

**2016 CEF Synergy Call
Actions selected for funding**

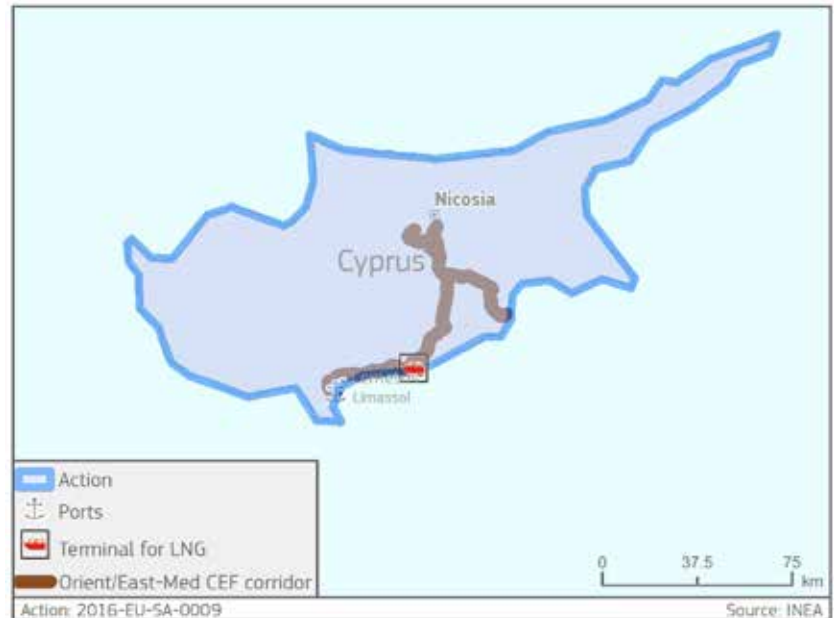
SYNERGY



CYnergy

2016-EU-SA-0009
Orient/East-Med Corridor
Part of PCI 7.3.2

| SYNERGY | |
|---|------------|
| Member States involved: Cyprus, Greece | |
| (Coordinating) Applicant: Ocean Finance Ltd | |
| Requested funding | |
| Total eligible costs | €7,470,000 |
| CEF requested funding: | €4,482,000 |
| CEF funding rate: | 60% |
| Recommended funding | |
| Total eligible costs: | €7,470,000 |
| CEF recommended funding: | €4,482,000 |
| CEF funding rate: | 60% |



CYnergy proposes an approach towards the establishment of a Natural Gas (NG) supply system on the island of Cyprus, as well as an approach towards the optimisation of the upstream and downstream NG supply chain. The proposed Action is linked to the (Energy) PCI 7.3.2 promoting the development of a LNG Storage Facility in Cyprus, and to the TEN-T Orient/East-Med Core Network Corridor and the complete Core and Comprehensive Port and Road Networks of Cyprus. By taking the LNG Storage Facility as the focal point, this Action will develop NG penetration strategies in Cyprus, as well as the financial structures for the implementation of the infrastructure investments in the sectors of transport and energy. CYnergy will focus on executing all the necessary market-related, technical and financial, commercial, environmental and permitting studies for the development of the supply chain, the market roll-out and the introduction of LNG and CNG (compressed natural gas) as alternative fuels in the energy and transport sectors. More specifically, it aims to achieve the optimisation of the downstream and upstream NG facilities through five proposed approaches: a) the exploration of the options for the main NG supply, storage, trade and distribution for Cyprus; b) the exploration of the possible complementary patterns in supply, storage, trade and distribution of NG; c) the possible development of a secondary LNG INTRAMED market utilising small-scale LNG bunkering vessels; d) the investigation of the possible development of a complementary CNG waterborne supply chain; and e) the development of dedicated implementation plans per sector explored.



Go4Synergy in LNG

2016-EU-SA-0010

Scandinavian-Mediterranean & Rhine-Alpine Corridors
Part of PCI 8.6

| SYNERGY | |
|---|------------|
| Member States involved: Belgium, Sweden | |
| (Coordinating) Applicant: Swedegas AB | |
| Requested funding | |
| Total eligible costs | €4,472,500 |
| CEF requested funding: | €2,629,500 |
| CEF funding rate: | 58.79% |
| Recommended funding | |
| Total eligible costs | €4,382,500 |
| CEF recommended funding: | €2,629,500 |
| CEF funding rate: | 60% |



The objective of this Action is to carry out a study aimed at creating a pilot deployment of a motorway of the sea link between a small scale LNG-to-container transshipment facility in Zeebrugge (BE) and a ship bunkering facility in Gothenburg (SE). Gothenburg is a port on the TEN-T Corridor Scandinavia-Mediterranean and Zeebrugge is part of the TEN-T Core Network Corridor Rhine-Alpine. The Action also contributes to the implementation of the PCI 8.6 Gothenburg LNG terminal in Sweden. This Action will contribute to make the Port of Gothenburg a major regional hub, by feeding LNG into the grid and offering refuelling options for ships and road vehicles. The Action fits the objectives of the CEF policy in terms of de-carbonisation, transition to innovative low-carbon and energy efficient transport systems and fuel security.



TSO 2020: Electric “Transmission and Storage Options” along TEN-E and TEN-T corridors for 2020

2016-EU-SA-0012
Northern Sea offshore grid
Part of PCI 1.5

| SYNERGY | |
|--|-------------|
| Member States involved: Belgium, The Netherlands | |
| (Coordinating) Applicant: Dutch Ministry of Infrastructure and the Environment | |
| Requested funding | |
| Total eligible costs | €14,909,500 |
| CEF requested funding: | €8,945,700 |
| CEF funding rate: | 60% |
| Recommended funding | |
| Total eligible costs: | €11,772,834 |
| CEF recommended funding: | €7,063,700 |
| CEF funding rate: | 60% |



The proposed Action aims to exploit synergies between power storage solutions and alternative transport infrastructure needs. It will use existing power cable networks to dispatch the electricity flows from the Cobracable PCI to a nearby major gas network facility. Existing gas storage facilities and the national gas pipeline network (power to gas) will be unlocked to absorb the H2. Local businesses will provide H2 distribution via road transport in the Netherlands and the western part of Germany.

It is located on the TEN-T Comprehensive Network (E232 and E22) and on the North Sea-Baltic and Rhine-Alpine Core Network Corridors. It contributes to the implementation of the Cobracable PCI.

The activities combine studies, two pilot activities and a business plan for the scale up of grid management solutions.



SYNERG-E

2016-EU-SA-0013
 Baltic-Adriatic & Rhine-Danube Corridors
 Part of PCI 2.20, 2.21, 3.1.1

| SYNERGY | |
|--|------------|
| Member States involved: Austria, Germany | |
| (Coordinating) Applicant: VERBUND AG | |
| Requested funding | |
| Total eligible costs | €8,712,400 |
| CEF requested funding: | €5,227,440 |
| CEF funding rate: | 60% |
| Recommended funding | |
| Total eligible costs: | €8,712,400 |
| CEF recommended funding: | €5,227,440 |
| CEF funding rate: | 60% |



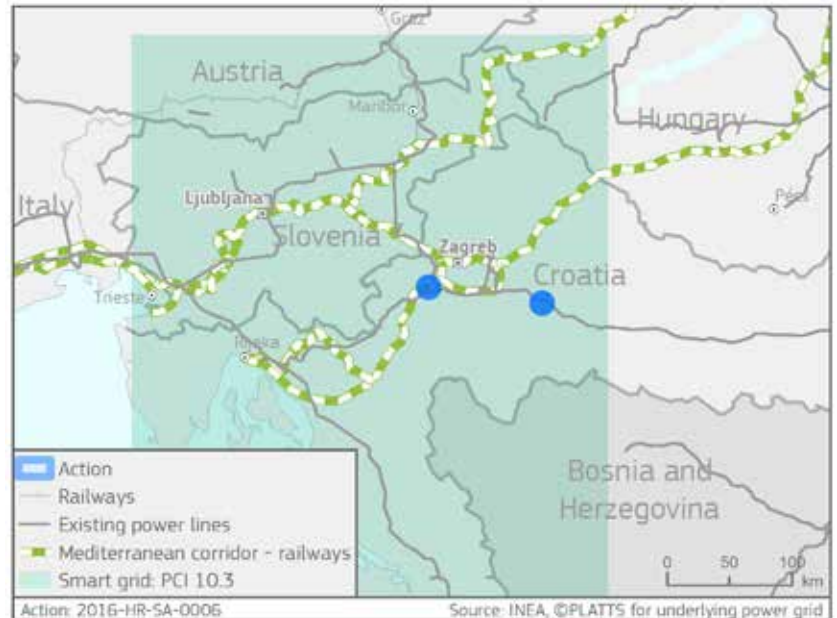
The proposed Action will set up a pilot of 10 distributed stationary storage systems (e.g. batteries) with a power of about 500 kW each, strategically placed on EV Ultra and Fast charging stations along the TEN-T network, primarily along Core Network Corridors. A Real Life Trial will demonstrate synergies between Energy and Transport sectors by providing additional power to charging stations and Ancillary Services to the Transmission Systems of both APG and TenneT control zones. Client-business relationships of Storage System Operator with both charging stations and Transmission System operators will be optimized. Results will be a first network of dual-use, cross-border storage systems, a reduction of costs and deployment times and a business plan for the storage operator.



Optimisation of electric traction power supply from transmission network for increasing energy efficiency

2016-HR-SA-0006
Mediterranean Corridor
Part of PCI 10.3

| SYNERGY | |
|---|------------|
| Member States involved: Croatia | |
| (Coordinating) Applicant: Croatian Railways Infrastructure Ltd. | |
| Requested funding | |
| Total eligible costs | €1,689,090 |
| CEF requested funding: | €1,013,454 |
| CEF funding rate: | 60% |
| Recommended funding | |
| Total eligible costs: | €1,689,090 |
| CEF recommended funding: | €1,013,454 |
| CEF funding rate: | 60% |



Croatia and Slovenia are cooperating to develop the cross-border electricity smart grid project SINCRO.GRID. In this context, the Action aims to increase the energy efficiency of the Croatian railway system. The proposed Action contributes to PCI 10.3 SINCRO.GRID and to the railway network in the Mediterranean corridor in Croatia. The Action builds on the opportunity to increase the sustainability and energy efficiency of the Croatian railway system by feeding back regenerative braking power into the electricity grid.

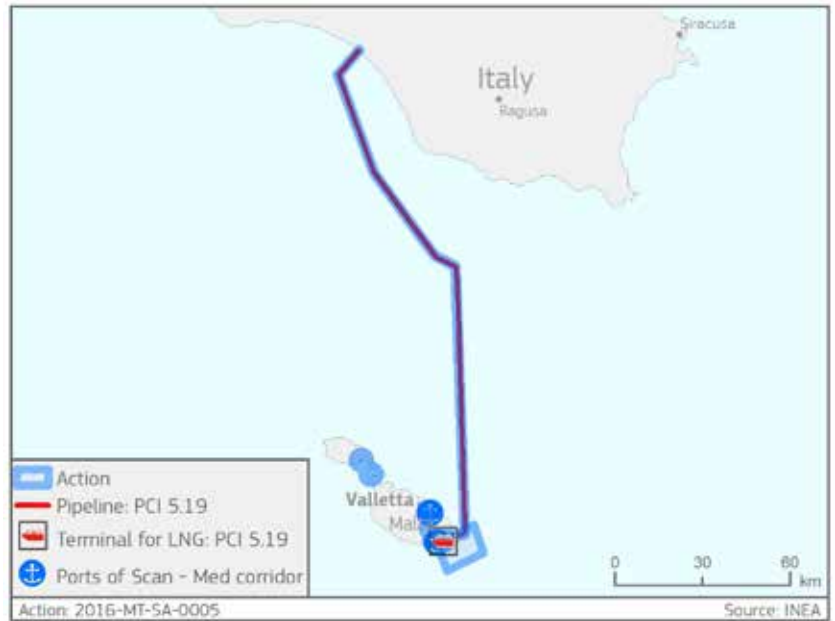
A study will analyse relevant technical elements and develop a proposal relative to adaptations in the regulatory framework and payment models. A pilot project to proof-case the technical solution will also be implemented and a business plan to show how to widely deploy this solution will be issued.



Technical Study and Cost-Benefit Analysis for the Development of LNG as a Marine Fuel in Malta

2016-MT-SA-0005
 Scandinavian-Mediterranean Corridor
 Part of PCI 5.19

| SYNERGY | |
|----------------------------------|--|
| Member States involved: | Malta |
| (Coordinating) Applicant: | Office of the Prime Minister - Energy & Projects |
| Requested funding | |
| Total eligible costs | €1,000,000 |
| CEF requested funding: | €600,000 |
| CEF funding rate: | 60% |
| Recommended funding | |
| Total eligible costs: | €1,000,000 |
| CEF recommended funding: | €600,000 |
| CEF funding rate: | 60% |



The proposed Action aims at assessing the optimal infrastructure solutions for the development of maritime LNG bunkering in Malta. It contributes to the TEN-T and TEN-E priorities and to the objectives of the Synergy Call. In terms of energy priorities, the Action relates to PCI 5.19, which includes a LNG FSRU (floating storage and regasification unit) and a pipeline interconnecting Malta and Italy. In terms of transport the Action involves areas that are located on the two core network ports of Marsaxlokk and Valletta, which fall under the Scandinavian-Mediterranean corridor. The expected output of the Action is a study and a cost benefit analysis (CBA), which aims at providing recommendations regarding the development of LNG as a marine fuel.



The small-scale LNG Reloading Terminal in Gdansk and bunkering services

2016-PL-SA-0011

Baltic-Adriatic, North Sea-Baltic & Scandinavian-Mediterranean Corridors
Part of PCI 8.7

| SYNERGY | |
|----------------------------------|------------------|
| Member States involved: | Poland |
| (Coordinating) Applicant: | Grupa LOTOS S.A. |
| Requested funding | |
| Total eligible costs | €1,747,417 |
| CEF requested funding: | €1,048,450 |
| CEF funding rate: | 60% |
| Recommended funding | |
| Total eligible costs: | €1,747,417 |
| CEF recommended funding: | €1,048,450 |
| CEF funding rate: | 60% |



The Action aims at assessing the feasibility for the construction of a small-scale LNG reloading terminal in the port of Gdańsk and of LNG bunkering vessels as well as at launching the related preparatory activities. The Action contributes to the TEN-T and TEN-E priorities and the objectives of the Synergy call. Gdańsk is a maritime core port on the Baltic-Adriatic corridor. In terms of energy priorities, the Action relates to the PCI 8.7, being linked to the capacity extension of the Świnoujście LNG terminal. The expected output of the Action is a set of studies and Cost Benefit analyses, which aim at providing recommendations regarding the development of LNG as a marine fuel but also for the road transport along the corridor.