30 million tons in 2020). In this context, the Action requested by CEF grants consists of the studies and projects described in the second action and will allow for the removal of the existing bottlenecks in the railway network managed by PAH. These bottlenecks will be removed through the adaptation to allow the circulation of 740 m trains and the rest of requirements for core network in full compliance with railway interoperability. Additionally, within the framework of these studies, the necessary actions aimed to improve the current railway infrastructure in terms of safety will be analysed and designed, such as the improvement or removal of the existing level crossings inside the perimeter of the port.

This improvement of the port's railway infrastructure will allow it to meet the following main objectives:

- Have a quality railway infrastructure that meets the requirements of Regulation 1315/2013 as this infrastructure belongs to the core network, promoting the development of the future Atlantic Corridors (which will include the railway section between Sevilla and Huelva and the maritime connection between Huelva and Canary islands)
- Favour the port hinterland connections, promoting the railway mode in the internal transport of freight handled in the Port of Huelva and increasing the modal share of the railway.
- Improve the sustainability of the freight logistics chain used by the Port of Huelva, as rail transport is a more respectful alternative with less externalities than road transport. In this regard, the eventual adaptation of the infrastructure for the implementation of a Rail Motorway that complements the predictable growth of ro-ro traffic between the Port of Huelva and the Canary Islands is essential.
- Strengthen social and territorial cohesion, improving accessibility and regional development, with focus on improving accessibility for freight to and from Canary Islands.
- Promote intermodality through increased transport of containers and others intermodal units by rail.
- Development of interoperability, promoting the European single railway market.
- Promote efficiency through the interconnection of different modes of transport (maritime and railway) using permanent and interoperable links.

Finally, it is important to highlight that the Action's timeline foresees the administrative deadlines for granting environmental permits and other administrative considerations such as the tendering and awarding procedure for the works, allowing to start construction works before the end of 2023.

Preparatory Phase (Studies) for the optimization of the accessibility conditions to the Port of Seville

2020-ES-TM-0038-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Spain		AUTORIDAD PORTUARIA DE SEVILLA		
Implementation Schedule				
Start: April 2021		End: July 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€4,306,974	Recommended total eligible costs:	€4,306,974	
Requested funding:	€2,153,487	Recommended funding:	€2,153,487	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The proposed Action "Preparatory Phase (Studies) for the optimization of the accessibility conditions to the Port of Seville" constitutes the first of the two phases of the Global Project: "Comprehensive intervention project for the optimization of the accessibility conditions to the Port of Seville" whose objective is to achieve a more efficient and sustainable transport system, by removing connectivity and operational bottlenecks to the Port, and fostering maritime and railway transport.

The Action's results will allow the Port of Seville:

- a) To optimise the maritime access through the Euroway, ensuring safety and reliability of navigation, the freight efficiency and the increase of its capacity.
- b) To upgrade port infrastructures to remove connectivity and operational bottlenecks and to enhance multimodality, synchro-modality and interoperability.
- c) To favour competitiveness and operational efficiency of the port decision-making processes, and to streamline administrative formalities and communication through ICT optimisation.

The proposed Action (2021-2024) comprises all the studies needed as preparatory steps for the forthcoming works (second phase of the Global project (2022-2025)) providing the necessary maturity to start them:

- Technical studies of the maritime accessibility through the analysis of the navigability and maneuverability conditions of the cargo ships in the inland waterway.
- Environmental studies that will contribute to an in-depth knowledge of the Euroway and will generate the needed information for Environmental Impact Assessment. These studies are of utmost importance, due to the environmental value and the fragility of the natural spaces and communities that the Guadalquivir estuary houses.
- Constructive design of the infrastructure to improve the maritime, road and railway accessibility. These studies will determine all the technical characteristics of the infrastructures. Cost-benefit studies and technical tendering documents will also be developed.
- Studies for the integration of ICT solutions to streamline the port's activities and operations.

Study for the optimization of an existing intermodal terminal in Port of Tarragona for modal shift between rail and road

2020-ES-TM-0042-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Spain	COMBI TERMINAL CATALONIA SL	

Implementation Schedule			
Start:	March 2021	End:	March 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€2,710,000	Recommended total eligible costs:	€2,710,000
Requested funding:	€1,355,000	Recommended funding:	€1,355,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



COMBI TERMINAL CATALONIA SL (CTC) and the Tarragona Port Authority (TPA) join forces in a public-privat collaboration with the aim of optimizing an existing intermodal terminal for the movement of goods between road and rail. This action, associated with an adaptation of the gauge to European standards, will allow CTC and the Tarragona Port Authority to increase exports through a rail connection with the rest of Europe. The terminal will be public accessible. The objective of this project is carry out all the necessary studies to increase the efficiency of the existing terminal through design study, technical study and construction project with a view to obtaining the administrative permits necessary for the implementation of the improvements and its start-up during the year 2023.

750-Meter Railway Sidings in Section Zaragoza-Barcelona of the Mediterranean Corridor. ZB750

2020-ES-TM-0044-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Spain	Autoridad Portuaria de Barcelona – Port de Barcelona	

Implementation Schedule			
Start:	April 2021	End:	June 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€1,910,740	Recommended total eligible costs:	€1,910,740
Requested funding:	€955,370	Recommended funding:	€955,370
Requested EU support:	50.00%	Recommended EU support:	50.00%



ZB750 is part of a major Global Project consisting of upgrading the Madrid-Zaragoza-Barcelona section of the Mediterranean Core Corridor to meet interoperability standards for the circulation of 750-meter trains (section Barcelona - French Border already accomplished). Upgrading these lines (including gauge, sidings, platforms) is one of the pre-identified projects on the Core Network of the TEN-t by the CEF Regulation. The Action includes the elaboration of construction projects for the improvement of the section Reus - Zaragoza and for the improvement of two of the most important core nodes in the Global Project in terms of rail traffic: Barcelona's Terminal in Catalonia and Zaragoza's Terminal in Aragon, both in Spain. ZB750 Action is divided into 5 different technical activities. The first two activities consist of elaborating the construction projects for the enlargement of sidings tracks to a length of 750 m. The first project comprises the stations of the section Zaragoza-Tarragona by Lleida (Almudévar, Marcen Poliñino, Selgua and Raimat) and the second one the stations of the section Zaragoza-Tarragona by Caspe (Juneda, Fuentes de Ebro, La Puebla de Hajar, Nonaspe and Chiprana and Flix). The other three activities consist of carrying out construction projects for upgrading Terminal Maritima de Zaragoza to adapt it to 750-meter trains and to improve its interoperability (extension of tracks and new railway acces to Huesca); and for improving railway infrastructures in the Port de Barcelona (preliminary works for the rail access connection to South Expansion and unfolding the railway section alongside 4th street to increase rail operability and capacity). All of these construction projects, which in some cases are already being tendered, will lead to an early start of the works that will be key to removing bottlenecks and enhancing the interoperability of the target railway lines. In fact, all works contained in the construction projects are expected to start before the end of 2023 and to be completed by the end of 2024. In turn, these works will have a positive impact on the quality of the services, on the congestion of the lines, on safety and on trade and on the environment.

Improvement of the railway connection with the port facilities located in Algeciras Bay

2020-ES-TM-0052-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Spain		AUTORIDAD PORTUARIA DE LA BAHÍA DE ALGECIRAS		
Implementation Schedule				
Start: August 2022		End: June 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€1,613,890	Recommended total eligible costs:	€1,613,890	
Requested funding:	€806,945	Recommended funding:	€806,945	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



This Action is part of a Global Project that consists of adapting the Algeciras - Bobadilla railway line to the standards and requirements of Regulation 1315/2013 for railway infrastructures belonging to the core network. The development of the Global Project is of great importance for the Port of Algeciras, whose facilities handle the highest volume of freight in Spain (almost 107 million tonnes in 2020). However, that relevance transcends national frontiers and, as it is the Gateway of Southern Europe, the improvement of its current railway connections to respond to the foreseeable increase in demand for passengers and freight, allowing a constant flow of them to Europe, plays a decisive role. In this context, the Action requested by CEF grants consists of the studies and projects described in the third action, in addition with the public tender procedures and contract award for the constructions works defined in the engineering project. This action will allow the removal of the existing bottlenecks in the 23 km section of the railway line under study that runs through the port and outside it. These bottlenecks will be removed through the implementation of the UIC gauge, duplication of the track, electrification of same to 25 KV, adaptation to allow the circulation of 740 m trains, in full compliance with railway interoperability. Additionally, within the framework of these studies, the necessary actions aimed to improve the current railway infrastructure in terms of safety, reliability and resilience will be analysed and designed, such as the removal of the existing level crossings, the analysis of the necessary actions to be carried out in the tunnel between the station and the Port of Algeciras and the renovation of the platform to cope with the effects of climate change.

This improvement of the port's railway infrastructure will allow it to meet the following main objectives:

- Have a quality railway infrastructure that meets the requirements of Regulation 1315/2013 as this infrastructure belongs to the core network, promoting the development of the Mediterranean and Atlantic Corridors and improving

the connection of the port with these corridors

- Favour the port hinterland connections, promoting the railway mode in freight transport handled in the Algeciras Bay port facilities and increasing the modal share of the railway.
- Improve the sustainability of the freight logistics chain used by the Port of Algeciras, as rail transport is a more respectful alternative with less externalities than road transport. In this regard, the eventual adaptation of the infrastructure for the implementation of a Rail Motorway that complements the predictable growth of ro-ro traffic between the ports of Algeciras and Tangier Med is essential.
- Strengthen social and territorial cohesion, improving accessibility and regional development, with focus on improving accessibility for passengers and freight to and from Ceuta.
- Promote intermodality through increased transport of containers and others intermodal units by rail.
- Development of interoperability, promoting the european single railway market.
- Promote efficiency through the interconnection of different modes of transport (maritime and railway) using permanent and interoperable links.

Upgrading an old rail yard with a siding for trains with a length of 740 m in Ponferrada (Spain)

2020-ES-TM-0091-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
Spain	Ayuntamiento de Ponferrada	

Implementation Schedule			
Start:	March 2021	End:	March 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€830,000	Recommended total eligible costs:	€830,000
Requested funding:	€415,000	Recommended funding:	€415,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Action consists of the necessary studies for tender the construction of a 740 m long railway siding in Ponferrada (Spain).

This Action is part of a Global Project for a Railroad Terminal in the expansion of the "Atlantic Corridor", with the aim of improving old railway infrastructure currently in disuse.

This terminal is located on the pre-identified section A Coruña - Vigo - Palencia, included as "Other Sections on the Core Network", and the Action may be considered as a pre identified project (Works including ports and multimodal platforms) in the actual Regulation.

The Action develops a rail siding in a strategic location, improving an existing rail facility without TEN-T standards, to access an important industrial and mining area, and a new railroad terminal linked to the Spanish Atlantic ports of A Coruña (Core Ports), Vigo and Ferrol (Comprehensive Ports), as their dry port, and to Madrid metropolitan area, connecting to the great freight corridors in Spain.

Therefore, the Action is submitted under the priority "Pre-identified projects on the core network corridors and on the other sections" of the CEF Transport 2020 - General Call and contributes to prepare the implementation of core network projects, concerning infrastructure projects for railways and projects addressing hinterland connections to the ports.

This action is going to prepare works of a rail siding with 4,099 m of electrified rail and interoperable tracks.

The Action can be considered mature because many permissions (urban planning, environment consent for land use), and plots and parcel have been obtained, except for Rail Administrator Authorization, which is necessary to the works. The Rail Administrator has already communicated its support to the Ponferrada City Council.

The works may be tendered in the second half of 2023, and the construction budget is estimated in 9,800,000 Euro (taxes not included).

With project, CO2 emissions are going to reduce by 124 annual tons in 2040.

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Italy, Slovenia		Autorità di Sistema Portuale del Mare Adriatico Centro Settentrionale		
Implementation Schedule				
Start: September 2021		End: December 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€14,757,000	Recommended total eligible costs:	€14,436,400	
Requested funding:	€7,378,500	Recommended funding:	€7,218,200	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The proposed Action is focused on supporting the development of NAPA ports as efficient and sustainable entry and exit points for goods. To reach this purpose, the Action will focus on studies to improve the maritime accessibility to the NAPA ports and to increase the intermodality of transport between rail and the maritime modes of transport, thanks to better land connections. In particular, these studies will help to complete the projects inserted in the project list of the following TEN-T Corridors to foster the integration into the European transport network and to reach its full potentials by 2030:

- Mediterranean Corridor enhancing freight services towards Western and Eastern European markets;
- Baltic Adriatic Corridor enhancing freight services towards Central European markets.

Also, the ports of Trieste and Ravenna will prepare project designs for the installation of On-shore Power Supply (OPS) for ships at berth, as a contribution to the decarbonisation of the maritime sector and in compliance with AFID 94/2014 and the European Green Deal (COM (2019) 640 final). The proposed Action is developed within the common framework of the NAPA Development Plans as stated in the Memorandum of Understanding to "strengthen and improve the performance of each NAPA port", signed in Venice on the 16 December 2013. The Port of Ravenna Authority will act as the Project coordinator of the proposed Action and Luka Koper d.d. and the Port Authorities of Venice and Trieste will be beneficiaries of the Project.

The proposed Action consists of the following activities:

- Activity 1: Studies at the Port of Ravenna;
- Activity 2: Improving Land accessibility to the Port of Venice;
- Activity 3: Accessibility to the Port of Trieste;
- Activity 4: Studies at the Port of Koper;
- Activity 5: Project Management and Communication activities.

The studies and design that will be carried out within the project aim at a fast start of works to achieve these goals

(start of works by the end of 2024).

Rail Baltica - 1435 mm standard gauge railway line development in Estonia, Latvia and Lithuania (Part VI)

2020-EU-TMC-0076-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Estonia, Latvia, Lithuania		(RBR) RB Rail AS		
Implementation Schedule				
Start:	March 2021	End:	December 2024	
Requested Funding		Recommended Funding		
Total eligible costs:	€29,337,913	Recommended total eligible costs:	€20,330,950	
Requested funding:	€24,937,226	Recommended funding:	€17,281,308	
Requested EU support:	85.00%	Recommended EU support:	85.00%	

The proposed Action ensures the continuation of the Rail Baltica Global Project and in particular building-up on the actions 2014-EU-TMC-0560-M, 2014-LT-TMC-0109-M, 2015-EU-TM-0347-M, 2016-EU-TMC-0116-M, 2019-EU-TMC-0282-S and 2019-EU-TM-0280-W.

The proposed Action aims at enabling large scale main line construction to start in 2023/2024. The proposed Action will help also to accelerate implementation of predecessor pre-construction stage activities and to mitigate negative impacts from various observed delays incl. COVID-19 related suspensions.

The proposed Action scope includes activities ensuring uniform Global Project delivery as well as activities related to future Rail Baltica Project delivery including acceleration of critical path activities. These include start of tendering processes for design of missing sections in Lithuania and preparation for construction activities. Project proposal focuses on start and continuation of designs (design modifications to comply with Rail Baltica Design guidelines as well upgrade of the designs as per studies completed, such as Riga Node operational study in all project partner states - Estonia, Latvia and Lithuania, such as design of Infrastructure Maintenance facilities (to be used in first stage also as future construction bases for main line construction) in Lithuania as direct outcome of completed studies and Global Project needs.

Proposed activities focus also on future Rail Baltica Project IT architecture development strategy including security strategy development from cyber-security perspective as well physical security perspective. In addition, it is proposed to develop a new Cost-Benefit Analysis model to mirror the updated financial as well as socio-economic indicators, being key to ensure continuous performance monitoring of Rail Baltica Global Project. The Economic and Cost-Benefit Analyses Impact Assessments for the Rail Baltica Global Project will provide key information on the Rail Baltica Global Project economic impacts at regional level, thus strengthening the project case and ensuring qualitative data for decision taking.

The main objectives of the proposed Action are to:

- 1.To reach the final phase of the planning stage of the Global Project - complete necessary studies, mature the design phase of the Global Project and ensure timely implementation and coordination of the Rail Baltica Global Project in the required quality and within the budget framework.
- 2.Deliver a state-of-the-art next generation Global Project Economic Analyses and Cost-Benefit Analyses Impact Assessments.
- 3.Finalise the already started design-type work activities for railway facilities and mainline in order to start construction.
- 4.Design further railway Infrastructure Maintenance facilities near Kaunas based on Global Project Infrastructure Maintenance strategy.
- 5.Design Vilnius and Kaunas railway stations by covering railway infrastructure elements (earthworks, tracks and turnouts, passenger platforms, retaining walls, noise barriers, drainage, etc.) while also including design elements related to passenger terminals and civil structures (access to existing station building, parking facilities, etc.) and access infrastructure (road, pedestrian, cyclist access);
- 6.Perform activities that accelerate the future Rail Baltica Global Project delivery by starting the tendering process of design of missing Rail Baltica links from Kaunas to Vilnius and from Kaunas to PL/LT border as well facilitate start of tenders for mainline construction activities in Latvia, thus gaining maturity of the project for next calls for proposals and ensuring risk mitigation of further project delays due to long tendering processes for critical path activities.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Finland	Finnish Transport Infrastructure Agency	

Implementation Schedule			
Start:	April 2021	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€12,578,000	Recommended total eligible costs:	€12,578,000
Requested funding:	€6,289,000	Recommended funding:	€6,289,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



In the Global Project, the railway connection between the cities of Helsinki and Turku is being developed to decrease travel time and to enable increasing freight transports. This development will significantly increase the volumes of both passenger and freight transports along this connection, and they need to be accommodated on each of the track sections.

The proposed Action includes the planning of the required measures on the last mile of the Helsinki-Turku railway connection between the stations of Kupittaa and Turku, on the Scandinavian-Mediterranean Core Network Corridor, in the urban node of Turku. The proposed Action aims to enable combining the increased volumes of passenger and freight transports. Moreover, the proposed Action supports the development of short-distance commuter traffic in the Turku region. Therefore, the construction of a double track for the section Kupittaa-Turku and the development of infrastructure on the Turku rail yards will be planned.

For the Kupittaa-Turku track section, a new track and its essential technical systems will be planned. The addition of the new track will require some measures to be planned for a part of the existing track and for the bridges of Aurajoki, Uraputki, and Nummenkatu, as well as improvements on noise abatement.

On the Turku rail yards, the relocation of several functions will be planned to optimise operations and to improve safety. The improvement of track connections between the different areas as well as enabling simultaneous freight traffic in both directions between the main Turku rail yard and the Heikkilä rail yard will be planned. On the main Turku rail yard, four new passenger platforms and an upgrade of the Logomo and Koulukatu bridges will be planned. In addition, the relocation of the car loading platform and implementing the readiness maintenance of trains will be planned. On the Heikkilä rail yard, the relocation of the rail maintenance tracks, stabling tracks, other tracks used in shunting, the infrastructure for the maintenance equipment, a new filling station for diesel locomotives, and a new interlocking room will be planned. In addition, the required changes to the electrical, power engineering, lighting, fire safety water, and signalling systems on the rail yards will be planned.

The proposed Action includes the construction planning and planning during construction of the infrastructure, and the necessary measurements, investigations, and project management. Moreover, a cost-benefit analysis of the future investment project will be carried out. The planning conducted in the proposed Action enable starting the actual construction during 2022.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Finland	Port of Turku Ltd	

Implementation Schedule			
Start:	April 2021	End:	December 2023

Requested Funding		Recommended Funding	
Total eligible costs:	€6,860,000	Recommended total eligible costs:	€4,267,080
Requested funding:	€3,430,000	Recommended funding:	€2,133,540
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Trans-European Transport Network (TEN-T) maritime core port of Turku is a crucial hub of the logistical chain establishing both passenger and cargo connection between Finland and Sweden. Regular ferry traffic between Turku and Stockholm is essential for the national security of supply in Finland. As the shipowners operating on the route renew their fleet, the capacity of the vessels increases notably. Thus, the infrastructure of the Port of Turku needs to be developed to ensure efficient and safe loading and unloading during the short port call of ca. 1 hour.

The proposed Action aims to develop the port infrastructure, logistics, and safety to meet the increasing transport demand. The proposed Action optimises port operations by streamlining traffic arrangements, renewing safety management, and improving the quays for ferries. The traffic management in the port area is automatized. The quays are designed to utilise the latest technology, including automooring and readiness for onshore power supply.

In addition, the City of Turku will plan the development of the last mile traffic connections between the port and the city to improve the accessibility of the port. Public transportation is developed in accordance with the sustainability and climate goals of the City of Turku. Furthermore, planning of a new terrestrial disposal site for spoils allows for the dredging of the harbour basin and the fairways while minimising the harmful environmental impact to the surrounding coastal areas and further to the Baltic Sea.

Functional transport connections and modern port infrastructure improve both the efficiency and safety of port operations as well as reduce the environmental impact of the port.

The proposed Action includes the planning, required measurements and surveys, necessary permit procedures, preparation of procurement processes, and a cost-benefit-analysis (CBA) of the planned construction works. The Action will also include project management and communication.

The proposed Action responds to the objectives of the CEF Transport 2020 MAP Call. The Action is located along the Scandinavian-Mediterranean (ScanMed) Core Network Corridor in the urban node of Turku. The plans made within the proposed Action enable the start of the construction works at the end of 2021 to be carried out in phases.

The development of the Tampere-Oulu railway connection (1st phase)

2020-FI-TM-0069-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
Finland		Finnish Transport Infrastructure Agency		
Implementation Schedule				
Start: April 2021		End: December 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€5,000,000	Recommended total eligible costs:	€5,000,000	
Requested funding:	€2,500,000	Recommended funding:	€2,500,000	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



Tampere-Oulu (494 km) is part of the main railway connection in Finland and TEN-T core Helsinki-Oulu railway. The section belongs to the proposed extension of the North Sea-Baltic Core Network Corridor. The development of the railway line aims to improve the competitiveness of railway traffic by cutting down journey times and improving capacity and the level of service.

75 % of the Tampere-Oulu railway section is single-track. There are significant amount of fast long-distance and passenger traffic as well as slow freight traffic operating on the same track which creates challenges for the traffic management. The difference in train speeds is already causing current capacity problems on the railway line. Long-distance passenger traffic has slowed down significantly. The traffic is very sensitive to disturbances and delays. The possibilities for passing and encountering of slower freight trains on the single-track railway line is poor because there are only few passing points (traffic operating points) allowing that. Within many of the existing traffic operating points the additional (side) tracks are not long enough for the cargo trains of 750 m, so the trains this long do not fit to the side track and allow the faster passenger train to pass. In addition, several traffic operating points only include one additional track, which does not enable three trains to simultaneously encounter at the traffic operating point.

The number of passengers is expected to increase significantly in the coming decades. The utilization rate of the rail capacity is high, and the current infrastructure does not allow to increase the number of trains. The additions of passenger using the train predetermined by the Finnish climate goals cannot be implemented in this track section without challenging the operative preconditions of the freight traffic.

The proposed Action (04/2021-12/2024) includes the development actions of the link allowing the quick removal of the most serious bottlenecks. The proposed Action includes planning of two double-track sections (14,6 km and 19 km in length) and their related activities (incl. improvement of the traffic operating points track arrangements, several bridges currently limiting the operative traffic speed into less than 200 km/h, track geometry to raise speed level as well as activities on track section Liminka-Oulu to reduce vibration). In addition, four traffic operating points are improved on the single-track section to allow the encountering and overtaking of the trains. The proposed Action also includes the necessary geological investigations and measurements as well as project management to support the Action implementation.

With these actions the most serious bottlenecks of the Tampere-Oulu single-track sections can be removed, railway capacity increased, the reliability of the traffic as well as the operative preconditions of both the passenger and freight traffic improved significantly. The actions also prepare for the later to be implemented phase where all of the track sections are built to double-track (The Global Project), except the section Seinäjoki-Kokkola which has sufficient capacity. The planning conducted in the proposed Action enable starting the construction before 2024.

Study for the extension and greening of the multimodal Strasbourg south terminal

2020-FR-TM-0039-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
France	Port autonome de Strasbourg	

Implementation Schedule			
Start:	September 2021	End:	May 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€1,900,000	Recommended total eligible costs:	€1,900,000
Requested funding:	€950,000	Recommended funding:	€950,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed action aims at removing a bottleneck on the TEN-T core network on the Strasbourg (FR)-Kehl (DE) cross-border section that is located at the crossroads of the 4 Core Network Corridors, Rhine-Alpine, North Sea-Mediterranean, Atlantic and Rhine-Danube, and supports the setting up of a trans-European transport Core Network before 2030. The action is consistent with the common investment master plan elaborated by 9 Upper Rhine ports within the TEN-T action "2011-EU-95029-S Consolidation and strengthening of the corridor Upper Rhine as a central hub for the TEN-T network" which identified additional capacity needs for multimodal terminals in Strasbourg. These needs were confirmed by a 2019 market survey forecasting a potential 100% increase in rail transport volume in Strasbourg in 2030. The extension of the multimodal Strasbourg South terminal as the solution with the highest added value for the new capacity was recommended by a 2020 assessment of potential locations in Lower Alsace. The planned terminal will meet the priorities of the TEN-T regulation due to the seamless integration of 3 transport modes, the non-discriminatory access for all operators, the efficient connection to 4 core network corridors, and the use of efficient ICT management systems. The platform will be directly connected to the common cross-border railway section of three European Rail-Freight corridors and will meet European standards for rail interoperability. Finally, the terminal's aims include clean terminal handling operations, alternative fuel services and quayside electricity in order to be in line with the European Green Deal target of climate neutrality by 2050. With the aim of quickly engaging in the development of the needed terminal capacity, the Port of Strasbourg has decided to carry out the preparatory studies.

The action is based on the following activities: 1 Engineering Studies - Diagnostic (DIA) 2 Engineering studies - Preliminary design study (AVP) 3. Asbestos and lead survey 4. Geotechnical surveys 5. Engineering studies - Advanced design study (PRO) 6. Environmental impact analysis 7. Fauna and flora assessment 8. Clean Terminal operations study 9. Cost-Benefit Analysis 10. Dissemination 11. Project management.

The action is supported by the board of the Port of Strasbourg whose members represent the French State, Grand Est Region, Alsace area, City of Strasbourg, SNCF Réseau, Voies Navigables de France and the neighbouring German port of Kehl. It is also included in the proposal of the Port of Strasbourg for the 2020 French post-Covid investment programme, "Railway relaunch plan". The action is required to prepare the design, the permits, and the construction of the terminal extension and to develop technical solutions for zero emission handling operations and clean energy services.

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
France		Ministry of Ecological Transition		
Implementation Schedule				
Start:	April 2021	End:	October 2024	
Requested Funding		Recommended Funding		
Total eligible costs:	€22,288,800	Recommended total eligible costs:	€22,288,800	
Requested funding:	€11,144,400	Recommended funding:	€11,144,400	
Requested EU support:	50.00%	Recommended EU support:	50.00%	

The global project targeting Railway Adaptations to the North of Toulouse (AFNT) represents the first stage in the rollout of high speeds in the South-West France. It consists of several operations to be carried out on the rail link between Toulouse and Bordeaux: •Adding a 4th track on the railway link between the interconnection with the future Bordeaux-Toulouse high-speed line and Toulouse-Matabiau station; •Alterations to the track layout at the northern approach to Toulouse-Matabiau station; •Modernisation of the operating system; •Adaptation of five halts; •Alterations to Castelnau d'Estrétefonds station. The global Project is a pre-identified project on the other sections of the Core Network and is to be part of the Atlantic Corridor in the framework of CEF 2 regulation, under adoption. The global project is designed to fulfil the following objectives: •construction of the first 17 km of the high-speed rail link between Toulouse and Bordeaux to enable HS trains to be worked through into the centre of Toulouse; •contribute towards relieving congestion on the Bordeaux - Toulouse line and at the Toulouse railway node; •foster freight traffic growth on the Atlantic and Mediterranean Corridors of the TEN-T network; •improve regional and suburban rail passenger services.

The proposed Action includes all the preparatory activities (technical and environmental studies, tender documents) necessary to enable works to start in 2023.

The proposed action can be broken down into 5 activities: •final studies into the railway infrastructure for the line, including tender documents; •final railway signalling studies, including tender documents; •final studies into the adaptations to be made to station railway infrastructure, including tender documents; •environmental studies and administrative procedures; •project management.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
France	Noriap Groupe	

Implementation Schedule			
Start:	March 2021	End:	July 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€1,790,000	Recommended total eligible costs:	€1,790,000
Requested funding:	€895,000	Recommended funding:	€895,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The action concerns the Study phase (technical feasibility/outline design) for the multimodal development of the existing agro-industrial platform at Languoisin (Somme), located along the Canal du Nord in the middle of the stretch of the future wide-gauge Seine-Nord Europe canal at 1.3 kilometres from the Ile-de-France northern rail by-pass and close to 2 motorways (A1 and A29). This agro-industrial platform will be developed by Euroseine and its partners (see Annex 1) together with the future multimodal platform at Nesle, in order to maximise employment synergies, the modal shift to rail and waterways and energy transition. The studies seek to determine the technical, economic and operational guidelines for the running of the port zone, so as to create the outline design for the launch of the consultation process for the work from 2023, with a view to financing it under the 2020-2027 CEF programme. This action mainly addresses objective FO1 within activity I3 of the Seine-Scheldt implementing decision of 27 June 2019 globally by developing the waterway offering restricted by the current bottleneck, and specifically with the development of the railway interconnection on the existing site. It mainly addresses the FO2 and FO3 objectives by developing a new, innovative logistics service offering on the public port zone and by developing tri-modal transport at a site which is currently heavily road-dominated, with a medium-term objective of over 50% waterway and rail flows. From a global perspective, the partners of the LEMP project, through technical, economic and financial studies, are seeking to achieve the following objectives:

1. Developing waterside industrial and logistics activities alongside the Canal Seine-Nord-Europe within the Seine-Scheldt network;
2. Developing multimodal transport offerings integrated into the Seine-Scheldt network;
3. Developing the hinterland of the main sea ports on the Atlantic and North Sea-Mediterranean corridors by reinforcing the synergy between port and industrial stakeholders within the NSMED
4. European multimodal corridor. Implementing 'Multiregio' multimodal logistics solutions on the Seine-Scheldt network
5. Developing a global and integrated 'transport system' approach between private and public stakeholders that facilitates modal shift and the greening of the logistics solutions

As part of these objectives, the LEMP project will establish a Multiregio Hub on the South-North corridor with dedicated waterway units that complement the current waterway offering, to ensure continuous 'multi-batch' solutions along the wide-gauge and intermediate-gauge stretches of the Seine-Scheldt network. Just like the 'Multiregio' project, the LEMP project is open to all industrial sectors. It is initially developed by the Agriculture and Construction sectors by increasing modal shift potential as part of an approach to improve the competitiveness of waterway transport.

These studies will enable the launch of consultations from 2023 for the implementation of the port zones and the rail connections.

Modernisation of the Paris-Le Havre line. Detailed design studies into elimination of the Paris-Saint-Lazare bottleneck

2020-FR-TM-0081-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
France	Ministry for Ecological and Inclusive Transition – Transport Ministry	

Implementation Schedule			
Start:	December 2021	End:	April 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€3,759,360	Recommended total eligible costs:	€3,759,360
Requested funding:	€1,879,680	Recommended funding:	€1,879,680
Requested EU support:	50.00%	Recommended EU support:	50.00%



The purpose of the proposed Action is to contribute towards relieving congestion on the Paris-Le Havre line, located on the Atlantic Core Network Corridor, by improving train regularity on this line. It forms part of the pre-identified Paris-Le Havre line modernisation project and represents one stage of a Global Project that consists of removing the bottleneck at Paris-Saint-Lazare station by eliminating the scissor crossings between track Groups V and VI in the approach to the station.

The programme of the proposed Action consists of designing a flyover-type solution to eliminate the scissor crossings between Groups V and VI (Activity 1) and of beginning work on works-related statutory procedures (Activity 2).

To this end, the proposed Action comprises the following:

- Design optimisation studies to fine-tune technical details and include eco-design criteria.
- Scheduling the different works phases.
- Quantifying the Global Project.
- Examination of issues relating to maintenance and future operation of the facilities and the corresponding costing exercises.

A railway operating study to ascertain:

- the precise effects of the Global Project on train regularity;
- the specific impact of the works phases on main line traffic and on the service facilities used in preparing trains;
- the requisite regulatory procedures, environmental and socio-economic studies.

Study and Project Documentation for the Dangerous Cargo Terminal in Port Slavonski Brod

2020-HR-TMC-0028-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Croatia		Port Authority Slavonski Brod		
Implementation Schedule				
Start:	August 2021	End:	January 2024	
Requested Funding		Recommended Funding		
Total eligible costs:	€1,032,200	Recommended total eligible costs:	€1,032,200	
Requested funding:	€877,370	Recommended funding:	€877,370	
Requested EU support:	85.00%	Recommended EU support:	85.00%	

Action consists of studies preparation for the project "Construction of Dangerous Cargo Terminal", which is an integral part of the Global Project of the Port Slavonski Brod.

Dangerous Cargo Terminal will be located in the eastern part of the Republic of Croatia in the Port Slavonski Brod, which is classified as Core Inland Port on the Rhine-Danube Core Network Corridor. Dangerous Cargo Terminal includes infrastructure for vessels' waste reception and bunkering on the Sava River at the Port Slavonski Brod.

The objective of the Action is to fulfil prerequisites for starting the works for project "Construction of Dangerous Cargo Terminal".

Action encompasses of following activities: Project management, Environmental documentation preparation, Technical documentation preparation, Tender documentation preparation, Cost-benefit analysis preparation and Promotion and visibility.

Action will result with prepared Environmental Impact Assessment Study and obtained Decision on the Acceptability of the Intervention for the Environment, prepared Conceptual, Main and Detailed Designs, conducted Expert Review of the Main Design and obtained Location and Construction Permits, prepared Tender documentation for works and prepared Cost-benefit analysis for works financing.

By Action implementation, environmental, technical, procurement and financing prerequisites for starting the works for project "Construction of Dangerous Cargo Terminal" will be fulfilled.

Modernisation of railway line section Zagreb Main Station - Hrvatski Leskovac

2020-HR-TMC-0060-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2020-MAP-Cohesion</small>
Croatia	HŽ Infrastruktura d.o.o. (Croatian Railways Infustructure Ltd.)	

Implementation Schedule			
Start:	March 2021	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€3,300,000	Recommended total eligible costs:	€3,300,000
Requested funding:	€2,805,000	Recommended funding:	€2,805,000
Requested EU support:	85.00%	Recommended EU support:	85.00%



Railway section Zagreb Main Station - Hrvatski Leskovac is located on one of the nine Core Network Corridors defined in the Annex I of the Regulation on Connecting Europe Facility-CEF and is a component part of the Mediterranean Corridor according to the CEF Regulation and TEN-T Guidelines. Section Zagreb Main Station - Hrvatski Leskovac is part of a project of common interest, Rijeka - Zagreb - Budapest, listed in Part I of Annex I of the CEF Regulation. Railway section Zagreb Main Station - Hrvatski Leskovac is, under the existing conditions, a single-track railway line located on the RH2 national corridor, on the M202 Zagreb Main Station - Rijeka railway line. After the implementation of the project of reconstruction of the existing and construction of the second track on the section Hrvatski Leskovac - Karlovac, section Zagreb Main Station - Hrvatski Leskovac will become a bottleneck in the organization and regulation of traffic, and thus it is necessary to analyze the possibilities of its modernization in order to enable traffic of freight and passengers in accordance with the anticipated traffic demand. Currently, all sections on the line of the RH2 corridor, except Zagreb Main Station - Hrvatski Leskovac, are either under construction or in a process of preparing studies and technical documentation for envisaged works. Therefore, the Action is necessary to complete 10,5 km of this part of the railway network in the Republic of Croatia. The proposed Action will be the foundation for the implementation of works on this section, which will eliminate the bottleneck and enable bridging of missing links. The proposed Action includes project management, publicity and visibility measures, preparation of an Environmental Impact Assessment, preparation of Preliminary Design with the obtaining of a Location permit, preparation of Main Design, settling property rights, revision/control of the Preliminary and Main Design and obtaining Conformity assessment by Notified Body.

Coordinated studies to implement the HU section for Budapest-Warsaw/Vienna high-speed line & Vienna Airport Link in AT

2020-HU-TMC-0092-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Hungary	Ministry for Innovation and Technology	

Implementation Schedule			
Start:	August 2021	End:	March 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€6,385,696	Recommended total eligible costs:	€6,385,696
Requested funding:	€5,427,842	Recommended funding:	€5,427,842
Requested EU support:	85.00%	Recommended EU support:	85.00%



Hungary is collaborating with the Visegrad Group countries and Austria to connect Hungary to the European highspeed railway network (HSR) by building its first HSR line spanning a 221 km distance from Budapest to the Austrian and Slovakian borders. A Feasibility Study has already been concluded, it defines the optimal alignment, and verifies that the plan is socio-economically feasible (BCR=2.32) and has a potential ridership of ca. 20 million passengers annually, reducing carbon emissions by up to 400.000 tonnes of CO2 per year by 2050. The plan thus largely contributes to European strategic climate and transport objectives by cutting considerably the journey time between urban nodes of the region.

This Action is twinned with the Austrian Action nr. 29531462 and together they form a major step in the preparation for implementing the HSR connection between the two countries which is pre-identified as a missing link by European regulations.


The purpose of the Action is to execute all environmental surveys and elaborate the environmental impact assessment (EIA) and Natura2000 appropriate assessment. It will also prescribe how to mitigate climate and environmental impacts of the first HSR line of Hungary. The twinned Austrian proposal aims for similar goals on the continuation of this HSR, also linking to Vienna Airport.

The EIA will be elaborated in compliance with relevant regulations and the environmental permit procedure will be carried out with the involvement of all stakeholders including the Austrian side. The environmental permit is envisaged to be issued for the entire HSR development by the end of 2023 contributing to due conclusion of the designing process and timely commencement of works.

Feasibility of the development of a new deep-water berth at Foynes Island

2020-IE-TM-0072-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
Ireland		Shannon Foynes Port Company (SFPC)		
Implementation Schedule				
Start: June 2021		End: August 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€4,710,000	Recommended total eligible costs:	€4,710,000	
Requested funding:	€2,355,000	Recommended funding:	€2,355,000	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



This Action is a feasibility study to prepare the basis for the future development of a new deep-water berth, including the required infrastructure, on Foynes Island.

The required infrastructure includes inter alia the construction of a bridge to link the new deep-water berth on Foynes Island to the existing port area on the mainland. This bridge will span 700m and the feasibility study will consider both rail and road traffic. This Action entails feasibility to prepare for the internal rail infrastructure, which is in addition to the rail hinterland connection, which was the subject of the previous CEF-Action CISCIRN.

This application had already been submitted under the previous MAP call. The resubmission is based on a thorough overhaul of the project's implementation plan, demonstrating enhanced maturity and project management quality. The Shannon Estuary counts among the largest portal areas in Europe and is Ireland's principal deep-water resource, regularly facilitating Capesize vessels requiring 17,5 metre draft. Vision 2041 as a thirty-year Master Plan mainly focuses on the two general cargo facilities owned by SFPC, namely the Port of Shannon Foynes and Limerick Docks as well as the maritime development of the Shannon Estuary.

As presented in the previous CEF-Actions CISCIRN, JESPIC and CESF, the Port of Shannon Foynes will generate a considerably higher level of freight traffic on the TEN-T Core and Comprehensive Network in Ireland and further develop and expand the TEN-T Network by better connecting the TEN-T Core Port of Shannon Foynes on the North Sea-Mediterranean Corridor. Multi-modal freight movements facilitated by Vision 2041 will enhance the volume of traded goods, reduce carbon emissions by enhancing modal shift from road to rail and possibly contribute to the Motorways of the Sea Network.

Upon completion of the proposed study corresponding consents for the works will be requested from the respective Irish authorities. After the completion of the required tendering processes, the construction of the new deep-water berth will commence.

Designing the upgrade of Italian railway stations on the MED, BAC, RALP and SCAN-MED TEN-T Core Network Corridors

2020-IT-TM-0013-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Italy	Rete Ferroviaria Italiana	

Implementation Schedule			
Start:	April 2021	End:	December 2023

Requested Funding		Recommended Funding	
Total eligible costs:	€4,380,000	Recommended total eligible costs:	€4,380,000
Requested funding:	€2,190,000	Recommended funding:	€2,190,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed Action covers the different planning phases of the upgrade - whose works are scheduled to start by 2024 - relating to stations in 4 Core Corridors of the European Ten-T network crossing the Italian territory:

1. Mediterranean and Baltic-Adriatic Corridors: Padua and Venice Mestre stations;
2. Rhine-Alpine Corridor: Milan Greco Pirelli, Monza and Seregno stations;
3. Scandinavian-Mediterranean Corridor: Verona Porta Nuova, Pesaro and Cattolica-S.Giovanni-Gabicce stations.

In order to upgrade and make the railway transport networks more attractive and usable, also in view of the achievement of the sustainable transport targets set by the EU Green Deal, RFI has activated a series of investments aimed at:

- 1 - Increasing the number of railway users;
- 2- Improving intermodal connections and mitigating the main bottlenecks.

For such purposes, under the Easy & Smart Station and City Hub (Global Project) programmes, RFI has already launched the redevelopment plan of a network of approximately 620 stations, alone accounting for over 90% of travellers in Italy, in order to redesign them to have the dual role of a primary access hub to the collective mobility system and a central element of the urban fabric.

Planning of a new railway connection between the waterway of the Corno River and the Trieste-Venice railway

2020-IT-TM-0018-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Italy	Regione autonoma Friuli Venezia Giulia	

Implementation Schedule			
Start:	January 2022	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€1,244,494	Recommended total eligible costs:	€1,033,602
Requested funding:	€622,247	Recommended funding:	€516,801
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed Action aims at the complete project, in its three phases: technical and economic feasibility project, final design and executive design of a new railway infrastructure within the Mediterranean Corridor. The planned work will provide a direct connection between the inland/seaway of the Corno River and the Trieste-Venice railway axis, both part of the Mediterranean Corridor, functionally connecting two infrastructures of the central network and solving the criticalities of the current railway infrastructure connecting the port hub of Porto Nogaro, the terminal point of the above-mentioned inland/seaway, with the Trieste-Venice railway. The connecting railway infrastructure that is to be reallocated currently runs through the centre of San Giorgio di Nogaro, and constitutes a bottleneck that limits the development of this connection, not ensuring the necessary effectiveness of the link between the waterway and the railway network. The final objective is to effectively join two core network infrastructures: the navigable part of the Corno River (intended as an inland waterway, part of the Porto Nogaro - Monfalcone section of the Mediterranean Corridor) and the Trieste-Venice railway (part of both the Mediterranean Corridor and the Baltic-Adriatic Corridor). The result of the proposed Action is to have the necessary studies and design drawings in place to enable the infrastructure work to start by 2024.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Italy	Agenzia Interregionale per il fiume Po	

Implementation Schedule			
Start:	March 2021	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€2,730,000	Recommended total eligible costs:	€2,730,000
Requested funding:	€1,365,000	Recommended funding:	€1,365,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



This project aims at realizing the final and detailed designs to prepare the works for the upgrade of the Italian Inland Waterway System according to the results of the TEN-T Co-funded project "365 Po river system - 2012-IT-91076- S"; The objective of this initiative is to complete the studies to upgrade various sections of the Italian Waterway System in order to start the works in the next European programming period.

Along the Po River, the navigation is only possible in free stream condition, and it depends on season water level. From the operational point of view the main problems of the waterway system can be represented by the limited vertical clearance of the bridges, by the presence of locks and by the variable flow that inland waterways have during the year.

The study Po River 365 (TEN-T Action 2012-IT -91076-S), discovered and defined the infrastructural interventions that are needed to guarantee the free stream condition all over the year, upgrading the Italian WaterwaySystem according to the European Transport Policies. Moreover part of the waterway needs to be upgraded in order to ensure the navigability along the entire Mediterranean network.

The present Action is a component of the project pipeline started in 2012 and will permit to start the works for the upgrade of various sections of the waterway in the next years, more precisely from from Mincio rivermouth to the Po Delta (Act. 1) and from Cremona and Mincio rivermouth (Act. 2).

Finally a component of the Action is dedicated to upgrade the inland Waterway in its section Porto Levante/Venezia - Trieste, in order to ensure the navigability on the Eastern side of the Mediterranean Corridor.

The action aims at preparing the implementation of TEN-T core network by supporting the necessary preparatory activities, permitting procedures and preparation of the tendering process to start the works. The Action will lead to start the construction works for all the Activities by 2024.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Italy	Autorità di Sistema Portuale del Mar Ligure Occidentale	

Implementation Schedule			
Start:	March 2021	End:	December 2022

Requested Funding		Recommended Funding	
Total eligible costs:	€5,815,000	Recommended total eligible costs:	€5,815,000
Requested funding:	€2,907,500	Recommended funding:	€2,907,500
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Core TEN-T Port of Genoa is one of the most important ports in the Mediterranean Sea. The quays of the Port of Genoa can be considered as the final part of the Rhine Alpine Core Network Corridor.

The scope of the proposed Action is to complete the design phase of some key interventions needed to make an important step forward in the completion and upgrade of the last mile of the rail network and of the maritime accessibility.

The Action aims at improving the accessibility of the port seaside and land-side. Regarding the hinterland connection, the action aims at providing a complete, integrated and efficient port rail network connected to the national network with the following activities:

- Railway connection through the Molo Nuovo tunnel;
- Revamping of the Rugna rail yard;
- Revamping of the Fuori Muro rail yard.

Regarding the seaside, the Action is also focused to enhance the level of accessibility to the sea, completing the design phase of the New Marine Traffic Control Tower (activity 4).

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Italy	Provincia di Mantova	

Implementation Schedule			
Start:	September 2021	End:	April 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€1,018,000	Recommended total eligible costs:	€1,018,000
Requested funding:	€509,000	Recommended funding:	€509,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Action aims at completion of the functionalities of the inland port of Mantua, located in the North Italy and ranked as the Inland Core Port of the TEN-T Core Network on the Mediterranean Corridor. The Province of Mantua, as sole beneficiary of the proposed Action, acts as the Port Authority, and as such aims at improving Port's accessibility and capacity, by accomplishing the subsequent steps of the relevant designing and authorisation phases, deemed necessary for the start-up of the construction works and completion of three main port's areas:

- Port's infrastructures belonging to Lot 3 and 4, to be used as Inland Waterway IWW container platform, as defined in past studies by Port of Venice;
- Port's infrastructures belonging to Dry Port Railway Platform (DPRP), Areas A and B, named "Valdaro-Olmolungo" platform, combining rail-road IWW, as inserted in Mediterranean Corridor Projects list, and serving both the docks and the inner industrial district.

The Action is part of a Global Project comprising the overall development of the port of Mantua, based on the strategic actions identified in the Masterplan of Northern Italy Waterway System, Lombardy Region Mobility Plan and Port Regulatory Plan (PRP), which specifies the Port's development areas.

In this scope, the activation of detailed designing phases, which include preliminary studies, final designs and working plans, will unlock the construction works for the above mentioned areas, and consequently will lead to increase of the overall Port's potentialities by establishing one of the largest trimodal infrastructures in North Italy that combine IWW, rail and road transport. The new facilities will indeed enable effective modal shift, from road to barge and rail, ensured by the current availability of large handling and storage capacity, directly connected with the main road and rail infrastructure network, and by its strategic link to both Mediterranean and ScanMed Corridors.

EUROCAP-RAIL. Luxembourg rail network. Studies regarding the upgrading of Bettembourg station.

2020-LU-TM-0029-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Luxembourg	Ministère de la Mobilité et des Travaux publics	

Implementation Schedule			
Start:	March 2021	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€5,000,000	Recommended total eligible costs:	€5,000,000
Requested funding:	€2,500,000	Recommended funding:	€2,500,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed action contributes to the realization of Part 3 of the Luxembourg pre-identified project 'EuroCap-Rail' (global project), namely the upgrading of Bettembourg Border-Station.

This train station is a railway network key point directly connected with Luxembourg City, with the South of the country and France.

The existing infrastructure is already saturated. Passenger trains and freight trains are passing through at full capacity. It is therefore of vital importance that for the international passenger's flow as well as the international transport and shipping flow, the passing through the country shall be guaranteed in the future with an increased capacity.

The upgrading aims the elimination of this existing bottleneck in Bettembourg by the re-structuration of the track diagram in order to separate rail freight from passenger trains.

The planned redevelopment will also contribute to the realization of a multimodal station providing passengers modern convenience and services including accessibility for persons with reduced mobility.

The upgrading involves four elements:

- the re-structuration of the railway station
- the construction of a combined walkway for passenger and soft mobility
- the transformation and upgrading of the bus station
- the construction of a fly-over.

The redevelopment of the train station in Bettembourg is primordial for the connection between the new section line between Luxembourg and Bettembourg actually under construction and the existing line between Luxembourg and the French/Luxembourg border. The redevelopment also seeks to bring the railway station into compliance with the scope of the European interoperability regulations.

The proposed action concerns all the studies within sight of the elaboration of a detailed design study of the project to be performed and of the implementation project.

The aim of the detailed design studies is the elaboration of a draft financing law in order to get the approval for the execution of the project and the allocation of the necessary credits.

The implementation studies serve to define and to conclude all elements and files necessary to implement the project (structural design, implementation plans, authorizations and permission files, and so on) as well as to prepare tendering process.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Netherlands	W.G.A. Versteijnen Investments Intermodal B.V.	

Implementation Schedule

Start:	March 2021	End:	March 2022
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Requested Funding		Recommended Funding	
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Total eligible costs:	€1,231,364	Recommended total eligible costs:	€1,231,364
Requested funding:	€615,682	Recommended funding:	€615,682
Requested EU support:	50.00%	Recommended EU support:	50.00%



The study prepares for the global project aimed at re-allocation and upgrading container barge terminal infrastructure in the core port of Bergen op Zoom. The existing (public) infrastructure has reached the end of its economic and technical lifetime. Plans to develop and build a greenfield terminal infrastructure just outside the industrial port area have been discussed for more than 10 years, but have not come to fruition, mainly do to funding and permitting complexities. Versteijnen has stepped in now, seizing the opportunity to acquire a sizeable piece of land (3.7 hectares, with option on 1 hectare more) right in the heart of the Bergen op Zoom industrial port area, ideally located to build and operate a state-of-the-art inland container terminal. It will be a circular or "green terminal" - as much as technically and economically possible reusing building materials such as concrete and aiming for zero emission operations (electric equipment, possibly vessels, powered by renewable energy). This new initiative is the core element of the global project and subject of the proposed Action (study).

Preparations to remove final bottlenecks on the Maas section of the TEN-T core network in the Netherlands

2020-NL-TM-0007-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Netherlands		Ministry of Infrastructure and Water Management		
Implementation Schedule				
Start: April 2021		End: December 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€2,313,000	Recommended total eligible costs:	€2,313,000	
Requested funding:	€1,156,500	Recommended funding:	€1,156,500	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The proposed Action is a study that entails the necessary preparatory steps before the implementation of the construction works to remove the four remaining bottlenecks on the inland waterway Maasroute, in the Netherlands.

It covers preparations in the period 2021-2024. This Action targets the last time phase of the Global project: it addresses the four remaining measures for the full completion of the Global project Maasroute. In doing so, it plans to realise safe and full access for Vb vessels on the inland waterway Maasroute. The Maasroute is an existing inland waterway international transport route in North-West Europe along the river Maas. The Maas is a pre-identified section of the core network of the European Transport Network (TEN-T), part of the Core Network Corridor North Sea-Mediterranean. The Action ends with the signing of four construction works contracts. As such, the Action fully prepares the construction works to be realised after finishing this Action. The Action will be executed over a period of 3.5 years from 2021 to 2024.

Preparatory Study to accommodate 740 m. freight trains at Waalhaven Zuid railway yard – Port of Rotterdam

2020-NL-TM-0020-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Netherlands		ProRail B.V.		
Implementation Schedule				
Start: April 2021		End: December 2023		
Requested Funding		Recommended Funding		
Total eligible costs:	€2,185,966	Recommended total eligible costs:	€2,185,966	
Requested funding:	€1,092,983	Recommended funding:	€1,092,983	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The goal of the study project is the preparation of the implementation of 5 necessary infrastructure measures to accommodate 740m trains at the Waalhaven railway yard.

Accommodation of receiving 740m freight trains at Waalhaven Zuid railway yard. The Waalhaven Zuid railway yard is an important yard at the port of Rotterdam, i.e. starting point of rail freight shuttle trains on TEN-T Core Network Corridors Rhine-Alpine, North Sea-Baltic and North Sea-Mediterranean. The (global) project scope entails:

- Making available 13 tracks (sidings) of which minimum 5 are capable of receiving and facilitating 740m trains handling containers.
- Extending existing storage siding capacity for locomotives with a minimum of 10 siding locations.
- Installation of refuelling installation.
- Adaptation of track lay-out to decouple the processes of centralised and non-centralised areas at the yard.
- Redevelopment/building of loading zone and repair siding.

The main result is the ability to accommodate 740m rail freight trains at the port of Rotterdam, i.e. the Waalhaven Zuid railway yard. To solve this bottleneck will mean better and more opportunities for rail freight along the TEN-T Core Network Corridors.

Study of removal two critical bottlenecks North Sea-Baltic Core Network Corridor

2020-NL-TM-0023-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Netherlands	ProRail B.V.	

Implementation Schedule			
Start:	March 2021	End:	March 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€5,880,670	Recommended total eligible costs:	€5,880,670
Requested funding:	€2,940,335	Recommended funding:	€2,940,335
Requested EU support:	50.00%	Recommended EU support:	50.00%



The proposed Action contributes to the achievement of the European TEN-T objectives on the North Sea-Baltic Core TEN-T network corridor and the 8th Rail Freight Corridor. Specifically the section surrounding Amersfoort as one of the busiest connecting lines Utrecht and in the direction of Apeldoorn that is on route to the cross border with Germany. Both locations are on the critical point of becoming a threat to the continuity of the corridor. The combination of rapidly increasing rail transport that crosses straight through Apeldoorn and Amersfoort is now causing the necessary delay in the immediate vicinity due to the level crossing's long closing times. The combination of the heavy rail and road usage as of today and the foreseen use in the (nearby) future has reached a point that rail- and road safety can not be secured and that the emergency services such as the police, fire brigade, or ambulance cannot reach their destination on time. Both level crossings should be replaced by a bridge (Amersfoort) and a tunnel (Apeldoorn) by the end of 2023 at the latest. To reach this, we have to contract a contractor and do all the preparatory works for implementation. We have to finish all the (technical) designs and tendering of the contracts and building permits. The proposed Action contributes to: The Action contributes to the TEN-T efficiency priority as it aims to propose solutions for eliminating the capacity-impairing bottlenecks on the North Sea-Baltic core network corridor, in Amersfoort and Apeldoorn. The removal of these two bottlenecks will improve the existing rail infrastructure and result in a more efficient, safe, and environmentally friendly use thereof. The Action, furthermore, aims to improve the between several different types of transport. •The removal of existing or potential bottlenecks in the future to ensure a robust, 24/7 available Core TEN-T network corridor. The route of Rotterdam - Amersfoort - Apeldoorn - Germany is the third busiest railway connection for rail freight transport between the Netherlands and Germany and is the main alternative for the two busiest rail routes situated in (the southern part of) The Netherlands. The route is an important rail freight between the Dutch seaports and their hinterland and International passenger train connection (Amsterdam - Berlin) and is part of the TEN-T Core network. For passenger transport, it is also one of the main routes in The Netherlands. •Promoting resource-efficient use of the network by removing bottlenecks within the rail transport infrastructure on the railway connection Amsterdam-Berlin. This will result in EU added value and an improved interconnection and interoperability of the Dutch and German national railway networks in a highly industrialized area of Europe. The new rail infrastructure will be efficiently integrated into the existing rail infrastructure. In the direct vicinity of both locations: •Improving rail and road safety; Extensive studies show that human behavior is negatively influenced by long closing times of a level crossing. This provokes dangerous behavior, causing people to drive/walk/bicycle across a closed railway crossing. •Improve liveability; By removing the level crossings, the traffic jams that stood far into the residential areas will be a thing of the past. This will drastically reduce air pollution from stationary traffic.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Netherlands	Havenbedrijf Rotterdam N.V.	

Implementation Schedule			
Start:	April 2021	End:	December 2023

Requested Funding		Recommended Funding	
Total eligible costs:	€2,560,000	Recommended total eligible costs:	€2,560,000
Requested funding:	€1,280,000	Recommended funding:	€1,280,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The aim of the Action is to form the basis for the implementation of the Global Project. It lays down the necessary technical designs, financing strategies, environmental impact studies and SCBA's as well as the permits and strategic procurement plans for the implementation of 35 MW (an investment of an estimated Euro 38,5 mln) of Onshore power in the Port of Rotterdam by 2025. The Action and the Global Project enhance a varied set of ship segments - a cruise

terminal, 2 deep sea container terminals and a liquid bulk terminal.

The installation of shore power serves two main objectives: (1) the reduction of greenhouse gas emissions and air pollution, and (2) to have a catalysing effect on market uptake of onshore power solutions that are technically proven but remain financially unviable. The Action and the Global Project will accelerate the switch to sustainable alternative fuels for maritime port operations, an important objective of the CEF-Transport programme and this call for proposals.

The Global Project falls within a larger programme of onshore power adoption in the Port of Rotterdam that foresees at least another 47 MW to be installed by 2029 (please refer to Annex 1. - Shore power Strategy).

Preparatory Studies for Onshore Power Supply Works in the Core Maritime Port of Amsterdam

2020-NL-TM-0094-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Netherlands	Havenbedrijf Amsterdam N.V.	

Implementation Schedule			
Start:	March 2021	End:	October 2022
Requested Funding		Recommended Funding	
Total eligible costs:	€2,656,100	Recommended total eligible costs:	€2,656,100
Requested funding:	€1,328,050	Recommended funding:	€1,328,050
Requested EU support:	50.00%	Recommended EU support:	50.00%



The main objective of the Port of Amsterdam preparatory study Action is to advance all remaining preparatory activities so the deployment of the multiple Onshore Power Supply facilities at the main entrance points of the the North Sea - Baltic, Rhine - Alpine and North Sea - Mediterranean core network corridors can start right after the completion of this proposed Action. The scope hence covers all activities before the actual start of the deployment of the multiple Onshore Power Supply facilities. Assuming the final investment decision, that is taken after 19 months, the realisation of the facilities can start after the completion of the Action in 2022. The Action consists of different activities: 1. Project management and dissemination The specific objective of this activity is to efficiently coordinate and manage this CEF Action, to deliver studies on time, within budget and agreed quality, to inform interested stakeholders on the outcomes of the Action. 2. Technical preparatory activities The specific objective of this activity is to finalize all remaining technical preparatory activities for the Onshore Power Supply facilities to ensure technical readiness for the Onshore Power Supply Works project to be conducted as of April 30, 2022. 3. Environmental preparatory activities The specific objective of this activity is to ensure environmental readiness for all the Onshore Power Supply applications project to be conducted 4. Economical preparatory activities The specific objective of this activity is to ensure economical readiness for the Onshore Power Supply to be conducted and to make a final-investment decision on the next phase, the Works phase. By focusing on this main and sub objectives of the various activities as proposed, this Actions aims at achieving the following goals: 1. Construction of Onshore Power Supply facilities located at one of the main entrance points of the North Sea - Baltic, Rhine - Alpine and North Sea - Mediterranean core network corridors in the Port of Amsterdam. 2. Lower CO2, nitrogen, and particulate matter emissions with 5% for seagoing shipping between 2021-2025, with 15% for inland shipping between 2021-2025, and with 50% for sea cruise ships at berth between 2018-2030 to create a healthier living environment. The envisaged Action for preparatory studies of OPS facilities for IWW and maritime transport and other port applications in the core maritime PoA contributes to completing pre-identified sections on Inland Waterways between Amsterdam locks & Amsterdam - Rijnkanaal of the core network corridor North Sea - Baltic, and between Basel - Antwerpen/Rotterdam - Amsterdam of the core network corridor Rhine - Alpine as stipulated in Annex I, Part I, points 2 and 3 of the CEF Regulation.

Revitalisation and Realisation of Alternative Fuel Infrastructure - Inland Port Maasbracht on NSMED

2020-NL-TM-0099-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Netherlands	Revitalisering Binnenhaven Maasbracht B.V.	

Implementation Schedule			
Start:	March 2021	End:	June 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€2,327,500	Recommended total eligible costs:	€2,327,500
Requested funding:	€1,163,750	Recommended funding:	€1,163,750
Requested EU support:	50.00%	Recommended EU support:	50.00%



The general objective of the proposed Action is to carry out the necessary preparatory studies in order to be able to advance to the next stage of this part of the Global Project, the realisation of the works at the inland port in Maasbracht. These works include the realisation of a CEH and the revitalisation of the inland port of Maasbracht.

After completion of these preparatory studies under the proposed Action, all required environmental permits and an irrevocable amended land-use plan will have been obtained in order to subsequently be able to initiate realisation of the inland port upgrade.

The revitalisation of the inland port of Maasbracht, following the preparatory study activities proposed under this Action, will consist of the:

- Realisation of a CEH to provide alternative fuels (LNG, CNG, H2, biodiesel and battery electric) to IWW transport.

This includes the conversion of a bunkering station to implement facilities for the provision and reception of these alternative fuels and the relocation of the existing fuel storage due to the larger risk contours associated with the storage of dangerous materials. In addition, the current waste reception facilities located at Tulleman's oil business will also be upgraded.

- Expansion of the existing public quay walls (25 m) to a minimum of 750 m and investments in waiting-, mooring- and unloading facilities. The local and regional activities near Maasbracht can only make limited use of the quay walls in their present form. The public quay wall expansion and the investments in new waiting-, mooring- and unloading facilities will enable these businesses to make the modal shift from road to inland shipping, with which it is in line with national and European policies.

- Realisation of a new container terminal (2,500 m²) in order to expand waterbound transport operations to prepare for the expected growth of IWW transport. This terminal will serve as a hub for the regional supply to extended gates, such as the inland port of Venlo.

- Relocation and modernising of existing shipyards, due to the necessary relocation of the storage facilities for the alternative fuels to be distributed from the CEH. Reusable materials from the current shipyards will be reused for rebuilding these shipyards in order to be able to serve the current and future needs for shipyards.

Works on E30 railway line, Rzeszów -Medyka (state border) section - pre-project documentation

2020-PL-TM-0074-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
Poland		PKP Polskie Linie Kolejowe S.A.		
Implementation Schedule				
Start: June 2021		End: March 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€2,305,003	Recommended total eligible costs:	€2,305,003	
Requested funding:	€1,152,502	Recommended funding:	€1,152,502	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The Action "Works on E30 railway line, Rzeszów-Medyka (state border) section - pre-project documentation" covers preparation of the study documentation (nature inventory and Feasibility Study) for the design documentation and construction works on the last remaining non-modernised sections of the Global Project- (UA state border) - Rzeszow - Krakow - Katowice. The main aim of this Action is the preparation of the Feasibility Study, that is necessary for the implementation of design documentation and construction works. The implementation of design documentation and construction works (to be realised as a consequent separate project) will adjust the railway line to TEN-T core network requirements and improve its use, by providing transport services with higher operational speeds, shortened travel times, improved capacity and safety. The Action covers two main elements: •preparation the nature inventory as a necessary part of the application for an environmental decision; •preparation of the Feasibility Study for the Rzeszow - Medyka (state border) section. The implementation of the Action will result in the achievement of the following indicators: •Nature inventory documentation - 1 set; •Feasibility Study - 1 set; Performance of the Action will allow for the start of design documentation and modernisation works on the Rzeszow - Medyka (state border) section, as a last stage of the Global Project. Therefore it plays a crucial role and is a significant contribution into the implementation of the Global Project.

Construction tunnel in Łódź with the inclusion in line 14, improving the railway connection on the TEN-T core network

2020-PL-TM-0084-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Poland	Solidarity Transport Hub Poland	

Implementation Schedule			
Start:	April 2021	End:	August 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€26,325,000	Recommended total eligible costs:	€26,325,000
Requested funding:	€13,162,500	Recommended funding:	€13,162,500
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Action covers design works for the construction of a railway line with a length of approx. 12 km at the section Łódź Fabryczna - Łódź Retkinia, including a tunnel and rail links to the existing Łódź - Sieradz line. It will consist of two main fragments: a tunnel with a length of approx. 5.2 km and tracks on the surface (approx. 6 km). The tunnel with a length of approx. 5.2 km will be designed for a velocities of 200 km/h, however, due to the impact on the environment, it may be limited to 160 km/h. The section will be electrified (3 kV DC system) - equipment ensuring high safety level will be installed.

The objective of the Action is to provide documentation and administrative decisions enabling the commencement of the construction of the section in question.

The Action is an important part of the Global Project, which is the construction of high speed rail lines, enabling reduction of journey time in the rail connections between Warsaw, Łódź, Poznań and Wrocław. It will also connect Łódź to the high-speed rail network and make full use of the infrastructure of the Łódź Fabryczna station. The tunnel in Łódź will be the first section of the Global Project for which construction works will start. The pre-design works covering the remaining sections shall be carried out in parallel to the Action at the least.

The construction of the section covered by the Action is crucial for the development of rail connections in Central Europe, in particular within the TEN-T core network North Sea - Baltic Sea corridor. The new infrastructure will allow to shorten journeys within this corridor: national (Warsaw - STH - Łódź - Poznań) and international (together with Rail Baltica), connecting, among others, the Baltic states with Germany and including Łódź (core network node) within the network of these connections. The tunnel will also be used by the HSR trains between Wrocław and the Czech Republic. Its construction will also contribute to the improvement of conditions for the development of agglomeration transport using the currently constructed tunnel connecting Łódź Fabryczna and Łódź Kaliska stations.

As part of the Action, the missing environmental decision will be obtained for the Retkinia junction signal box.

The deliverable shall include complete construction documentation and building permits. The tender documentation prepared as part of the Action will accelerate the process of selection of the Contractor of works.

Studies for the completion of the missing link on the NS - Baltic CNC: HS connection between Warsaw and Poznan

2020-PL-TM-0085-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Poland	Centralny Port Komunikacyjny Sp. zo.o.	

Implementation Schedule			
Start:	March 2021	End:	July 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€21,920,000	Recommended total eligible costs:	€21,920,000
Requested funding:	€10,960,000	Recommended funding:	€10,960,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Action covers the construction of a double-track high-speed railway line at the Warsaw - Lodz and Sieradz - Poznan sections with a total length of approx. 300 km. The new line assumes maximum velocity of 250 km/h, installation of equipment ensuring high safety level and its total electrification.

The purpose of the study is to provide documentation enabling the commencement of designing of the abovementioned railway line sections. The documentation will constitute a basis for selecting of the final investment option from the technical, environmental and economic perspective. The tender documentation prepared as part of the measure will speed up the selection of the Contractor for the building design. The obtained Decision on Environmental Conditions of approval of the Undertaking will enable preparation of the design documentation in accordance with the requirements related to minimization of environmental impact. The implementation of this project will allow for commencement of construction works in 2024.

The Action is part of the Global Project, which is the construction of the high-speed railway line Warsaw - Lodz - Poznan/Wroclaw. At the same time, pre-design works will be carried out for the remaining sections, and for the tunnel in the area of Lodz - also development of the building documentation. This means that after the completion of the Action for all high-speed railway sections, at least the pre-design stage will have been completed and environmental decisions obtained.

The construction of the sections covered by the Action is crucial for the development of high-speed rail connections in the EU, in particular within the TEN-T North Sea - Baltic Sea core network corridor. The new infrastructure will allow for significant reduction of travel times in connections within this corridor: national (Warsaw - STH - Lodz - Poznan) and international, connecting, among others, the Baltic States with Germany. It will also enable the inclusion of the Solidarity Transport Hub in the rail network.

Moreover, the line will be available for use by HSR trains in connections to Wroclaw and the Czech Republic, as well as high-speed regional trains, which, thanks to the construction of intermediate stations and enabling access to the existing stations, serve the cities located along the new investment project.

Prace przygotowawcze dla zadania inwestycyjnego „Rozbudowa infrastruktury dostępu w Porcie Gdynia”

2020-PL-TM-0088-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General	
Poland		Zarząd Morskiego Portu Gdynia S.A.			
Implementation Schedule					
Start: August 2020			End: December 2023		
Requested Funding		Recommended Funding			
Total eligible costs:	€1,678,548	Recommended total eligible costs:	€1,678,548		
Requested funding:	€839,274	Recommended funding:	€839,274		
Requested EU support:	50.00%	Recommended EU support:	50.00%		



The Project involves the implementation of preparatory works leading to the commencement of civil works on the development of the access infrastructure for ships in basins IV and V in the Port of Gdynia and the reconstruction of the "last mile" landside access.

The documentation elaborated in the Project will contribute into improving transport accessibility of the Port for the ships. The aim of the Investment project, to be pursued under documentation drafted under this Project, is to develop the ship access infrastructure in Basins IV and V, for efficient handling of cargo and passengers and rendering the port more accessible for transport - providing more routes, increasing transshipment capacity, ensuring efficient transport.

The preparatory Project was divided into three following phases:

1. "Preparatory works for the Investment Task: Development of the ship access infrastructure in Basin IV - Phase 1" - predicted 3 tasks including elaboration of conceptual design and feasibility study, documentation necessary to obtain a full environmental assessment and expert opinions, construction and detailed designs;
2. "Preparatory works for the Investment Task: Reconstruction of the ship access infrastructure in Basin V - Phase 2" - predicted 2 tasks including elaboration of feasibility study, construction and detailed designs and climate analysis;
3. "Preparatory works for the Investment Task: "Road and rail access to Basins IV and V - Phase 3" - predicted 1 task including construction and detailed designs for the reconstruction of the "last mile" transport system.

A separate task will be Project management and information and promotion activities.

The Investment project will be implemented under the 2021-2027 perspective (planned period of implementation from 2024 to 2026).

Port of Gdynia Authority declares that this Project is well advanced in terms of tendering procedures and selection of contractors - the works has started. Expenditure in the Project will be eligible from the date of submission of the application.

Works on E59 railway line, Kedzierzyn Kozle-Chalupki section - design documentation

2020-PL-TMC-0073-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-Cohesion
Poland	PKP Polskie Linie Kolejowe S.A.	

Implementation Schedule			
Start:	April 2021	End:	December 2023
Requested Funding		Recommended Funding	
Total eligible costs:	€21,409,618	Recommended total eligible costs:	€21,409,618
Requested funding:	€18,198,175	Recommended funding:	€18,198,175
Requested EU support:	85.00%	Recommended EU support:	85.00%



The Action "Works on E59 railway line, Kedzierzyn Kozle-Chalupki section - design documentation" covers preparation of the documentation for the construction works on the one of the last remaining unmodernised sections of the Global Project, being the modernisation of railway lines from Szczecin and Swinoujscie (Baltic coast) through Poznan, Wroclaw, Opole, Kedzierzyn Kozle to Chalupki (Polish/Czech Republic border). The aim of this Action is the preparation of design documentation, with obtaining required administrative decisions that are necessary for the implementation of construction works. The implementation of construction works (to be realised as a consequent separate project) will adjust the railway line to TEN-T core network requirements and improve its use, by providing transport services with higher operational speeds, shortened travel times, improved capacity and safety. The necessity to start the modernisation works on the Kedzierzyn Kozle - Chalupki section was indicated in the special report prepared in 2020 by Eueropean Court of Auditors "EU transport infrastructure: more speed needed in megaprojects implementation to deliver network effect on time". The Action covers two elements: •the preparation of the remaining stages of Feasibility Study for the Kedzierzyn Kozle-Chalupki section, and next, after choosing the best investment option, •the preparation of design documentation with obtaining necessary administrative decisions, which will allow to commence construction works on the Kedzierzyn Kozle-Chalupki section. The implementation of the Action will result in the achievement of the following indicators: •Feasibility Study - 1 set; •design documentation - 1 set; •detailed designs - 1 set; •tender dossier for construction works - 1 set; •applications for building permits - 1 set; •building permits - 1 set. Performance of the Action plays a crucial role and is a significant contribution into the implementation of the Global Project.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2020-MAP-General</small>
Portugal	APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, S.A.	

Implementation Schedule			
Start:	April 2021	End:	December 2022

Requested Funding		Recommended Funding	
Total eligible costs:	€1,724,000	Recommended total eligible costs:	€990,000
Requested funding:	€862,000	Recommended funding:	€495,000
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Action "Studies for the Sustainable Development of the Port Cluster of Leixões" - consists of five preparatory studies for the activities and works addressing different aspects of sustainable development of the port cluster of Leixões. More specifically, the studies will focus on the following aspects: resilience and digitalization of the draw bridge of the port of Leixões, resilience of maritime protection infrastructures, resilience of embankments and pavements, energy transition and reorganization of the spaces of the fishing port, with the creation of a new pier line and reinforcement of the existing pier bridges


With the goal of achieving the Green Deal objectives of climate neutrality at the port cluster managed by Leixões earlier than 2050 and strengthening the efforts on climate-proofing and resilience building, the Action aims at addressing the following needs:

- Reduction the impacts of noise and air pollution;
- Decarbonize the energy systems at the port cluster managed by APDL;
- Reduce urban congestion
- Climate-proofing, resilience building, prevention and preparedness of maritime and port infrastructures

The study will also implement the following objectives:

- Reduction of urban congestion with consequent reduction in air pollution and road accidents, while improving the operational efficiency of the port of Leixões, by reconditioning, modelling and sensing of the draw bridge.
- Improvement of the resilience of maritime protection infrastructures, allowing those infrastructures more subjected to the impacts of extreme weather conditions to resist such impacts and keep the port operational in all weather.
- Reduce air and noise pollution, and GHG emissions at the port cluster, by providing onshore power supply and improving methods, equipment and regulations inside the port areas, in cooperation with the port community

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
Sweden		Luleå Hamn AB		
Implementation Schedule				
Start: April 2021		End: December 2023		
Requested Funding		Recommended Funding		
Total eligible costs:	€4,960,000	Recommended total eligible costs:	€4,960,000	
Requested funding:	€2,480,000	Recommended funding:	€2,480,000	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The proposed Action is an essential part of the Global Project called "Malmporten" which is one of largest maritime infrastructure projects in the history of Sweden. The Global Project will eliminate the current bottlenecks and capacity constraints of the maritime access into the TEN-T core port of Luleå in the Bay of Bothnia in the northern Baltic Sea. The aim of the Global Project is to improve safe maritime access by widening and deepening the fairways leading to Luleå and to improve port infrastructure by building a new port area with associated infrastructure. Through the planned works the Port of Luleå will be able to receive the largest ships sailing in the Baltic Sea during ice-free time, with a draught of 15 metres.

The port improvements will increase the loading capacity and improve the efficiency of handling goods in the Port of Luleå, primarily iron ore from nearby mines but also other dry bulk products. In connection with this new port area, improvement of the port-hinterland connection is also planned with a new railway connecting. The maximum draught of the fairways will be increased by carrying out extensive dredging in the fairways leading to Luleå as well as in the harbour area itself. In addition, a small dredging effort will be carried out in the Northern Quark area further south from Luleå, which today limits the size of vessels to all ports in northern Sweden and Finland in the Bay of Bothnia area. In addition, the winter navigation to Luleå will be improved which is of key importance as the Bay of Bothnia is ice-covered for five to six months yearly. The best route alternative in winter conditions, the shipping route closer to the Swedish coast will be improved and deepened, which will shorten travel times and reduce the need for ice-breaking assistance.

The detailed planning and design carried out in the Action enables the works of the Global Project to begin in 2023. The proposed Action will plan and design in detail the fairways, their aids to navigation as well as the dredging and related mass handling. The new port area with two new berths, new cargo handling and storage areas and a 4 km of new railway will be also planned in detailed to be ready for investment phase in 2023-2028.


Sundsvall-Dingersjö - part of the double track railway East Coast line - part of the Bothnian corridor

2020-SE-TM-0022-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Sweden		Trafikverket (Swedish Transport Administration)		
Implementation Schedule				
Start:	April 2021	End:	June 2023	
Requested Funding		Recommended Funding		
Total eligible costs:	€4,754,000	Recommended total eligible costs:	€4,754,000	
Requested funding:	€2,377,000	Recommended funding:	€2,377,000	
Requested EU support:	50.00%	Recommended EU support:	50.00%	

In order to increase capacity on the East Coast Line, one of Sweden's busiest railway tracks, expansion to double track is planned in stages, where the route between Sundsvall and Dingersjö (the Action) is one. The Action includes the development of a railway plan / project planning document for double tracks, construction documents and tender documents for construction works between Dingersjö and Sundsvall C. The Action includes double tracks in 14 km supplemented with meeting stations in Stockvik and Kvissleby. An expansion of the double track between Dingersjö and Sundsvall C is a partial investment in a future double track between Sundsvall and Gävle (the Global project), a quality-enhancing measure. The travel time between Sundsvall C and Dingersjö is today 9 min and should in the future be 5 min. It may seem like a small effect, but together with the rest of the expansion to double tracks on the East Coast line, it is of great importance for punctuality and capacity.

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the other sections of the Core Network CEF-T-2020-MAP-General
Sweden		Trafikverket (Swedish Transport Administration)		
Implementation Schedule				
Start: April 2021		End: July 2024		
Requested Funding		Recommended Funding		
Total eligible costs:	€14,915,000	Recommended total eligible costs:	€14,915,000	
Requested funding:	€7,457,500	Recommended funding:	€7,457,500	
Requested EU support:	50.00%	Recommended EU support:	50.00%	



The proposed Action is a part of the long term planned Norrbotnia Line. This is a 270 km new railway from Umeå to Luleå. Considering that the old railway line was built more than 150 years ago and has several weak spots and technical limitations, a new railway is needed for the regions continual growth. This will also amend a bottleneck on the TEN-t network. The Norrbotnia Line is intended first to strengthen the rail freight traffic, but also to enable passenger traffic between the cities along the coast of Northern Sweden. The Norrbotnia Line shortens distances, and increases capacity and speed, thereby reducing transport costs. By compressing the region through improved infrastructure, a larger market for labour and education is achieved. The system of rapid rail links will allow commuting between the coastal towns - while at the same time facilitating communications between the inland and coast.

The Action (detailed construction documents between Ytterbyn-Bureå) is a part of the Scan-Med corridor, and addresses actions related to the funding objective "removing bottle-necks, and enhancing rail interoperability". The overall purpose of the Action is to produce and finish detailed construction documents between Ytterbyn-Bureå, which is a part of the Norrbotnia Line. The Action contributes to completing pre-identified projects on the core network corridors and on the other sections of the core network (Scandinavian - Mediterranean, on a Other Section on the Core Network, "Sundsvall - Umeå - Luleå", stipulated in Annex I, Part I, point 3 of the CEF Regulation).

The expected result is construction documents that consist of drawings, design calculations and work specifications.

This enables the project organisation to start the procurement process of production contracts and in 2024 be able to start construction on this part of the Norrbotnia Line.

There are three activities in the proposed action.

1. Design phase
2. Field works
3. Detailed design, construction documents

The activities consist of smaller tasks. Linked to each task are milestones, measureable results that must be aligned with requirements of Swedish Law and specifications of several authorities involved in the approval process.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2020-MAP-General</small>
Sweden	Port of Göteborg	

Implementation Schedule			
Start:	April 2021	End:	June 2022
Requested Funding		Recommended Funding	
Total eligible costs:	€5,386,025	Recommended total eligible costs:	€5,386,025
Requested funding:	€2,693,013	Recommended funding:	€2,693,013
Requested EU support:	50.00%	Recommended EU support:	50.00%



The Global project is a co-planned investment by Goteborgs Hamn (Port of Gothenburg), Sjöfartsverket (the Swedish Maritime Administration) and Trafikverket (the Swedish Transport Administration) in a number of capacity-increasing projects to create a cohesive intermodal transport system for the transport of goods to and from Sweden, from sea to end users via transshipment and to redistribute to trains from lorries. The global project will allow for further expansion of the multimodal hub in Goteborg, connecting northern Europe seamlessly and intermodal using rail and sea for both export and import.


Action, Skandia Gateway, a port adapted for larger vessels, relieves the road and railway infrastructure between Scandinavia and Europe. Without this development, land transport is in many cases the alternative if efficient direct calls cannot be offered in Gothenburg. Feed transport from a Swedish port is an efficient alternative from a cost, time and environmental perspective compared with land transport to the continent. For example, a transport from

Rotterdam to Insjön (central Sweden) with trans-ocean vessels and trains compared with feed vessels from Rotterdam to Gävle generates carbon dioxide emission reductions of approximately 300 kg / TEU (calculations by IVL). If the transport has to take place by truck through the European mainland, the emissions will be even greater.

The Action includes studies that then lead to the expansion of the Port of Gothenburg so that larger vessels can be handled, which guarantees environmentally friendly intermodal transports which means that the business community's competitiveness increases. With increased capacity levels in the port, good domestic connections are ensured, which makes it possible for the Port of Gothenburg to further increase the railway volumes for the container terminal and thereby strengthen the port's overall multimodal capacity. By using the line services for container transport between Gothenburg and continental Europe in connection with the railway service, CO2 emissions are greatly reduced compared with smaller feeder vessels.

The freight line through Bergslagen, Hallsberg - Degerön, section Hallsberg-Stenkumla

2020-SE-TM-0054-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Sweden		Trafikverket		
Implementation Schedule				
Start:	April 2021	End:	October 2023	
Requested Funding		Recommended Funding		
Total eligible costs:	€17,928,000	Recommended total eligible costs:	€17,928,000	
Requested funding:	€8,964,000	Recommended funding:	€8,964,000	
Requested EU support:	50.00%	Recommended EU support:	50.00%	

The Action is part of the Freight line through Bergslagen, a line of great importance for freight transport both within Sweden and further out into Europe, operated by both freight and passengers, passing the municipalities of Mjölby-Motala-Hallsberg-Örebro-Frovi-Fagersta-Avesta-Storvik. It's of great importance for freight transports between northern and southern Sweden. The Freight Line through Bergslagen is operated by a large amount of goods per year. Hallsberg's marshalling yard is Sweden's hub for rail freight transport. From here, freight wagons are routed to customers and companies around the country or further out into Europe. Every month, between 13,000 and 26,500 wagons are marshalled. The Freight Line through Bergslagen is one of the busiest single-track routes in the country. Disturbances with large delays for the passenger traffic are common and the heavily increasing freight transports are directed to the times during the night when there is space on the tracks.

The Action aims at eliminating a large bottleneck in the railway network and increasing accessibility. To eliminate this bottleneck, double tracks will be built on the section from Hallsberg and south towards Mjölby, to Degerön. The Swedish industry and transport buyers have for a long time promoted the expansion of double tracks up to Hallsberg as one of the most important projects. The lack of capacity on the single track poses major problems for freight transport. Trafikverket has gradually built double track on the Freight Line through Bergslagen. Double track is already built on the southern part of the line (between Mjölby and Degerön). The construction work to build double track on the central part of the line between Hallsberg and Degerön is almost finished. The project is funded under the National Plan for the years 2014-2021.

The goal of the Global Project is making it possible to run more freight trains (longer trains than today and with higher speed) through central Sweden. Trafikverket is gradually expanding the railway to double track on the section Hallsberg-Degerön through Hallsberg's railway yard. The goal is to create conditions for increased capacity, simple and rapid rail freight transport and thus contribute to increased use of environmentally friendly transport by increased capacity, punctuality, shorter travel time and enhanced safety.

The overall goals of building a new Double Track between Hallsberg - Degerön (the Global Project) are:

- Increased capacity for freight trains as well as the potential for increasing passenger traffic
- Good punctuality for both freight and passenger train
- Improves security along the route

The studies for the proposed action of Hallsberg-Stenkumla is

- Noise reductions real estates and screens - Detailed construction documents
- Bridges North - Technical design descriptions for detailed construction documents
- Bridges South - Technical design descriptions for detailed construction documents
- Detailed construction document for the tunnel
- BEST - Detailed construction documents

Nadgradnja železniške proge d. m. (HR)-Dobova-Zidani Most: projektna dokumentacije za nadgradnjo medpostajnih odsekov

2020-SI-TM-0097-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-General
Slovenia	Ministry of Infrastructure	

Implementation Schedule			
Start:	October 2021	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€7,017,423	Recommended total eligible costs:	€7,017,423
Requested funding:	€3,508,712	Recommended funding:	€3,508,712
Requested EU support:	50.00%	Recommended EU support:	50.00%



Railway section state border (Croatia) -Dobova - Zidani Most is an important railway section on the Core TEN-T network in Slovenia. The Mediterranean Corridor of the Core TEN-T network runs through it. This section is also part of the pre-defined projects from CEF Regulation no. 1316/2013, namely the railway connection Ljubljana - Zagreb. The proposed action is part of a global project addressing the upgrade of railway section state border (Croatia) -Dobova - Zidani Most-Ljubljana. The section is also important due to its cross-border effects, as it represents Croatia's transport connection with Slovenia and Central Europe.

Action includes the preparation of executive designs for the upgrade of the railway infrastructure at the railway sections s.b.-Dobova, Dobova-Brežice, Brežice-Krsko, Krsko-Brestanica, Brestanica-Blanca, Blanca-Sevnica, Sevnica-Breg in Breg-Zidani Most and railway station Dobova. At the moment, the railway line on section s.b. (Croatia) -Dobova - Zidani Most is double-track and electrified. The section is declared with category D3. The line speed on the section is between 65 and 120 km / h, at the stations the speed is lower. On the line, it is possible to run trains with a length of 570 meters, and the braking distance on the entire line is 1,000 meters. Due to the current conditions of the railway infrastructure, the section represents a bottleneck on the public railway infrastructure.

Slovenia will achieve the positive effects of this Action through the implementation of the Global Project. According to the provisions of TEN-T Regulation no. 1315/2013, Slovenia will reach the following requirements after the Global project will be completed: axle load of category D4 (22.5 t / axle), possibility of running trains with a length of 740 m, possibility of driving trains with GB profile and achievement of standards in accordance with TSI legislation.

In addition to the increased capacity of the railway line, the Action will contribute to the improved safety and reliability of the line on section s.b. (Croatia) -Dobova - Zidani Most at the railway sections s.b.-Dobova, Dobova-Brežice, Brežice-Krsko, Krsko-Brestanica, Brestanica-Blanca, Blanca-Sevnica, Sevnica-Breg in Breg-Zidani Most and railway station Dobova.

The aim is to prepare executive designs, which is a condition for the start of construction work for the reconstruction and upgrade of the bottleneck on the railway infrastructure at the railway sections s.b.-Dobova, Dobova-Brežice, Brežice-Krsko, Krsko-Brestanica, Brestanica-Blanca, Blanca-Sevnica, Sevnica-Breg in Breg-Zidani Most and railway station Dobova. Construction works for the upgrade of the railway infrastructure of the entire section, including railway stations, will be completed by Slovenia in the programming period 2021-2027.

Nadgradnja železniške proge d. m. (HR)-Dobova-Zidani Most: projektna dokumentacije za nadgradnjo železniških postaj

2020-SI-TMC-0095-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Slovenia	Ministry of Infrastructure	

Implementation Schedule			
Start:	May 2021	End:	June 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€4,069,641	Recommended total eligible costs:	€4,069,641
Requested funding:	€3,459,195	Recommended funding:	€3,459,195
Requested EU support:	85.00%	Recommended EU support:	85.00%



Railway section state border (Croatia) -Dobova - Zidani Most is an important railway section on the Core TEN-T network in Slovenia. The Mediterranean Corridor of the Core TEN-T network runs through it. This section is also part of the pre-defined projects from CEF Regulation no. 1316/2013, namely the railway connection Ljubljana - Zagreb. The proposed action is part of a global project addressing the upgrade of railway section state border (Croatia) -Dobova - Zidani Most-Ljubljana. The section is also important due to its cross-border effects, as it represents Croatia's transport connection with Slovenia and Central Europe.

Action includes the preparation of executive designs for the upgrade of the railway infrastructure at the railway stations Brežice, Krsko, Brestanica, Blanca, Sevnica, Breg and the train stops places Libna and Loka. At the moment, the railway line on section s.b. (Croatia) -Dobova - Zidani Most, including railway stations, double-track and electrified. The section is declared with category D3. The line speed on the section is between 65 and 120 km / h, at the stations the speed is lower. On the line, it is possible to run trains with a length of 570 meters and the braking distance on the entire line is 1,000 meters. Dangerous places at railway stations and train stops are level accesses to the platform infrastructure at the railway stations Brežice, Krsko, Brestanica, Blanca, Sevnica, Breg and the stopping places Libna and Loka. Due to the current conditions of the railway infrastructure, the section represents a bottleneck on the public railway infrastructure.

Slovenia will achieve the positive effects of this Action through the implementation of the Global project. According to the provisions of TEN-T Regulation no. 1315/2013, Slovenia will reach the following requirements after the Global project will be completed: axle load of category D4 (22.5 t / axle), possibility of running trains with a length of 740 m, possibility of driving trains with GB profile and achievement of standards in accordance with TSI legislation.

In addition to the increased capacity of the railway line, the project will contribute to the improved safety and reliability of the line on section s.b. (Croatia) -Dobova - Zidani Most at the stations Brežice, Krsko, Brestanica, Blanca, Sevnica and the train stops Libna and Loka.

The aim is to prepare executive designs and investment documentation, which is a condition for the start of construction work for the reconstruction and upgrade of the bottleneck on the railway infrastructure at Brežice, Krsko, Brestanica, Blanca, Sevnica, Breg and train stops in Libna Loka. Construction works for the upgrade of the railway infrastructure of the entire section, including railway stations, will be completed by Slovenia in the programming period 2021-2027.

2020 CEF Transport call

Reserve list of proposals
recommended for funding

Detailed design for selected sections of the railway line Praha - Vaclav Havel Airport

2020-CZ-TMC-0033-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Czechia	Správa železnic, státní organizace	

Implementation Schedule			
Start:	March 2021	End:	June 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€10,053,758	Recommended total eligible costs:	€10,053,758
Requested funding:	€8,545,694		
Requested EU support:	85.00%		



The outputs of proposed Action are processing of Detailed design and acquisition of the building permits for modernisation of station Masarykovo nádraží and line section Praha-Výstaviste - Praha-Dejvice. Both projects constitute important components of the railway connection to Vaclav Havel Airport in Prague within the Global Project "Reconstruction of railway Junction Praha". Station Praha Masarykovo nádraží is a terminal, end of the line station. It is used in particular for regional passenger transport from eastern and northwest direction and will serve as the end station of the future railway connection with Vaclav Havel Airport. Its capacity is insufficient, with very dense traffic. Individual parts of the station are mostly past their moral and physical service life. Similarly, the single-track non-electrified line in section Praha-Výstaviste - Praha-Dejvice does not allow for the planned increase in traffic intensity. Both projects are located in the urban area of Praha and both constitute an artificial barrier between the urban districts where they are located. Objective of the Action: to design such a technical solution for infrastructure modernisation that will allow to significantly increase track capacity, in particular with regard to the planned connection of Vaclav Havel Airport in Prague. Section Praha-Výstaviste - Praha-Dejvice will be designed as a double-track line, leading almost exclusively under the surface in a cut-and-cover tunnel. The designed higher speed will allow for reduction of travel times. Both affected stations - Masarykovo nádraží and Praha-Dejvice will be completely barrier-free, with improved connections to public urban transport. Roofing of Masarykovo nádraží in the form of a walkable bridge will create new options for motor-less mobility in the city centre. Independent verification of expenditure to be co-financed from the CEF by an external auditor constitutes a complementary activity.

Final Studies of the new single railway line Kalambaka-Ioannina-Igoumenitsa, part of OEM Corridor

2020-EL-TMC-0080-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Greece	Ministry of Development and Investments	

Implementation Schedule			
Start:	June 2021	End:	September 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€15,500,000	Recommended total eligible costs:	€15,500,000
Requested funding:	€13,175,000		
Requested EU support:	85.00%		



The scope of the present Action is the completion of the remaining studies and the elaboration of the required tender documents in order to enable the tendering of the project for the construction of a new single railway line, which connects the Igoumenitsa Port with the existing railway network in the Kalambaka area.

The Action involves the studies for:

- new single railway line Kalambaka - Ioannina - Igoumenitsa, 154 km long, with new Railway Stations, the main ones being Ioannina, Igoumenitsa, Malakassi, Metsovo, Anthohori, Neohori Thesprotias, and the freight stations of Igoumenitsa and Kastritsa in Ioannina.
- side road (parallel) network
- Intersecting road network
- construction of railway stations and stops
- all along the projects, the railway line will cross the road network with grade-separated crossings
- construction of tunnels, 75 km long
- construction of bridges, 15 km long
- construction of hydraulic projects and stream regulation.

The main characteristics of the new railway line will be as follows:

Single line of standard gauge (1.435 m), Design speed of 160 km/h and minimum radius R= 1.100 m, Longitudinal gradient $i \leq 20\text{‰}$ (stop locations 8‰, station locations 2.5‰, tunnels 20‰), Electrification, Telecommanding and two-way signaling

Upgrade of the Rijeka Port infrastructure - Prague Pier Extension (POR2CORE-Prague Pier Extension)

2020-HR-TMC-0027-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Croatia		Port of Rijeka Authority		
Implementation Schedule				
Start:	August 2021	End:	January 2024	
Requested Funding		Recommended Funding		
Total eligible costs:	€3,589,900	Recommended total eligible costs:	€3,589,900	
Requested funding:	€3,051,415			
Requested EU support:	85.00%			



Action takes place in Port of Rijeka which is located in the region Jadranska Hrvatska of the Republic of Croatia and is classified as Core Maritime Port on the Mediterranean Core Network Corridor. The objective of the Action is to fulfil prerequisites for starting the works of project "Prague Pier Extension Works", which is an integral part of the Global Project. Action encompasses of following activities: Project management, Environmental documentation preparation and assessment, Investigation works and preparatory studies, Technical documentation and permitting, Tender documentation preparation, Cost-benefit analysis preparation and Communication and dissemination. Action will result with prepared Conceptual Solution, Environmental Impact Assessment Study and obtained Decision on the Acceptability of the Intervention for the Environment, conducted Topographical site survey, Geotechnical site investigations and prepared Preparatory studies, prepared Preliminary and Main Designs, conducted Expert Review of the Main Design and submitted requests for Location and Construction Permits, prepared Tender documentation for works and prepared Cost-benefit analysis. By Action implementation, environmental, preparatory, technical, procurement and financing prerequisites for starting the works of project "Prague Pier Extension Works" will be fulfilled. Planned works include the construction of new berths and quay wall, backfill works behind planned quay wall, as well as the construction of rail and road connection, utilities' installations, installation of quay wall elements (such as bollards, fenders, etc.) and facilities for the provision and use of alternative energy (cold-ironing).

Preparation of a Study for Zagreb Railway Node Development

2020-HR-TMC-0059-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Croatia	HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.)	

Implementation Schedule			
Start:	April 2021	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€3,000,000	Recommended total eligible costs:	€3,000,000
Requested funding:	€2,550,000		
Requested EU support:	85.00%		



Zagreb Railway Node is a point of intersection of sections of Global project: Dugo Selo-Križevci, Dugo Selo-Novska, Hrvatski Leskovac-Karlovac, Zapresic-Zabok, located in the continental part of Croatia. Sections Dugo Selo-Križevci and Hrvatski Leskovac-Karlovac are parts of the Mediterranean Corridor, Dugo Selo-Novska section is on a Core TEN-T Network. They are access railway lines to the Node, which is a part of Mediterranean Corridor. Initiated activities on the network of Global project (upgrade, construction, reconstruction and modernization) will not yield the desired effects in case there is a lack of required capacities within Zagreb Railway Node. The main objective of the Action is to produce study documentation that deals with the development of railway infrastructure in the area of the Zagreb railway junction, defines the strategy and goals to be achieved. The proposed action encompasses the preparation of Variant Conceptual Designs for the construction of new or modernization of existing railways in the Node or functional units of the Node, Feasibility Study, Cost and Benefit Analysis, Strategic Environmental Impact Assessment and Basis for changes in spatial planning. The action also includes continuous Project management, publicity and visibility measures. The Action will lead to satisfying part of preconditions for implementation of works that should result with increase of the number of passengers urban, suburban and regional trains, of the public transport and freight transport users, reduce their travelling times, decrease of the individual transport on the roads, better and faster connection, road and rail intermodality, relocation of the big part of international and domestic freight transport from the inner part of the city, enable operation of longer and heavier trains, introduction of new services, running of interoperable freight trains operating between Slovenia, Croatia and Hungary and other countries situated on the Mediterranean corridor

Improving the Budapest rail node - EIA of a new rail connection on the OEM/RHD and MED corridors under the city center

2020-HU-TMC-0064-S

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Hungary	Ministry for Innovation and Technology	

Implementation Schedule			
Start:	March 2021	End:	December 2024

Requested Funding		Recommended Funding	
Total eligible costs:	€2,770,000	Recommended total eligible costs:	€2,770,000
Requested funding:	€2,354,500		
Requested EU support:	85.00%		



The key development of the Budapest Suburban Railway Node Strategy is connecting the Kelenfold railway station on the Buda side with an underground railway tunnel to the Nyugati railway station on the Pest side. This planned tunnel (the Budapest City Railway Tunnel) would partially transform the current Nyugati terminal station into a transit railway station, while Déli railway station, the terminal station on the Buda side, would be completely moved underground as a transit stop. The area of Déli railway station and parts of Nyugati railway station could be freed for a large-scale urban development project. The underground railway tunnel would dramatically increase Budapest's railway throughput and radically expand the number of urban and suburban destinations directly accessible by railway lines arriving from the agglomeration. Further it would allow to operate the future International conventional and High Speed Railway services from Vienna/Vienna airport or Bratislava to Budapest Kelenfold, Budapest Déli railway station, Budapest Nyugati railway station and further to the Budapest airport and thereby connecting to the full Budapest Public Transport backbone network. The Budapest Suburban Railway Node Strategy can be finalized and adopted after the successful completion of the SEA procedure, expected in 2021. The development of the Feasibility Study for the Budapest City Railway Tunnel project is just started on the end of the last year. As learned from the latest large-scale infrastructure-development projects, the early the environmental issues we can recognize, the better we can react on them during the development of the building permit design phase.

Accordingly this is the best timing for the proposed Action. During the implementation of the proposed Action we will elaborate all the documents which are needed to obtain the environmental permit for the implementation of the Budapest City Railway Tunnel.

Works on C-E 30 railway line, Opole Groszowice-Jelcz-Wroclaw Brochów section - design documentation

2020-PL-TMC-0082-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Poland		PKP Polskie Linie Kolejowe S.A.		
Implementation Schedule				
Start:	May 2021	End:	August 2023	
Requested Funding		Recommended Funding		
Total eligible costs:	€4,744,866	Recommended total eligible costs:	€4,744,866	
Requested funding:	€4,033,136			
Requested EU support:	85.00%			




The Action "Works on C-E 30 railway line, Opole Groszowice-Jelcz-Wroclaw Brochów section - design documentation" is a study project on one of the remaining unmodernised sections of the Baltic - Adriatic Core Network Corridor in Poland on the alignment between the ports of Szczecin/Swinoujscie and the border between Poland and Czech Republic. The importance of the section is increased by the fact that it is also part of UA Border - Krakow - Katowice - Wroclaw - Dresden section of the Core Network listed in the CEF Regulation and of Rail Freight Corridors 5 and 8. The Action covers preparation of the design documentation for construction works on the Opole Groszowice-Jelcz-Wroclaw Brochów section in order to fulfil TEN-T core network requirements. The reason for the Action is a very poor condition of railway infrastructure on the section which fails to meet the TEN-T requirements, i.e. with speed limits up to 40 km/h, permissible axle load below 22.5 t and station tracks not fitted for operation of at least 740 m long trains. The Action aims at providing the design documentation with all required administrative decisions, necessary to launch a tender for construction works on on the Opole Groszowice-Jelcz-Wroclaw Brochów section, and consequently, to conclude the contract for construction works. The implementation of the Action will result in the achievement of the following indicators: •design documentation - 1 set; •tender dossier for construction works - 1 set; •applications for building permits - 1 set; •building permits - 1 set. Performance of the Action will allow modernisation of the Opole Groszowice-Jelcz-Wroclaw Brochów section, as a next step of the Global Project, therefore it plays a crucial role and is a significant contribution into the implementation of the Global Project, being the modernisation of railway lines from Szczecin and Swinoujscie (Baltic coast) through Poznan, Wroclaw, Opole, Kedzierzyn Kozle to Chalupki (Polish/Czech Republic border) on Baltic-Adriatic corridor.

Upgrading the Krzyz station to the TEN-T core network requirements - design documentation

2020-PL-TMC-0098-S

Location(s) of the action		(Coordinating) applicant		Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Poland		PKP Polskie Linie Kolejowe		
Implementation Schedule				
Start: August 2021		End: December 2023		
Requested Funding		Recommended Funding		
Total eligible costs:	€2,059,774	Recommended total eligible costs:	€2,059,774	
Requested funding:	€1,750,808			
Requested EU support:	85.00%			



The Action "Upgrading of Krzyz station into the TEN-T core network requirements" covers preparation of the documentation for the construction works on the one of the last remaining bottlenecks of the Global Project, between Szczecin and Swinoujscie (Baltic coast) through Poznan, Wroclaw, Opole, Kedzierzyn Kozle to Chalupki (Polish/Czech Republic border) i.e. the Krzyz station. The Action is aimed at the preparation of the design documentation for the reconstruction of the Krzyz station, in order to fulfill TEN-T core network requirements.

The reason for Action is the poor condition of the railway infrastructure at the Krzyz station, which fails to meet the TEN-T requirements, i.e. with speed limits up to 40 km/h, unsuitable passenger platforms and the station tracks not fitted to operation with 740 length trains.

The Action aims at the providing the design documentation with all required administrative decisions, necessary to launch the tender for construction works on the Krzyz station, and consequently, to conclude the contract for

construction works. The implementation of the Action will result in the achievement of the following indicators:

- design documentation - 1 set;
- tender dossier for construction works - 1 set;
- application for localisation decision -1 set;
- localisation decision - 1 set;
- applications for building permits - 1 set;
- building permits - 1 set.

The performance of the Action will allow the modernisation of the Krzyz station - removal of existing bottleneck, that will be the next step to implement the Global Project. Therefore , the Action plays a crucial role and is a significant contribution into the implementation of the Global Project. Removing the bottleneck of the Krzyz station will provide smooth railway.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network <small>CEF-T-2020-MAP-Cohesion</small>
Portugal	Ministério das Infraestruturas e da Habitação (MIH)	

Implementation Schedule			
Start:	January 2021	End:	December 2023

Requested Funding		Recommended Funding	
Total eligible costs:	€7,960,500	Recommended total eligible costs:	€7,960,500
Requested funding:	€6,766,425		
Requested EU support:	85.00%		



The proposed Action belongs to Core Network Corridor, the Atlantic Corridor, section Sines/Lisbon-Madrid-Valladolid, as described in article no 11, point 2, paragraph a), subparagraph ii) and iii) of Regulation (EU) No 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 and repealing Decision No. 661/2010/EU.

This action aims to study:

- Poceirão-Bombel Stretch inserted in article no 11, point 2, paragraph a), subparagraph ii), that is a conventional line that will be adapted and equipped for a speed of 200 km/h.

The studies for the modernisation and duplication of the Poceirão-Bombel Stretch aims to increase the competitiveness of the railway sector at the international level on the Lisbon-Madrid axis and at the regional level between the regions of Alentejo and Lisbon and Vale do Tejo, through improving the mobility of people and freight and increasing the commercial speed to 200 km/h, a speed that allows a reduction in travel time between Lisbon and Madrid and on the Lisbon-Évora link.

- Roma-Areeiro (Cintura Line)-Braço de Prata (North Line) Stretch inserted in article no 11, point 2, paragraph a), subparagraph iii), that is considered a line which have special characteristics due to constraints of urban

environment, in which the speed must be adapted on a case-by-case basis. This category also includes the interconnection lines between high-speed networks and conventional networks.

The studies for Roma-Areeiro (Cintura Line)-Braço de Prata (North Line) stretch aims at boosting railway capacity and compatibilizing the different routes and itineraries of Linha de Cintura trains and long distance/high speed trains running through the new bridge over Tejo river in Lisbon.

The main objective of these interventions is to reduce the travel time between Lisbon and Madrid, as well as to increase the capacity of the Lisbon Metropolitan Area rail network.

The preliminary and detailed designs studies to be carried out, as well as the respective environmental impact assessments studies, will allow to start the construction phase during 2024.

Location(s) of the action	(Coordinating) applicant	Pre-identified projects on the Corridors of the Core Network CEF-T-2020-MAP-Cohesion
Portugal	Ministério das Infraestruturas e da Habitação (MIH)	

Implementation Schedule			
Start:	January 2021	End:	August 2024
Requested Funding		Recommended Funding	
Total eligible costs:	€38,756,850	Recommended total eligible costs:	€38,756,850
Requested funding:	€32,943,323		
Requested EU support:	85.00%		



The proposed Action belongs to a Core Network Corridor, the Atlantic Corridor, section Porto - Lisboa, as described on article no 11, point 2, paragraph a), subparagraph i) of Regulation (EU) No 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 and repealing Decision No. 661/2010/EU.

These studies correspond to the 1st phase of the High-Speed Rail Line between Porto and Lisbon, one of the most important corridors to be developed, aiming to ensure a time reduction of direct travel between these two cities, from the current 2h48 to no more than 1h15.

This time reduction is an essential requirement for the change of the transport system paradigm between Porto and Lisbon, focused on shift model from road to rail, which is more efficient and sustainable.

The studies will allow the future construction of this new line and the connection with North Line allowing the segregation of fast and slow traffic and increasing the capacity for passengers and freight.

The railway infrastructure, with a total length of 293 km, will have to be designed for speeds above 300 km/h.

The first phase of this line, will allow connecting Porto and Lisbon in less than 1h58, and aims to study:

- section between Porto/Campanhã and Soure/North Line, with a total length of 145 km;
- quadruplication of the section Alverca-Azambuja, strengthening its capacity;
- expansion of Oriente Station and the consequent adaptation of the Northern Line on the Braço de Prata-Sacavém section, strengthening its capacity.

The preliminary and detailed designs studies to be carried out, as well as the respective environmental impact assessments studies, will allow to start the construction phase during 2024.

European Climate, Infrastructure and Environment Executive Agency (CINEA)
<https://cinea.ec.europa.eu>

European Commission - Directorate General for Mobility and Transport
<https://ec.europa.eu/transport>



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