



Trans-European Transport Network  
Annual programme 2007

TRANS - EUROPEAN TRANSPORT NETWORK  
PROGRAMME 2007 - 2013

# EUROPEAN COMMISSION

## Draft Proposal

for a

## Decision

on the

## selection of projects for the annual Trans-European Transport Network programme 2007



16 November 2007





# Trans-European Transport Network Annual programme 2007



## General introduction

Since 1995, the Community has 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.

Besides the assistance of European coordinators, who help overcoming difficulties through "non-financial" action, the new TENs Financial Regulation of the European Parliament and of the Council, adopted in 2006, enables the Commission 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.

On the basis of this new Regulation, as well as on the Commission decision on the TEN-T annual work programme 2007, adopted through comitology procedure in July 2007, the Commission has published a call for proposals for annual TEN-T proposals 2007. Under this call, it has received a total of 91 project proposals.

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.

The Commission has now completed the project selection process on the basis of the annual work programme and intends to adopt a decision that sets out the results of this process, i.e. a decision that (in accordance with Article 9 of the TEN Financial Regulation), establishes the projects that shall be subject to the 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, and that it 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 lays down general rules for the granting of Community financial aid in the field of trans-European networks, the Commission Decision C(2007)3513 established the annual work programme for the year 2007 for grants in the field of the trans-European transport network. This work programme foresaw the publication of a call for proposals in May 2007 for proposals in the framework of TEN-T 2007.

In 2007 a total amount of 122.607.450 € is available for the annual work programme. The amount of **112.607.450 €** will be dedicated to grants for projects of common interest in the field of the trans-European transport network. The remaining amount of 10 Mio € will be made available to the "Loan Guarantee Instrument", foreseen in the TEN Regulation, and is not subject to the abovementioned annual call for proposals.

The aid to be granted on the basis of the 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. It will complement the efforts developed in the multi-annual programme, as such the annual programme will not support actions being already supported under the multi-annual programme (Article 8.3 TEN Regulation).

The annual Programme will be able to address the priorities of the trans-European transport network, as set out in the TEN Guidelines, with a high degree of flexibility to meet new demands, given its annual nature.

For 2007 the programme will address in particular:

- The 30 priority projects set out in annex III of the TEN Guidelines, in conformity with Article 19 thereof, to the extent that they do not receive support through the multi-annual programme and where the small size and timing of the measures concerned render this appropriate.
- measures to develop an interoperable railway network with the exception of measures for the deployment of ERTMS, especially for freight railway lines in accordance with Article 10 of the TEN Guidelines
- measures to promote maritime and inland waterways in accordance with Article 11 of the TEN Guidelines
- measures to face the most urgent problems of airports in conformity with the recent Communication on Airport Capacity and Efficiency: optimisation of existing capacity, maximisation of safety and security, containment of the environmental impact, in accordance with Article 13 of the TEN Guidelines.



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- measures to promote road transport, in particular to promote good standards of comfort and safety as well as to guarantee a sustainable integration of Road infrastructure in the global transport chain, in accordance with Article 9 of the TEN Guidelines
- measures to promote the deployment of sustainable transport infrastructure (Article 1 of the TEN Guidelines) namely by applying the "acquis communautaire" in the field of environment and in particular those that will boost inter-modal cooperation by integrating smoothly and smartly the different modes of transport, (as referred to, for the different modes of transport respectively, in Articles 5, 9, 10, 11, 14 and 16 of the TEN Guidelines)
- the annual programme will address priorities of the TEN-T development which are not covered under the multi-annual work programme. The annual programme will nevertheless give a clear priority to projects that address key TEN-T issues such as cross border and bottlenecks.
- In order to attract more private funding for the deployment of strategic transport infrastructure projects, the TEN-T programme will foster actions aimed at promoting private sector involvement particularly in the development and financing of Community supported transport infrastructure projects (as foreseen in Article 7 TEN Regulation).
- In order to increase the social benefits from innovation and reduce the lag time for the implementation of transport policies, TEN funding should whenever possible support deployment projects that build on research activities, deploy new technologies or support the implementation of Community legislation.

The implementation of this work programme for 2007 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 annual call for proposals TEN-T 2007**

### **1. General overview**

91 proposals were received as a result of the annual call for Proposals 2007 (25.5.2007 EN Official Journal of the European Union C 115/41). All were addressing the transport priorities set out on the Annual Work programme which reflected 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 947,339 million EURO, the total budget available for the Call amounting to 112,607 million EURO. A more detailed distribution of requests by mode of transport is given in table 1 below.

**Table 1. Sum of total TEN-T requested funding by mode of transport**

<b>Mode</b>	<b>Grand Total</b>
Air Transport	19,361
ATM	10,97
Galileo	3,8
Inland Waterways	18,8395
Intermodal	3,43
Mtme Ports	110,227
Rail	652,985
Road	126,976
Road/ITS	0,75
<b>Grand Total</b>	<b>947,3385</b>

In million EURO

It should be noted that in spite of the much larger amounts requested by the rail mode, in terms of number of proposals the road transport mode was practically on par with 27 proposals against 30 for rail.

### **3. The selection of the proposals**

The selection process was carried out in two steps: Firstly, the technical appraisal of the absolute technical merits of each proposal. Secondly, the appraisal in relation to the transport policy priorities. The final results, ranking the proposals in two categories (Funding and Not



funding), reflect well a sustainable transport approach which favours modes of transport such as Rail and Maritime and funding Road when bypasses to bottlenecks were being targeted.

In the case of studies, the selection resulted in a support rate of 50% of the total retained eligible costs for rail, maritime port, inland waterways and road/ITS proposals and 39,7% of the total retained eligible costs for road and air transport proposals.

In the case of works, the selection resulted in a support rate of 10% of the total retained eligible costs for rail, maritime port, inland waterways proposals and 7.94% of the total retained eligible costs for road and air transport proposals.

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

**Table 2: Number of selected and refused proposals by mode**

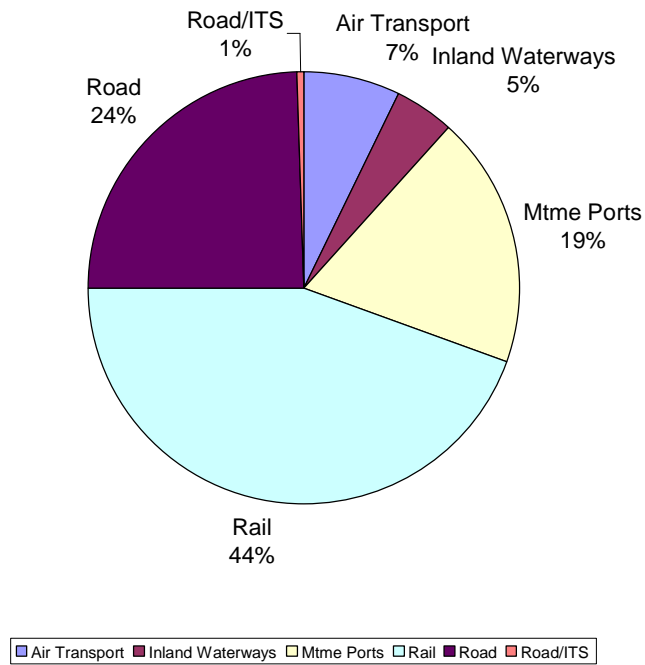
<b>Mode</b>	<b>Ranking 1 - Selected</b>	<b>Ranking 3 - Refused</b>	<b>Grand Total</b>
Air Transport	4	4	8
ATM		2	2
Galileo		1	1
Inland Waterways	3	4	7
Intermodal		2	2
Mtme Ports	9	4	13
Rail	16	14	30
Road	10	17	27
Road/ITS	1		1
<b>Grand Total</b>	<b>43</b>	<b>48</b>	<b>91</b>

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

<b>Mode</b>	<b>Grand Total</b>
Air Transport	8,13056
Inland Waterways	5,11
Mtme Ports	21,25
Rail	50,032
Road	27,330274
Road/ITS	0,75
<b>Grand Total</b>	<b>112,602834</b>

In million EURO

**Table 4. Distribution of proposed TEN-T funding by mode**

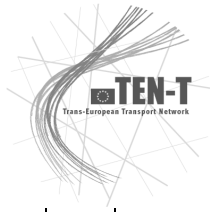


It is expected that this proposal for funding will foster and support a deployment of transport infrastructure that will contribute to achieve a more sustainable mobility.

#### 4. Selected proposals for the annual call for proposals TEN-T 2007

Opening Nr.	MS concerned	Title (if any)	Mode	evaluation ranking	justification	type (study, works, PP, cross border)	Total eligible costs submitted (PART B)	Community financial aid requested (PART B)	TEN-T funding (in million EURO)
3	HU	REREX - Ferihegy Express - Preparation study of a PPP project for railway link between Budapest city centre and Budapest Ferihegy (TEN-T) International Airport	Rail	1	Highly relevant TEN project linking the airport to the city, also necessary for PPP preparation	S	6	3	3,00
4	FR	Bretagne High Speed Line	Rail	1	Relevant project which can only be partially funded due to land acquisition, in addition only the part concerning the APD (avant-Projet Détaillé) studies will be co-funded (the preliminary APD will not be funded)	S	67	33,5	6,00
5	RO	D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks in Europe, by developing a high quality TEN-T ports infrastructure in Romania on optimal economic terms - Feasibility study phase	Inland Waterways	1	Relevant study for the strategy development of inland waterways in RO, should be funded despite the limited cofunding (to be merged with proposal with opening number 47)	S	0,4	0,1995	0,20
6	DE	Construction of the second lock - basin in Fankel (Mosel)	Inland Waterways	1	Key bottleneck on the Mosel	W	51,78	5,18	4,91

7	SE	Nordic Triangle: Ostlänken (Järna-Linköping)	Rail	1	Necessary study in view of the upgrading of the eastern part of the northern triangle	S	2,53	1,27	1,26
9	ES	Connection Spain-France for the Atlantic slope. High speed line Madrid-Basque Country-French border. New railway network in the Basque Country. Rig works for the Abadino – Durango section	Rail	1	A bottleneck on PP3	PP	44,3	8,9	4,43
10	ES	Autovía de Navarra (A-15). Tramos: Almazán-Cubo de la solana y Radona-Sauquillo del campo	Road	1	Alternative road which improves the link of central areas in Spain to the costal areas and maritime ports	W	50,1	NA	3,98
11	SI	Implementation of the GSM R system in Slovenian railway network	Rail	1	Useful study for the implementation of the GSM-R system in SL. Works related to this study are envisaged to be carried out with support of the Cohesion fund.	S	7,4	3,7	1,70
12	SE	Preparation of project and investment documentation	Rail	1	Key project in view of the development of the northern corridor between Sweden, Finland and Russia	W	47	14,1	4,70



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16	DE	New building of the Haseltalbruecke on the federal motorway A 3 with extension from 4 to 6 driving strips	Road	1	The project concerns the removal of an important bottleneck on a key East-West transit motorway with a high traffic volume and is vital to enhance safety. Works start in 2007, and the project as a whole is foreseen to be completed by 2012. For the sake of an efficient use of Community resources, funding under this programme shall be concentrated on the activities to be carried out during the period 2007 - 2009 which cover: site preparation works and the construction of the Southern part of the Haseltalbrücke (opening for traffic in September 2009).	W	40	4	1,48
19	MT	Malta Freeport Terminals - Expansion Project	Mtme Ports	1	Only the general infrastructure works for the project to be performed until 2009 are proposed for funding. These works include : - dredging and maritime works for the first terminal (over the years 2008 and 2009) - reclamation, bored piling, dredging and reinforced concrete deck for the second terminal (for the year 2009). These constitute a 9.29 % of the total infrastructure costs – superstructure will not be supported.	W	53,175	5,317	3,07
23	DK	The Marselis Tunnel Project, Aarhus, Denmark	Mtme Ports	1	Relevant project to the preparatory phase of works; technical design and financial	S	22	11,1	4,18

27	EU	Development of the Railway Common Interface and Reference File Database Software in support of the TAF-TSI	Rail	1	This UIC proposal addresses the first step for the implementation of a Strategic European Deployment Plan (SEDP) for the so-called Telematics Application for Freight (TAF) Regulation which was established under the Conventional Rail Interoperability Directive.	S	7,57	NA	1
28	DK	Environmental Impact Assessment on the extension of : Motorway E47/E55 (Helsingøermotorvejen), Motorway E20/E47/E55 (Koege Bugt motorvejen)	Road	1	Key study which will be the basis of the EIA to connect DE and DK	S	4,78	2,39	1,90
34	FR	Prolongation of the Grand Canal of Le Havre	Mtme Ports	1	Project to connect port and inland waterway, however funding only for the first phase of the study in 2007 and 2008	S	5,7	2,85	1,43
36	HU	Development measures concerning quality, safety and security for passengers at Budapest Ferihegy Airport	Air Transport	1	Key works to improve passengers terminals in one of the most important airports in the area. The request is only 5 million, and is therefore limited to 2008	W	131	5	3,97
37	LV	Integration of Riga City and Riga Port into the TEN-T network: Completion of studies for Riga Northern Transport Corridor	Mtme Ports	1	Necessary project for the port and northern corridor	S	11	5,5	5,50
38	IT	Cargo City Development - Railway Tunnel	Air Transport	1	Key TEN project, funding for works to be implemented on design studies already funded byTEN-T	W	21,5	2,15	1,71

42	IT	Strengthening and Restructuring of the Railway facilities and network in the Marghera Area - Completion of the project	Mtme Ports	1	Rail works in the port that will enhance connection with national railway <sup>1</sup>	PP	9	1,8	0,90
45	FR	Lyon-Turin rail project: access routes to the basic tunnel	Rail	1	Given the two step procedure : (i) APS (Avant Projet sommaire) and (ii) EPU (Declaration d'utilite publique) split in mid-2008 by a ministerial Decision (whether or not to go ahead), it is decided to fund only the eligible costs of the APS phase.	S	16,5	8,25	4,70
47	RO	RO-Secure - Developing the security and safety services in the TEN-T Danube ports from Romania, in order to use the existing infrastructure at its maximum capacity - Feasibility study phase.	Inland Waterways	1	Merged with proposal with opening number 5	S			0,00
49	LV	Study of sustainable infrastructure development of Ventspils free port and of secure and effective access to the existing territory of the port	Mtme Ports	1	Important study of the enlargement on the port of Ventspils reinforcing operation capacity and focusing on security	S	1	0,5	0,50
50	UK	Manchester Airport 3rd Rail platform	Air Transport	1	Works will enhance the intermodality by adding a third railway platform at the Manchester airport	W	20,67	2,07	1,64
51	FI	Railway Seinäjoki - Oulu (2007-2008)	Rail	1	Bottleneck on the network of western Finland	W	93	9,3	9,30
54	DE	6-lane extension of the federal motorway A 6 Walldorf -	Road	1	Bottleneck on a highly congested highway	W	28,1	2,8	2,22

<sup>1</sup> The selection of this project will be confirmed after the completion of the ongoing evaluation of the environmental documentation.

		Weinsberg in the stretch of line Heilbronn/Unteresesheim - Weinsberg							
56	ES	Highway BU-30 Section: Quintanadueñas-Villatoro-Villimar	Road	1	High EU added value for a bypass to a bottleneck in the international connection between PT to FR	W	55	NA	4,37
57	IT	Preliminary and detailed design for the rehabilitation of an existing railway link between the Motorways of the Sea terminal in Civitavecchia and the TEN-T priority Axis n°1 in Orte	Rail	1	Design studies for a key connection between Civitavecchia and PP1	S	2	1	1,00
60	BG	Technical assistance for project Restoration of design parameters along Russe-Varna railway line	Rail	1	Rail upgrading will improve connection between Black sea and PP18	S	3,1	1,55	1,55
61	BG	Technical assistance for Construction of Intermodal terminal in Central-North Planning Development Region in Bulgaria - Ruse	Rail	1	Key project providing intermodal services on PP18	S	2,6	1,3	1,30
62	BG	Technical assistance for Construction of Intermodal terminal in Central-South Planning Development Region in Bulgaria - PLOVDIV	Rail	1	Key intermodal platform on an alternative route to internal market	S	1,6	0,8	0,80

63	IT	Integrated railway transport system: Port of Genoa and hinterland terminal of Alessandria	Mtme Ports	1	Good proposal to link Alessandria to Genova, and to shift cargo to rail <sup>2</sup> .	W	45,64	4,6	4,60
64	LT	Development of IA Transport Corridor	Road	1	Good project, however, only first component proposed to be funded since the maturity of second component is not clear	W	29,7	5,94	1,10
66	PL	Materials for environmental decision, materials for location decision, building design and tender documentation for the building of the express road S19 Rzeszów-Barwinek section	Road	1	Project providing cross border connection to CZ, studies should be supported for the first two years in view of possible support from the Cohesion Fund	S	17	8,5	3,45
68	PL	Design documentation together with building design and tender documentation for the express road S5 Nowe Marzy - Bydgoszcz and • nin - Gniezno sections	Road	1	Road providing connection to PP25	S	20	10	4,76
70	PL	Studies on the long-term development of the International Airport "KATOWICE" in Pyrzowice	Air Transport	1	Study which examines the necessary measures to cope with the fast growth of air transport in Poland	S	2,04	1,2	0,81
71	CZ	Reconstruction of the Railway Station P•erov (TEN Priority Project No. 23 – railway shoulder Katovice – B•eclav)	Rail	1	Important upgrading of the rail junction in connection to PP23	S	3,69	1,845	1,85

<sup>2</sup> The selection of this project will be confirmed after the completion of the ongoing evaluation of the environmental documentation.

73	CZ	Reconstruction of the Olomouc Railway Station	Rail	1	Key rail upgrading both benefiting to PP22 and P23	S	3,294	1,647	1,65
74	EL	Ionian Highway (Western Axis) from the end of concession to Kakavia	Road	1	Useful project connecting via Egnatia to Albania	S	6	3	2,38
77	CY	Master plan for the ports of Cyprus	Mtme Ports	1	Highly relevant study to the regional development of the ports of Cyprus	S	1	0,5	0,50
79	CY	A feasibility study for establishing regular public transport inter-city links and city links with airports, ports and major tourist destinations in Cyprus that will use the Cyprus Motorway Network	Road/ITS	1	Proposal which goes beyond ITS and promotes an intermodal shift, potential links with Easyway	S	1,5	0,75	0,75
84	SE	Establishment of infrastructure facilities at Norra Hamnen in Malmö for modal shift between sea, rail and road	Mtme Ports	1	Project will be redimensioned to the most important part, combined terminal and rail connections	W	71,6	7,16	0,57
87	SE	E6 Trelleborg-Vellinge	Road	1	Good project, linking the network to port of Trelleborg, funding would be provided for 2008 and 2009	W	38,3	7,66	1,68
91	BE	PBKAL: F/B border, Bruxelles-Liège B/G border, Bruxelles B/D border: Belgian part of the northern european high speed network	Rail	1	Project will allow the completion of the PBKAL in Belgium <sup>3</sup> .	W	287,33	5,8	5,80

<sup>3</sup> The selection of this project will be confirmed after the completion of the ongoing evaluation of the environmental documentation.

**5. Proposals not retained for the annual call for proposals TEN-T 2007**

Opening Nr.	MS concerned	Title (if any)	Mode	evaluation ranking	justification	Total eligible costs submitted (PART B)	Community financial aid requested (PART B)	TEN-T funding (in million EURO)
1	BE	Studies to increase the capacity of the Albert canal	Inland Waterways	3	Useful study. However, the limited requested TEN-T funding puts into question the leverage of the EU funding	0,22	NA	0
2	DE	Hinterland integration by the fixed Fehmarnbelt traversing	Intermodal	3	Funding request not backed by activities in the first year	5,06	2,53	0
8	ES	Writing of the Construction Project: "Expressway Tierra de Campos, A-65, from Benavente to Palencia"	Road	3	Cost benefit of the project is low which raises doubt about efficiency of EU funding	5,31	2,65	0
13	DE	New Building Kaiserschleuse Lock Bremen Harbour	Mtme Ports	3	Contract is already awarded, it will be completed, whether funded or not	184	18,4	0
14	AT	Koralmbahn Graz - Klagenfurt (construction)	Rail	3	The magnitude and the scale of the proposal are not in line with the annual call	3899	390	0
15	ES	Drafting of the construction project for the excavation of the Malaga-Fuengirola Railway Line	Air Transport	3	Limited requested TEN-T funding puts into question the leverage of the EU funding, furthermore the study appears to be almost completed	1,51	0,75	0

17	ES	Expressway SE40 East Sector. Sections: Alcala de Guadaira (A92)-Dos Hermanas (A4)	Road	3	Works on a time scale beyond scale of the annual call	139	NA	0
18	RO	Masterplan Cluj-Napoca International Airport concerning airport infrastructure and intermodality transport	Air Transport	3	Too limited relevant info and data makes it impossible to assess the need for the proposed improvements	5,9	2,95	0
20	FR	Project FOX 2XL for extending the Graveleau mole's container pole capacities in Fos-sur-Mer	Mtme Ports	3	The magnitude and the scale of the proposal are not in line with the annual call	206,4	20,6	0
21	EU	Soyuz at the CSG - Payload Integration and Launch Facilities, Transport and Site Security (SOYPATRAS)	Galileo	3	Not part of TEN-T and therefore not eligible	19	3,8	0
22	SE	New Railhead in the Container terminal of Port of Göteborg	Mtme Ports	3	Limited information makes it difficult to assess maturity and relevance of project	42,7	5,2	0
24	DE	Planning of the Federal motorway A 20 between Weede (SH) and the K 28 (NI)	Road	3	Unclear financing plan raises doubts about leverage of EU funding	8,192	4,096	0
25	ES	Construction of the expressway "Route of the Silver" (A-66). Section Benavente-North Zamora	Road	3	Cost benefit of the project is low which raises doubt about efficiency of EU funding	4,3	2,15	0

26	IT	Node of Milano - Realisation of the new boarding station of di Rho Pero	Rail	3	No clear distinction between superstructure and infrastructure works. Furthermore works are partly completed which raises doubts on leverage of EU funding	11,5	2,3	0
29	BE	Inland waterway Seine -Scheldt, feasibility study Seine-Scheldt West (enlargement Lys river Derivation Canal between Schipdonk and Zeebrugge (canal Zeebrugge (Ostend)-Ghent)	Inland Waterways	3	Study already on going, EU funding would have a limited leverage	0,6	0,3	0
30	FR	Navigable network Seine-Escaut Improvement of the accessibility of Oise: rebuilding of the dams	Inland Waterways	3	Works ongoing, limited leverage of EU funding	13,6	1,36	0
31	FR	Navigable network Seine-Escaut Improvement of the accessibility of the network of the Nord-Pas-de-Calais	Inland Waterways	3	Works ongoing, limited leverage of EU funding	119	11,8	0
32	FR	Harbour 2000, stations with quay 5 to 10 – Port of Le Havre	Maritime Ports	3	Maturity of proposal for the annual call is doubtful	267	26,7	0
33	DE	6-lane development of the federal motorway A 8 Karlsruhe - Stuttgart in the stretch of line Pforzheim-Sued	Road	3	Works not mature in the timeframe of the annual call	21	2,1	0

35	AT	Koralmbahn Graz - Klagenfurt (planning)	Rail	3	The magnitude and the scale of the proposal are not in line with the annual call	117	58,5	0
39	FR	Short connection of Mulhouse (Studies)	Rail	3	The small scope of the project puts into question the TEN nature of the project, furthermore limited requested TEN-T funding which puts into question the leverage of the EU funding	2,42	0,95	0
41	DE	Building of the federal motorway A 20 between Geschendorf and Weede (WORKS)	Road	3	Works on a time scale beyond annual time framework, therefore finally not selected	35,63	3,56	0
43	DE	Planning for the Extension and new construction of the stretch Hanau - Nantenbach	Rail	3	Project which impact is of a regional nature and not EU and therefore no funding	22,1	8,35	0
44	BG	Intermodality, Security and Safety Studies and Environmental Impact Assessments for the airports Burgas and Varna	Air Transport	3	Limited info makes it difficult to assess the relevance	5,4	2,7	0
46	DE	International airport Berlin Brandenburg International, realisation of the performances of the general contractor (GU IV) of the runway connections	Air Transport	3	Too limited information to justify a funding decision, furthermore works are ongoing which puts into question the leverage of the EU funding	25,41	2,541	0
48	UK	Airspace Redesign of the London Terminal Maneuvering Area	ATM	3	Doubts as to the maturity of the proposal, in particular given that the public consultation has not been carried out. Furthermore, limited technical information	9,7	0,97	0

52	IT	Node of Rome - Implementation of the potential of the station of Roma Tiburtina -	Rail	3	Not a key bottleneck on PP1	79,3	15,9	0
53	ES	Cantabrico Highway (A-8), Section Las Duenas-Muros de Nalon	Road	3	Limited EU added value and low CBA	95,2	NA	0
55	IT	Railway link to the inland-waterway ports of South-Lombardy for the development of intermodality nearby Po river and the Casalasco-Viadanese small-medium enterprises cluster.	Rail	3	The available info does not allow a funding decision	47,31	4,3	0
58	LV	The Optimisation of the Capacity of the Transport Infrastructure and Traffic Organisation in the City of Ventspils	Road	3	Limited requested TEN-T funding puts into question the leverage of the EU funding	1,2	0,12	0
59	LV	Electrification of Latvian Railway Network	Rail	3	Not sufficiently mature for the time scale of the annual call	3	1,5	0
65	AT	Priority TEN-Project No. 22 (PP 22) rail connection Vienna - Sopron - Budapest Section: Vienna Meidling - Hengersdorf (construction) Double-railed development of the Pottendorf distance	Rail	3	Though located on PP22, the project seems to be of local and regional relevance	71,4	14,2	0

67	PL	Preparation of documentation for Environmental Decision, Location Decision, Building Design and Tender Documentation for express road S17 Warsaw - Garwolin - Kurów - Lublin - Piaski section.	Road	3	Too limited information to justify a funding decision	11,64	NA	0
69	PL	"The Development of Wrocław Multimodal Transport Node within Trans-European Transport Networks" Project Preparation	Intermodal	3	Too limited information to justify a funding decision	1,8	0,9	0
72	CZ	Modernisation of the Sokolov Railway Station	Rail	3	Impact of project of a regional nature	17,43	1,743	0
75	EL	North Road Axis of Crete (BOAK) Study of section : I/C SISI - I/C NEAPOLI - Needs translating by Greek speaker	Road	3	Small scale project implemented on local level	2,5	1,25	0
76	CY	Improvement of the junctions along the Nicosia - Limassol and Kofinou - Larnaka Highways (CY004)	Road	3	Works on a time scale beyond scale of the annual call	9,69	0,97	0

78	SK	Bratislava, Railway Interconnection of the EU Corridors with direct connection of the Airport to the Railway Network	Rail	3	Project represents key improvement to the SK railway network. However, funding necessary for 2006-2007 should be made available under the extended 2005 decision	7,36	3,68	0
81	FI	E 18 Studies	Road	3	Proposal does not provide sufficient information to justify EU funding	12	6	0
82	FI	E 4 Road at Kemi	Road	3	Not a key bottleneck, limited information	58,9	2,6	0
83	FI	E4 Road Lusi-Vaajakoski	Road	3	Limited information, works profile is essentially beyond 2008, therefore leverage in the framework of annual call is limited	75	2,1	0
85	AT	Connection Koralmbahn - Steirische east railway (planning)	Rail	3	Project information does not allow to confirm a sound economic basis, benefits seem to be of a local nature	15,2	7,6	0
86	AT	S7 Fürstenfelder Expressway Riegersdorf - Heiligenkreuz (State border)	Road	3	Not sufficient info to make an assessment, in any case the bulk of the work starts only in 2010	453,6	NA	0
88	SE	E 45 Gothenburg-Trollhättan (Angeredbron-Alvängen, Alvängen-Trollhättan) Works/studies	Road	3	Studies spread over 4 years (works also over a too long period)	534,4	53,44	0
89	SE	Green Air Traffic Management	ATM	3	Proposal does not provide sufficient information to justify EU funding	20	10	0



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90	IT	Verona Bologna Lign- Realisation of the raddopio completion - Progetto Prioritario 1 - Sezione Nazionale	Rail	3	Good project for PP 1 but magnitude of funding request out of scope of annual programme	182,2	36,4	0
92	EL	North road axis of crete (Boak). Study of section: Souda-Kalives	Road	3	Small scale project implemented only on local level	3,3	1,65	0
93	IT	Node of Milano - Realisation of the high speed line Torino Milano in Milano Certosa	Rail	3	The link to PP6 is mainly local of a local nature	58	11,6	0