

**European
Economic
Recovery Plan
TEN-T
2009**

**Projects selected under the
European Economic Recovery
Plan TEN-T Programme 2009**

SEPTEMBER 2009

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 network¹ (TEN-T). Under the 2007-2013 financing framework, more than €6 billion has been allocated to a wide range of projects which are contributing to the gradual implementation of this network. Amongst the supported projects are key European actions such as the development of Galileo and 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, are also having 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.

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 Council², 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, an annual programme provides embedded flexibility to properly reflect each year any new or specific focus concerning TEN-T priorities.

Exceptionally in 2009, the TEN-T calls for proposals included a one-off call of €500 million, as foreseen in the Commission's European Economic Recovery Plan³ (EERP). The overall 2007-2013 TEN-T financial envelope remains unchanged: these monies are a front-loading of funds that were planned for the years 2010-2013 and are therefore temporarily drawn from the unallocated budgets foreseen for the multi-annual and annual work programmes in this period.⁴

In line with one of the key EERP aims - to accelerate investments in infrastructure in order to give an immediate boost to the economy - the Commission on 30 March published a work programme granting aid in the field of TEN-T⁵ as foreseen in the EERP which targeted projects where Community support would enable works to start in 2009 or, at the latest, in 2010 and where the bulk of activities to be supported would be implemented in 2009-10. The subsequent call for proposals was launched on 31 March.

¹ Decision n° 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of trans-European Transport network, OJ L 228, 09.09.1996, p. 1

² Regulation (EC) 680/2007 of the European Parliament and of the Council of 20 June 2007, laying down general rules for the granting of Community financial aid in the field of the trans-European transport and energy networks, OJ L 162, 22.6.2007, p. 1

³ COM (2009) 800 final, 26.11.2008

⁴ In accordance with Article 8 of the TEN Regulation, a mid-term review of the multi-annual TEN-T programme is planned in 2010 to identify projects which will not use the funds that have been allocated to them within the programmed period. These funds shall thus be reallocated to the multi-annual and annual programmes, in such a way that the balance between these, as foreseen in the TEN Regulation, is maintained.

⁵ Commission Decision C(2009) 2183

A total of 101 proposals were received. In evaluating the proposals, the Commission has strictly applied the criteria set out in the TEN Regulation and in the EERP Call. The involvement of external experts in the evaluation of all project proposals has enhanced the objectivity and technical quality of the overall selection process.

The Commission has now completed the project selection process on the basis of the EERP 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 Regulation) establishes the projects that shall be funded under the EERP work programme and the amounts to be granted to these projects. This decision was adopted by the TEN-T Financial Assistance Committee (FAC, composed of Member State representatives) on 15 July and was approved by the European Parliament on 17 September.

It is expected that this decision, which is outlined on the following pages, will foster continuing investment in transport infrastructure during the financial crisis, in particular in 2010, and support a deployment of transport infrastructure that will contribute to achieving a more sustainable mobility.

The evaluation process for the two remaining calls for proposals launched in March 2009 - under the Annual and Multi-Annual TEN-T work programmes – is expected to be completed in November 2009, after which separate funding proposals relating to them will be presented to the FAC and the European Parliament by the Commission.

Table of contents

A:	Legal Framework and Political Context of the EERP Call	5
B:	Key Elements of the Received Proposals for the EERP Call For Proposals TEN-T 2009	6
	1. General overview	6
	2. Budgetary features	7
	3. The selection of the proposals	7
	4. TEN-T Funding – map representation of the retained proposals	9
	5. Selected proposals for the EERP Call for proposals TEN-T 2009	16

SECTION A: The Legal Framework and Political Context of the European Economic Recovery Plan (EERP) Call

In coherence with Regulation (EC) 680/2007 of the European Parliament and the Council laying down general rules for the granting of Community financial aid in the field of trans-European networks, the Commission Decision C(2009) 2183 established a work programme for granting financial aid in the field of the trans-European transport network (TEN-T) as foreseen in the European Economic Recovery Plan (EERP). The work programme foresaw a call for proposals, which was published on 31 March 2009, for proposals in the framework of TEN-T.

The comprehensive EERP published by the Commission in November 2008 laid out a number of actions at EU and Member State level aimed at supporting investment activity in infrastructure, energy, research and innovation. It contained proposals to increase available community funding for large scale infrastructure projects by €45 billion, announced a set of measures to accelerate the implementation of Structural Funds⁶ and also envisaged an increase in the EIB's lending volume.

A massive increase in public investments is a proven strategy for an economic recovery and growth programme. It has the greatest multiplier effect of any stimulus and it also paves the way to the competitiveness of a country in post-crisis conditions. Infrastructure investment also creates jobs, thus helping to counter the negative employment effects of the recession, and creates demand for materials and services, meaning that each euro of increased infrastructure spending will generate a much higher increase in overall Gross Domestic Product.

Member States have adopted national recovery packages including measures to support investment activities, with nearly all of them announcing measures aimed at supporting investment in physical infrastructure. Even if some of these measures were already foreseen by Member States in their 2008 National Reform Programmes, such investment will contribute to recovery by employing otherwise idle resources and by supporting aggregate demand. Infrastructure can also contribute to increasing productivity and growth in the medium to long term.

Two-thirds of the measures consist of direct investment by the public sector, but some Member States foresee private investment, either in combination with public funding (usually PPPs) or through other financial instruments such as tax incentives, advantageous conditions for credits or subsidies. Some MS foresee regulatory measures aimed at accelerating investment by simplifying procedures or at speeding up the absorption of Structural Funds, or measures to minimise the administrative burden such as simplification of public procurement rules.

If the measures are implemented during 2009-2010 as foreseen, investment in physical infrastructure could contribute to sustaining demand in the short term.

⁶ The EERP was followed by a COM (2008) 876 final, 16.12.2008 'Cohesion Policy: investing in the real economy'

Timeliness is a key issue and the main challenge is to avoid delays in the implementation of the measures.

The EERP and the TEN-T

The EERP is designed to help create a climate of confidence. It calls for smarter investment including transport infrastructure. Regarding the trans-European transport network (TEN-T) it identified the launch in 2009 of an additional call for proposals with a budget of €500 million to support TEN-T projects of common interest.

Aid was targeted at the following types of works projects:

- as a first priority, new projects of common interest, as defined in Article 7 of the TEN Guidelines, which are sufficiently mature to be largely implemented in 2009 and 2010, which can clearly demonstrate their contribution to the TEN-T priorities, and which were not intended to be supported by other Community programmes (in particular the European Regional Development Fund or the Cohesion Fund);
- as a second priority, ongoing projects, or parts of a project, which are progressing satisfactorily and where the work phase could be accelerated over 2009 and 2010 through the injection of new Community funds. These ongoing projects may have already received financial aid through TEN-T calls for proposals launched in 2007 or 2008, either under the multi-annual or annual work programmes.

The nature of the EERP and its use as a driver to deliver a short-term boost to the economy has placed considerable demands on all the actors in the TEN-T grant process from project promoters, who had less time than normal to submit their bids, through to the Commission, which has speeded up its internal evaluation and approval processes significantly in order to be in a position to table its proposals before the summer break rather than in the Autumn.

The implementation of the programme will enhance the visibility of Community financing on the highest priorities of the TEN-T and foster continuing investment in transport infrastructure during the financial crisis. It will also contribute to the ongoing moves to complete a number of projects in their entirety or in significant parts.

SECTION B: KEY ELEMENTS OF THE RECEIVED PROPOSALS FOR THE EERP CALL FOR PROPOSALS TEN-T 2009

1. General Overview

101 proposals were received as a result of the EERP call for proposals 2009. 99 of these were addressing the Community's transport priorities set out in the EERP work programme. This Call was intended to boost short-term investment in transport infrastructure and was therefore targeted at works projects only (not studies which were however eligible for support under the 2009 Annual Call).

2. Budgetary Features

The total amount requested by the applicants was €2,051.147 million. This represents oversubscription of more than four-fold on the total budget (€500 million) available for the Call. A more detailed distribution of requests by mode of transport is given in table 1.

Table 1. Proposals received and TEN-T funding requested by mode of transport

Mode	No. of proposals received	Amount of TEN-T funding requested	% of total amount requested	% adjusted*
Rail	30	794 467 708	38.7	49.4
Road	26	444 492 740	21.7	27.6
Ports	5	34 799 312	1.7	2.2
Airports	12	157 465 217	7.7	9.8
ATM	16	110 297 436	5.4	6.9
Road ITS	2	21 050 000	1.0	1.3
Inland Waterways	4	16 456 240	0.8	1.0
Multi-modal	6	472 118 689	23.0	1.9
TOTAL	101	2.051.147.341	100	100

* adjusted column shows the position minus one bid of €442million (ca 21% of all funding requested) for a multi modal project which tends to obscure the overall position

3. The selection of the proposals

The selection process was carried out in two steps:

Firstly the technical appraisal of the merits of each proposal was made by a panel of external experts. Each proposal was evaluated in the same manner by at least three experts against four award criteria: relevance, maturity (including the extent to which the project could use financial support in 2009-2010), impact and quality. External experts gave a positive overall evaluation recommendation to 50 proposals. This external evaluation process was organised and managed by the TEN-T Executive Agency, whose staff acted as moderators in the consensus discussions amongst experts on specific proposals.

Secondly the appraisal in relation to the transport policy priorities was undertaken internally by DG TREN and the TEN-T Executive Agency. Without exception, all the projects recommended for funding had received a positive recommendation by the external evaluation. A further 11 that also received a positive external evaluation were not recommended for support, either because they involved projects already being supported, which under the terms of the EERP work programme were a

second order priority, or because of the overall budgetary constraints and the need to take considered decisions on policy priorities and also maturity of projects.

The final results, ranking the proposals in two categories (Funding and Not funding), reflect well a sustainable and balanced approach across the various transport modes.

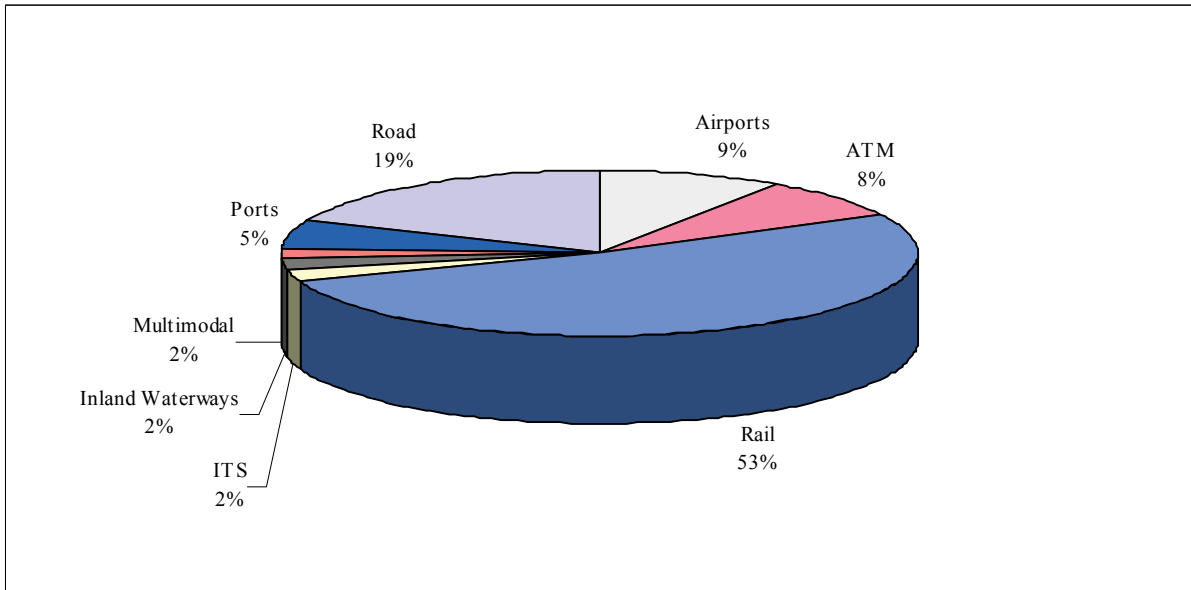
These results are depicted in table 2.

Table 2: Number of selected proposals by mode

Mode	No. of proposals received	No. of projects selected	Amount of support awarded (€)	% of funds available
Rail	30	13	261 935 000	52.4
Road	26	10	93 419 000	18.7
Ports	5	3	27 396 000	5.5
Airports	12	4	47 253 020	9.5
ATM	16	4	38 424 000	7.7
Road ITS	2	1	11 670 000	2.3
Inland Waterways	4	2	10 644 000	2.1
Multi-modal	6	2	9 252 000	1.9
TOTAL	101	39	499 993 020	100

Chart 1: % support by transport mode

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5. Selected proposals for the EERP call for proposals TEN-T 2009

(NB: individual financing Decisions will be adopted by the Commission only after all pending issues related to EC legislation, notably environmental law, have been resolved)

Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5005	EU	Green and Predictable Flights	ATM		70.648.890	20	14.129.778	45.540.000	9.108.000
5006	PT	Faro Airport Development Plan - Phase 1	AP	8	37.094.064	20	7.418.812	30.080.000	6.016.000
5010	NL	Elimination bottleneck north-south artery A2 (E25); Building the urban highway tunnel in Maastricht	R		150.000.000	10	15.000.000	150.000.000	15.000.000
5011	SE	Port infrastructure facilities in the Malmö Northern Harbour for ro/ro, containers, trains and dry bulk.	MM		97.114.400	10	9.711.439	59.220.000	5.922.000

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Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5012	IT	The Rome Ring Road Highway - North Western Section - Upgrade to three lanes in all directions from 11+250 km to 12+650 km - Completion Works	R		29.819.788	10	2.981.979	29.810.000	2.981.000
5016	BE	Second sea lock Waaslandhaven (Port of Antwerp)	Ports		93.105.000	10	9.310.500	93.100.000	9.310.000
5018	HU	Construction of a pier for combined Schengen and Non-Schengen operations and seamless passenger transfer at Budapest Airport	AP		75.600.000	10	7.560.000	75.600.000	7.560.000
5022	IT	ITALY Integration of Communication and Surveillance IP1	ATM		78.408.269	20	15.655.253	20.240.000	4.048.000
5023	DE	BAB A 3, Frankfurt - Nürnberg, Erneuerung der Mainbrücke Randersacker	R		23.950.000	10	2.395.000	23.950.000	2.395.000

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Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5026	UK	Thames Estuary dredge and reclamation works to support the integrated multi-modal London Gateway port and logistics development	Ports		145.763.125	10	14.576.312	141.740.000	14.174.000
5027	UK	A14 Corridor Traffic Management Scheme	ITS	13	88.240.000	20	17.650.000	58.350.000	11.670.000
5029	UK	Felixstowe - Nuneaton Route Work	RA	26	74.499.064	20	14.899.812	46.170.000	9.234.000
5033	IT	Infrastructural Improvement of the Inland Waterways System of Northern Italy	IWW		93.027.232	10	9.302.723	93.020.000	9.302.000

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Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5038	LV	Integration of Riga City and Riga Port into the TEN-T network: construction of Viestura - Meža interchange	R		39.199.904	10	3.919.990	39.190.000	3.919.000
5040	SE	E 6.21 Partihall Connection	R	12	162.961.000	10	32.592.200	162.960.000	16.296.000
5043	HU	Establishment of a New ATM Centre for Enhancement of Operational Safety and Capacity at HungaroControl Pte. Ltd. Co.	ATM		29.821.432	20	5.964.287	29.820.000	5.964.000
5044	FR	Seconde phase de la LGV Est-Européenne entre Baudrecourt et Strasbourg - Réalisation du génie civil de la LGV	RA	4	1.284.199.936	12	150.000.000	633.300.000	75.996.000
5047	IT	Nodo di Torino, Tratta Susa Stura, progetto prioritario n. 6, rimozione bottleneck.	RA	6	357.204.000	20	71.440.800	263.700.000	52.740.000

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EERP programme 2009

Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5048	DE	Extension of the existing runway system at Airport Münster/Osnabrück	AP		41.010.000	10	4.100.000	41.010.000	4.101.000
5049	BE	Rebuilding of Noorderlaanbridge	IWW		29.709.682	10	1.342.531	13.420.000	1.342.000
5057	FI	Main Road 5 between Lusi and Mikkeli (lacking road improvements)	R		35.900.000	10	3.590.000	35.900.000	3.590.000
5066	DE	Trimodal enlargement of the waterinvolvement of Cologne Port	MM		33.308.323	10	3.330.832	33.300.000	3.330.000
5068	EU	Airborne Datalink Equipage	ATM		161.090.000	20	32.216.000	96.520.000	19.304.000
5070	DE	Equipment of the railway from Emmerich (border) to Basel (border) with electronic interlocking as part for the corridor A Rotterdam-Genoa	RA	24	198.665.822	20	39.733.166	198.660.000	39.732.000

Trans-European Transport Network
EERP programme 2009

Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5072	NL	Optimizing Rail Connection Port of Amsterdam - European Hinterland (ORCAEU) - Elimination missing links for intermodal freight transport	RA		95.055.000	10	9.505.000	78.890.000	7.889.000
5073	IT	Implementation of nautical accessibility in the port of Venice-Marghera: operational and remedial dredging in two stretches of the West and South ship canals	Ports		39.125.000	10	3.912.500	39.120.000	3.912.000
5075	DE	Verkehrsprojekt Deutsche Einheit (VDE) 8.1, Neubaustrecke (NBS) Ebenfeld - Erfurt; Planfeststellungsabschnitte Freistaat Bayern (BA 3121 EU Füllbachtalbrücke; BA 3122 EU Fornbachbrücke)	RA	1	19.700.000	20	3.940.000	19.700.000	3.940.000
5079	CZ	Motorway D47 section 47092 Bohumín - state border Czech Republic / Poland	R		102.737.616	10	30.821.285	102.730.000	10.273.000

Trans-European Transport Network
EERP programme 2009

Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5080	DE	Internationaler Flughafen Berlin Brandenburg International (BBI), Errichtung Fluggastterminal	AP		871.527.772	7.9	87.152.780	374.380.000	29.576.020
5082	PT	Empreitadas preparatórias para a implementação da ligação entre a Terceira Travessia do Tejo e a Estação do Oriente-Lisboa, parte integrante do Eixo Ferroviário de Alta Velocidade Lisboa-Madrid (PP3)	RA	3	27.000.000	20	5.400.000	27.000.000	5.400.000
5085	CY	Widening to six lanes the motorway section Ayia Varvara-Nicosia	R		46.200.000	10	4.620.000	39.840.000	3.984.000
5088	IT	Nodo di Roma, progetto prioritario n. 1, upgrading impianto ferroviario di Roma Tiburtina.	RA	1	34.800.001	20	6.960.000	34.800.000	6.960.000
5091	ES	Madrid-Galicia High-Speed mixed traffic Rail. Section: La Hiniesta-Perilla-Otero-Cernadilla	RA	19	176.010.816	20	35.202.162	176.010.000	35.202.000

Trans-European Transport Network
EERP programme 2009

Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5092	ES	Express Route SE-40 (Sevilla). Section: Conection A-49 (Huelva)-Almensilla-Coria del Rio-Dos Hermanas	R		557.803.520	10	55.780.352	239.690.000	23.969.000
5097	ES	Express Route A-32. Section: Torreperogil-Villanueva del Arzobispo	R		110.121.800	10	11.012.180	110.120.000	11.012.000
5098	AT	TEN-Vorhaben Nr. 17 (PP17) Paris – Bratislava; Abschnitt Wien – Salzburg; Vieregleisiger Ausbau der Westbahn Wien – Linz; Bahnhof Melk	RA	17	18.404.000	20	3.680.800	17.000.000	3.400.000
5100	AT	TEN 17 Strecke Paris-Bratislava; vieregleisiger Ausbau der Westbahn Wien – Salzburg; Lückenschluss St. Pölten – Loosdorf (GZU) Brückenbauarbeiten	RA	17	13.000.500	20	2.600.100	13.000.000	2.600.000
5102	ES	L.A.V. Valladolid-Burgos-Vitoria. Obras de Plataforma Subtramos: Nudo Norte de Vallaloid – Cabezón de Pisuerga, San Martín de Valvení – Nudo de Venta de Banos y Torquemada – Quintana del Puente	RA	3	77.027.712	20	15.405.542	77.020.000	15.404.000

Trans-European Transport Network
EERP programme 2009

Opening No.	MS	Title	Mode	PP	Total Eligible costs submitted	% EC contribution sought	Community financial aid requested	Total eligible costs accepted	TEN funding awarded
5104	AT	TEN-Vorhaben Nr. 17 (PP17), Paris – Bratislava; Abschnitt Wien – Salzburg, Vierecksiger Ausbau der Westbahn, Bauvorhaben Ybbs – Amstetten, Burgstaller Tunnel (Rohbau)	RA	17	17.195.087	20	3.439.017	17.190.000	3.438.000



EUROPEAN COMMISSION

**DIRECTORATE GENERAL FOR ENERGY AND TRANSPORT
DIRECTORATE B – Transport Logistics, TEN-T and Co-modality**