

Directorate-General
for Energy
and Transport



**Dissemination report on the Commission decision
Establishing the projects to be supported under the
TEN-T 2008 multi-annual call.**

3 November 2008

The Commission Decision - C (2009) 1176 is establishing the projects of common interest eligible in the area of the trans-European transport network selected for receiving Community financial aid in the framework of Decision C(2008)1561 for the multi-annual work programme 2008 and the call for proposals launched on 25 April 2008.

Official Journal References: Commission Decision C (2008) 1561
http://ec.europa.eu/transport/infrastructure/grants/2008_06_20_2007-2013_en.htm

General introduction

Since 1995, the Community has had the possibility to grant financial aid to projects of common interest included in the Community Guidelines for the development of the trans-European transport network. On the basis of the relevant Regulation of the European Parliament and the Council, adopted in 1995, more than six billion € have been allocated so far to a wide range of projects which contributed to the gradual implementation of this network. Amongst the supported projects are key European actions such as the development of Galileo or important sections of the trans-European high-speed railway network. A large number of smaller projects throughout the different modes of transport, funded under the TEN-T budget line, had also significant effects on the achievement of the Community's objectives in this area. Much has thus already been achieved during the first decade of the joint funding of important TEN-T projects by Member States and the Community. However, a number of key projects have been lagging behind schedule because of a variety of reasons of political, legal, technical and financial nature.

In addition to the assistance of European coordinators, who help to overcome difficulties through "non-financial" action, the new TEN Regulation of the European Parliament and of the Council, adopted in 2007, enables the Commission to contribute more efficiently and effectively to the financing of the highest priorities of the TEN-T. It provides for a strong concentration of available funds on the TEN-T priority projects approved in 2004 and on projects in the field of traffic management, and calls in particular for enhanced support of cross-border sections along the priority projects.

Further to this, the 2008 priorities of the multi-annual programme reflect the launching of activities in three new areas:

- Motorways of Sea (MoS)
- River Information Services (RIS)
- Air Traffic Management – Functional Airspace Blocks (ATM/FABs)

Further calls in these three areas will be launched in subsequent years up to 2013. Accordingly and on the basis of this new Framework Regulation, as well as on the specific Commission decision on the TEN-T multi-annual work programme 2008, adopted through comitology procedure in April 2008, the Commission has published on the 25th of April a call for proposals for the multi-annual TEN-T proposals 2008. Under this call, a total of 19 project proposals were received.

In evaluating these proposals, the Commission has strictly applied the criteria set out in the TEN Financial Regulation. Through the involvement of external experts in the evaluation of all project proposals, it has aimed at enhancing objectivity and technical quality of the overall selection process.

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The Commission has completed the project selection process on the basis of the multi-annual work programme and has adopted a decision that sets out the results of this process, i.e. a decision that (in accordance with Article 9 of the TEN Financial Regulation), establishes the projects that are subject to the multi-annual programme and the amounts to be granted to these projects.

The Commission is confident that this proposed decision responds, in the best possible way, to key transport and TEN policy objectives at stake:

- Motorways of Sea (MoS)
- River Information Services (RIS)
- Air Traffic Management – Functional Airspace Blocks (ATM/FABs)

All of the above represent new dimensions in transport sustainability. MoS aims at fostering the development of efficient door to door logistic chains, having a key sea transport component, RIS develops the framework for a traffic and transport intelligent infrastructure across the European Inland Waterways network, and finally FABs will improve the efficiency and environmental performance of air transport.

We are certain that the proposals be retained under these actions will contribute to boosting Community action in the field of the trans-European transport network.

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A. Legal framework and political context

In coherence with regulation (EC) n° 680/2007 of the European Parliament and the Council which lays down general rules for the granting of Community financial aid in the field of trans-European networks, the Commission Decision C(2008)1561 established the multi-annual work programme for the year 2008 for grants in the field of the trans-European transport network. This work programme foresaw the publication of calls for proposals on the 25th of April 2008 for proposals in the framework of TEN-T 2008.

In 2008 a total amount of 45 million € was available for three new areas of activity, for each one of them, an individual call was published, as follows:

- Field No 5: TEN-T Priority Project No 21 — **Motorways of the Sea**. The maximum total indicative amount available for the selected proposals, for 2008, was EUR 20 million.
- Field No 6: Projects in the field of **River Information Services (RIS)**. The maximum total indicative amount available for the selected proposals, for 2008, was EUR 15 million.
- Field No 7: Projects in the field of **Air Traffic Management (ATM)/Functional Airspace Blocks (FABs)**. The maximum total indicative amount available for the selected proposals, for 2008, was EUR 10 million.

The aid to be granted on the basis of this multi-annual work programme will be an important part of the pillar of Community financing of the trans-European transport network during the period 2007 – 2013, as it addresses the launching of three new areas of activity of paramount importance to the TEN T. All of them represent new dimensions in transport sustainability. MoS aims at fostering the development of efficient door to door logistic chains, having a key sea transport component, RIS develops the framework for a traffic and transport intelligent infrastructure across the European Inland Waterways network, and finally FABs aims at improving the technical developments and the co-operation for increased efficiency and environmental performance of air transport.

This will certainly complements the efforts developed already in the multi-annual programme. The priorities set out for each one of these sectors of activity were the following:

1. Motorways of the Sea (MoS) - Field 5

The objective of the Motorways of the Sea priority project is to establish a trans- European network of Motorways of the Sea that concentrate flows of freight on viable, regular, frequent, high-quality and reliable sea-based transport services that are integrated in door-to-door logistic chains. The aim of the network is to reduce road congestion by absorbing a significant part of the expected increase in road freight traffic and to improve access to peripheral and island regions and states. The combined transport of persons and goods is not excluded, but freight transport should be predominant.

The project proposals should focus on the following four Motorways of the Sea:

- motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in central and western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal))
- motorway of the sea of Western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea)
- motorway of the sea of South-East Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus)
- motorway of the sea of South-West Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south-east Europe

In the light of the latest enlargement, project proposals may also involve Member States in the Black Sea area.

Area-specific objectives and priorities were further detailed in the respective call for proposals. For instance and for MoS, the following technical concepts were considered as key parameters to be taken into account by:

"Applicants are invited to submit mature projects (i.e. projects ready for implementation) which allow putting the concept of the Motorways of the Sea into concrete form. Project proposals should be proposed / supported by at least two Member States and should be geared towards properly documented actual needs. Activities should lead to smoother integration of waterborne transport in the inter-modal chain, concentrating and streamlining freight flows on sea-based routes in a door-to-door perspective, facilitating efficient exchange of information and interoperability of the different modes in the transport chain and promoting inter-modal concepts and high quality of transport services well integrated into logistic chains.

Member States may also submit proposals for highly relevant study projects, including environmental assessments and for wider benefit actions."

2. River Information Services (RIS) – Field 6

The overall objective, based on article 15 of the TEN Guidelines, is to foster the deployment of "RIS Intelligent Infrastructure", reflecting an European wide harmonised implementation of River Information Services (RIS), regulated through **Directive 2005/44/EC** which defines binding rules for data communication and RIS equipment as well as the minimum level of RIS Services for future RIS implementations. The Directive provides the framework for the deployment of harmonised and interoperable RIS Systems and Services across Europe.

For the programming period of 2007-2013, projects shall focus on the deployment of enabling infrastructure and on the provision of River Information Services. The multiplicity of these services requires an advanced

level of interoperability and compatibility of the services themselves, of the enabling technologies behind and of the related processes.

In order to meet these objectives, the more specific goals will consist of the deployment of on-board equipment and of shore-based infrastructure; of the testing and validation of technical feasibility, interoperability and compatibility of systems, services and applications; of the further enhancement and fine-tuning of RIS key technologies; of the further development and application of concepts for data exchange (particularly for cross-border interfaces) and of related technical and administrative agreements for international data exchange. Finally, the facilitation of interfaces with other modes of transport is an issue, as it will support a smooth integration of Inland navigation in the global transport chain.

Area-specific objectives and priorities were further detailed in the respective call for proposals. For instance and for RIS, the following technical parameters were considered as key priorities to be taken into account by applicants:

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

3. Air Traffic Management (ATM) / Functional Airspace Blocks (FABs) – Field 7

The subject of this priority is the development of Functional Airspace Blocks. Pursuant to Article 5 of Regulation 551 of the European Parliament and Council on the organisation and use of the airspace in the Single European Sky the Member States have to reconfigure the upper airspace into Functional Airspace Blocks (FABs). The establishment of FABs is one of the tools created by the Single Sky legislation to reach the objectives of enhancing current safety standards and overall efficiency, optimizing the steadily growing capacity, thus contributing to the necessary consolidation and integration of the airspace and service provision. Member States and air navigation service providers are expected to develop – based on the requirements set out in the airspace regulation - implementation plans for establishing FABs in their airspace.

Area-specific objectives and priorities were further detailed in the respective call for proposals. For instance and for ATM/FABs, the following technical performance parameters were taken into account when

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assessing proposals from the perspective of environmental consequences and benefits, the degree of contribution to the inter-operability of the network:

- Percentage improvement in flight efficiency
- Percentage improvement in cost efficiency
- Capacity improvement:
How much capacity growth is the FAB expected to provide
How does it relate to projected growth

The implementation of this work programme for 2008 aims at further enhancing the effectiveness and visibility of Community financing of the highest priorities of the trans European transport network. It is expected that the granting of support on the basis of this programme will contribute to the timely and efficient completion of a number of TEN-T projects in their entirety or in significant parts.

B. Key elements of the received proposals for the multi-annual call for proposals TEN T 2008

1. General overview

On the basis of the Commission decision on the Multi-annual work programme TEN-T 2008 (MAP), adopted through comitology procedure in April 2008 [Commission Decision C(2008)1561 – 22/04], the Commission has published the calls for proposals for Multi-annual TEN-T proposals 2008 [OJ C104 – 25/04/2008] addressing the following TEN-T Priorities:

- § Field 5 : TEN-T Priority Project 21 – Motorways of the Sea (MoS)
- § Field 6 : Projects in the field of River Information services (RIS)
- § Field 6 : Projects in the field of Air Traffic Management/Functional Airspace Blocks (FABs)

A total of 19 proposals were received as a result of the multi-annual call for Proposals 2008, of which 8 for Motorways of the Sea, 6 for River Information services and 5 for Air Traffic Management/Functional Airspace Blocks. All were addressing the transport priorities set out on the Multi-Annual Work programme which represented the Commission priorities on transport, as reflected on the 2006 mid-term review of the transport white paper.

2. Budgetary features

The total amount requested by the applicants was of 162,166 million EURO, the total Budget available for the Call amounting to 45 million EURO. A more detailed distribution of requests by mode of transport is given in table 1.

Table1. Sum of total TEN-T requested funding by mode of transport

Mode	Total (million EUR)
ATM/FABs	11,250
RIS	20,676
MOS	130,240
Total (million EUR)	162,166

3. The selection of the proposals

The selection process was carried out in two steps. Firstly the technical appraisal of the technical merits of each proposal in absolute terms, and was carried out by external experts. Secondly, the proposals were evaluated by the Commission in relation to the transport policy priorities. The final results, ranking the proposals in two categories (Funding and Not funding), reflects well a sustainable transport approach which favours modes of transport such as Maritime (MoS), Intelligent Infrastructure for Inland Navigation (RIS) and more energy efficient Air Transport through better Air Traffic Management organisational procedures and concepts (FABs).

These results are depicted in tables 2, 3 and chart 4.

Table 2: Number of selected and refused proposals by mode

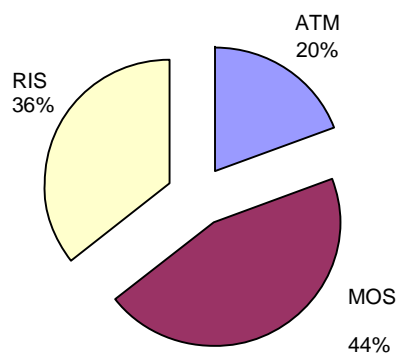
Mode	Ranking 1 - Selected	Ranking 0 -Refused	Total
ATM/FABs	5	0	5
RIS	6	0	6
MOS	3	5	8
Total	14	5	19

Table 3: Sum of Total agreed TEN-T aid by mode of transport

Mode	Total (million EUR)
ATM/FABs	9.126
RIS	16.744
MOS	20.748
Total (million EUR)	46.618

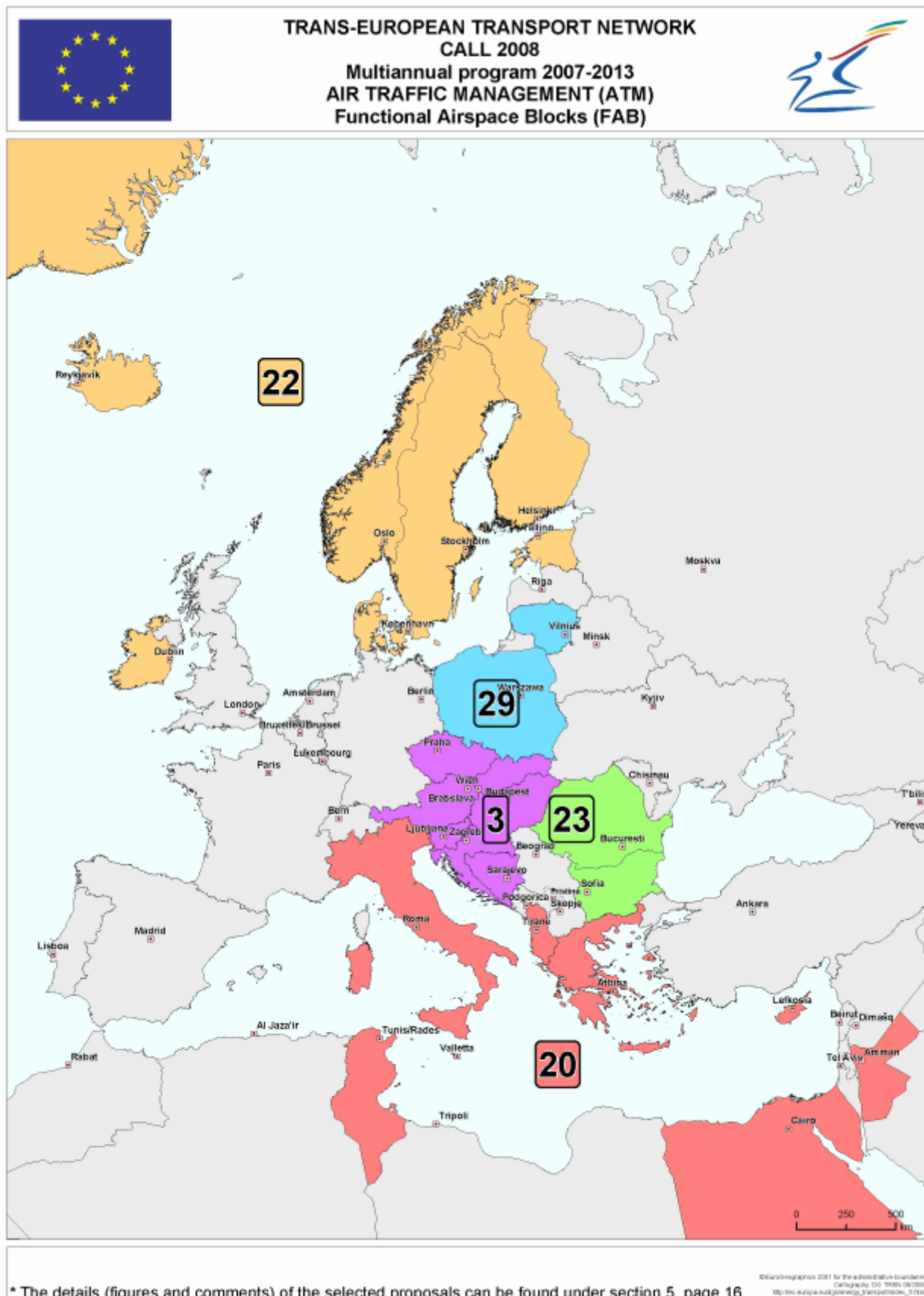
Chart 4: Distribution of proposed TEN T Funding by mode

Shares of the total MAP Budget per Mode



It is expected that this proposal for funding will foster and support a deployment of transport infrastructure that will contribute to achieve a more sustainable mobility.

4. TEN T Funding – map representation of the retained proposals







5. Selected proposals for the multi-annual call for proposals TEN-T 2008

Code	MS concerned	Applicant Name	Title	Type (1)	Mode (2)	Estimated Total Eligible Cost of the Action	Percentage of the financial support	Maximum community financial aid proposed
3	EU	Eurocontrol	Studies for the development of Functional Airspace Block Central Europe (AT,CZ,HU,SK,SI)	S	ATM	4.012.500	50,00%	2.006.250
20	IT	Ministry of Infrastructure and Transport of the Republic of Italy	Studies for the development of Blue Med Definition phase (IT/GR/MT/CY)	S	ATM	5.651.740	50,00%	2.825.870
22	SE	LFV	Studies for the development of North European ATM Service Concepts (SE/IRL/DK/EE/FI)	S	ATM	1.556.800	50,00%	778.400
23	BG	Ministry of Transport of the Republic of Bulgaria	Studies for the development of Danube FAB project (RO/BG)	S	ATM	5.031.600	50,00%	2.515.784
29	PL	Polish Air Navigation Services Authority	Feasibility Study for establishment of the Baltic FAB (PL/LT)	S	ATM	2.000.000	50,00%	1.000.000
11	EU	Port Authority Bruges-Zeebrugge (MBZ)	Development of the Motorways of the Sea Esbjerg - Zeebrugge (B/DK)	W	MOS	26.540.000	20,00%	5.308.000
12	EU	Port of Trelleborg	High Quality Rail and Intermodal Nordic Corridor Konigslinie (DE/SE)	W	MOS	50.349.000	20,26%	10.200.000

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15	EU	Klaipeda State Seaport Authority	Development of the Motorways of the Sea project in the Baltic Sea area (SE/LT)	W	MOS	26.040.000	20,12%	5.240.000
4	EU	The Ministry of Transport, Public Works and Water Management - Water Management Zeeland	Implementation of River Information Services on the Westerscheldt river (B/NL)	W&S	RIS	2.100.000	23,33%	490.000
8	EU	The Ministry of Transport, Public Works and Water Management, Directorate-General	Full deployment of Inland-AIS transponders (NL/DE)	W&S	RIS	20.990.000	23,58%	4.950.000
28	EU	Ministry of transport	Harmonized implementation of River Information Services, IRIS Europe II (AT,BE,BG,CZ,FR,HU,NL,RO,SK)	S	RIS	11.627.384	49,97%	5.810.000
7	NL	The Ministry of Transport, Public Works and Water Management, Directorate-General Water Management	Implementation of Fairway Information Services	W&S	RIS	1.990.000	20%	398.000
9	NL	The Ministry of Transport, Public Works and Water Management, Directorate-General	Study and implementation of AIS monitoring Network	W&S	RIS	8.030.000	39,43%	3.166.000
10	BE	Flemish Government	Implementation of River Information Services in Flanders	W&S	RIS	8.889.904	21,71%	1.929.732



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