

TENDER MOVE/B1/2014-710: “Studies on the TEN-T Core Network Corridors and support of the European Coordinators”

Supporting document for filling the project list (task 2)

Date:	26 January 2016
Remark:	<i>This document has been derived from the document describing the “Common approach for further development of the project list (task 2)” dated 27/11/2015.</i>

1 Preamble

The compilation of project data comprises the following steps

- (1) Finalisation of project list structure (EC approval on 14/01/2016)
- (2) First filling of project list with project data from agreed data sources:
 - 2014 studies;
 - 2014-CEF call (recommended / actually funded proposals + recommended proposals – not funded due to budgetary constraints + not-recommended proposals as improvements at a later stage are possible);
 - National transport master plans / OPTs and
 - RFC implementation plans (EC approval on 14/01/2016)
- (3) Stakeholder consultation for validation/completion of project data (Phase 1: January-February 2016; Phase 2: March-April 2016)

2 Glossary

...explaining all columns of the Excel project list table (status: 27/11/2015; approved by EC on 14/01/2016). Additional columns (A-D) have been integrated at a later stage to indicate correlations between projects and to mark double entries.

Category	Information Item	Description (Glossary)
Information source(s)	Name of information source	Name of document / study, data base, data provider,
	Ref N° in information source	e.g. CEF Project N°
Responsibility for data gathering	CNC consortium name	This column contains the consortium responsible for data gathering in case that the project is allocated to one or more corridors: Baltic-Adriatic, North Sea-Baltic, Mediterranean, Orient-East Med, Scandinavian – Mediterranean, Rhine-Alpine, Atlantic, North Sea-Mediterranean, Rhine-Danube TO BE FILLED BY CONSULTANTS
	Company name	This column contains the company dedicated for carrying out check, collection and completion or modification of project data set (this will be the respective task 2 leader or another partner)

Category	Information Item	Description (Glossary)
		to be appointed within a consortium). TO BE FILLED BY CONSULTANTS

Project Identification	TEN-T Project ID	Unique project ID for all corridors: Baltic-Adriatic (1000-1999), North Sea-Baltic (2000-2999), Mediterranean (3000-3999), Orient-East Med (4000-4999), Scandinavian-Mediterranean (5000-5999), Rhine-Alpine (6000-6999), Atlantic (7000-7999), North Sea-Mediterranean (8000-8999), Rhine-Danube (9000-9999) TO BE FILLED BY CONSULTANTS
	Project name	Short name or title (not only an acronym) to identify the measure
	Project category	According tender specifications, p. 17: (1) Rail (acc. Reg. 1315, art. 11 with exception to ERTMS); (2) Rail ERTMS (acc. Reg. 1315, art. 3(l)); (3) Inland waterways (IWW; acc. Reg. 1315, art. 14); (4) Road (acc. Reg. 1315, art. 17); (5) Maritime (acc. Reg. 1315, art. 20); (6) Motorways of the Sea (MoS; acc. Reg. 1315, art. 21); (7) Airport (acc. Reg. 1315, art. 24); (8) Multimodal (acc. Reg. 1315, art. 27); (9) Innovation (acc. Reg. 1315, art. 31, 32 and 33 of the TEN-T Regulation, with exception to ERTMS); (10) Other : any other projects if relevant for the corridor. TO BE FILLED BY CONSULTANTS
	Project promoter	also: "Implementation body" Authority, institution or company responsible for implementing the project, e.g. infrastructure manager for building a rail line
	Project origin	According tender specifications, p. 17: Reference for all records on the list whether the individual project included has been submitted by a stakeholder OR is a result of analysis of a relevant national strategic document OR is a result of the analysis of the sections currently not compliant with the TEN-T requirements but not covered by any infrastructure investment planning until 2030 . TO BE FILLED BY CONSULTANTS

Geographical scope & affected mode	TEN-T Corridor (multi-selection possible)	TEN-T corridor name: Baltic-Adriatic North Sea-Baltic Mediterranean Orient-East Med Scandinavian-Mediterranean Rhine-Alpine Atlantic North Sea-Mediterranean Rhine-Danube Horizontal TO BE FILLED BY CONSULTANTS
	Member States / Countries involved	Alpha-2 country code (acc. ISO 3166-1)
	Section or node (free text)	Section, Station, terminal, border crossing, etc.

<i>Category</i>	<i>Information Item</i>	<i>Description (Glossary)</i>
	Cross-border section	Indicate if project is located on cross-border section; refer definition of Reg. 1315: "'cross-border section' means the section which ensures the continuity of a project of common interest between the nearest urban nodes on both sides of the border of two Member States or between a Member State and a neighbouring country." (Mark with 'x')
	Last-mile section	Indicate if project refers to the "development of the comprehensive network in urban nodes that are the starting point or the final destination ("last mile") for passengers and freight moving on the TEN-T network..."; refer to Reg. 1315, Article 30. (Mark with 'x')
	Pre-identified CEF section / project	Indicate if project refers to CEF pre-identified section or node; refer to CEF regulation. (Mark with 'x')

Project description	Short Project Description	Describe objectives and scope of measure e.g. introduction of RIS, ERTMS, rail line electrification, upgrade one to dual track. Indicate quantifiable parameters e.g. length of project, number of stations, ... (Free text)
	Scope of work (multi selection)	Mark with 'x'; 'Studies' should be also allocated to the respective topic (Infrastructure works,...).
	Study	
	Infrastructure works - rehabilitation	
	Infrastructure works - upgrade	
	Infrastructure works - new construction	
	Maintenance equipment (IWW/Ports)	Infrastructure components acc. Reg. 1315 include maintenance/dredging equipment for IWW and maritime infrastructure.
	Rolling Stock, Vehicles, Barges	
	Clean fuels (IWW/Road)	Clean fuels (IWW & Road)
	Administrative procedures	
	Telematics application	Telematics application (according Reg. 1315, Article 31): ERTMS, RIS, ITS, VTMS, SESAR, OTHER
	Sustainable freight transport services	Sustainable freight transport services (according Reg. 1315, Article 32; excluding MoS)
Contribution to corridor objectives (KPI) and elimination of bottlenecks	All KPIs	Drop-down list: <ul style="list-style-type: none"> (1) KPI target achieved (2) KPI improved; this applies if the TEN-T target value has not been achieved or if only sections of the project have been upgraded to the TEN-T target value.
	Rail	

<i>Category</i>	<i>Information Item</i>	<i>Description (Glossary)</i>
	KPI: Electrification	
	KPI: Track gauge 1,435 mm	Only to be considered for new lines or broad/narrow gauge lines that are modified to 1,435 mm.
	KPI: ERTMS implementation	
	KPI: Line speed >= 100 km/h (Core freight lines)	
	KPI: Axle load >= 22.5 tonnes (Core freight lines)	
	KPI: Train length >= 740m (Core freight lines)	
	Elimination of current or potential future capacity bottleneck	Mark with x
	Elimination of strong incline	Mark with x
	Removal of single track section	Mark with x
	IWW	
	KPI: ECMT class >= IV	
	KPI: Draught >= 2.5m	
	KPI: Height >= 5.25m	
	KPI: RIS implementation	
	Road	
	KPI: Express road/motorway	
	KPI: Availability of clean fuels	
	Airport	
	KPI: Connection to rail	
	KPI: Availability of clean fuels	
	Seaport	
	KPI: Connection to rail	
	KPI: ECMT Class IV waterway connection	
	KPI: Availability of clean fuels	
	KPI: Facilities for ship generated waste	
	Inland port	
	KPI: ECMT Class IV waterway connection	
	KPI: Connection to rail	
	KPI: Availability of clean fuels	
	RR terminal	
	KPI: Capability of handling intermodal units	Technical and operational capability to transship lorries, trailers, semi-trailers with or without tractor unit, swap bodies or con-

<i>Category</i>	<i>Information Item</i>	<i>Description (Glossary)</i>
		tainers of 20 feet suitable for intermodal transport according to Directive 92/106/EC between rail and road.
	KPI: 740m train terminal accessibility	Suitability of at least one receiving/departing track and at least one transshipment track to accommodate trains with a length of 740 m, without splitting the train.
	KPI: Electrified train terminal accessibility	Suitability to enter or leave the receiving/departing track and the transshipment track(s) directly with electric main line locomotive, without using shunting locomotives.

Project status	Reference time for information	MM/YYYY
	Maturity by reference time	Planning stage / pre-feasibility studies / Strategic Environmental Assessment (SEA): Not started OR in progress OR concluded
		Preliminary project analysis/ Feasibility studies: Not started OR in progress OR concluded
		Environmental Impact Assessment/ Detailed Design/Detailed Implementation Plan/ Administrative Permits and Licences: Not started OR in progress OR concluded
		Construction/ implementation (% of completion)
	Project start date	Project start date of study or works; if project includes study & works, project start date is equal to start of works. Format: MM/YYYY; If start month is not known, fill in 00/YYYY.
	Project end date	Project end date of study or works; if project includes study & works, project end date is equal to finalisation time of works.
	Implementation strategy	Project part of larger investment implemented per phases (describe rationale underpinning identification of phases and time horizon for total project completion i.e. 2020-2030, after 2030)
	Administrative implementation issues	Land acquisition: completed OR Not completed
		Environmental Impact Assessment (EIA): under preparation / updating OR completed OR approved.
Final project approval by relevant governmental & administrative authorities: Not submitted yet OR submitted, decision pending OR approved		
Cost-benefit analysis (CBA): Performed OR Not Performed.		
State existing bilateral or multilateral agreements and any other administrative implementation issue.		

Project costs/financing**	Source of costs / financing information	According Tender specifications, page 13: For information on the cost of all projects, the source of information shall be indicated: Stakeholder, Member States, Strategic document
	Total costs	Amount in Million Euro (1) without VAT, (2) without extra budget for risks and (3) at present prices. In case of differences to this standard cost calculation, an explanation of project costs shall be provided in next column.
	Explanation of project costs	Describe differences of cost figure compared to standard (without VAT, without extra budget for risks, at present prices).
	Project with potential revenues	Mark projects that might generate revenues after completion.
	Explanation on poten-	If previous column (Project with potential revenues) is marked

<i>Category</i>	<i>Information Item</i>	<i>Description (Glossary)</i>
	tial revenues	with 'x' , provide further details regarding nature of revenues and figures.
	Expenditures until reference time of information	Amount in Million Euro
	Funding source "State"	Amount in Million Euro
		Funding programme name
		Indicate potential or approved funding
	Funding source "Regional/Local"	Amount in Million Euro
		Funding programme name
		Indicate potential or approved funding
	Funding source "EU"	Amount in Million Euro
		Funding programme name e.g. TEN-T funding, ERDF, CEF,...
		Indicate potential or approved funding
	Funding source "IFI"	Amount in Million Euro
		Funding programme name
		Indicate potential or approved funding
	Funding source "Private"	Amount in Million Euro
		Funding programme name
		Indicate potential or approved funding
	Funding source "Other"	Amount in Million Euro
		Funding programme name
		Indicate potential or approved funding

3 FAQ section

...provides further explanations for filling project list regarding questions coming up during the process. This section will be updated continuously (Current status: 26/01/2016).

Category	Information Item	Description (Glossary)
Information source(s)		
Responsibility for data gathering		
Project Identification	Project category	<p>Question: How to assign mixed Rail + ERTMS projects? Agreed answer: Mixed project will be assigned to project category 'Rail'; Additional topic ERTMS can be assigned under scope of work.</p>
		<p>Conclusions (by RD corridor) regarding categorisation: ... (3) Inland waterways (IWW; acc. Reg. 1315, art. 14) Incl. RIS and clean fuels; (4) Road (acc. Reg. 1315, art. 17) Incl. ITS and clean fuels; (5) Maritime (acc. Reg. 1315, art. 20) incl. clean fuels; (6) Motorways of the Sea (MoS; acc. Reg. 1315, art. 21); (7) Airport (acc. Reg. 1315, art. 24) incl. clean fuels; (8) Multimodal (acc. Reg. 1315, art. 27) especially RR terminals and inland ports; (9) Innovation (acc. Reg. 1315, art. 31, 32 and 33 of the TEN-T Regulation, with exception to ERTMS; Most items under respective modes</p>
Geographical scope & affected mode	Cross-border section	<p>Question: How to deal with projects involving 2 or more corridor countries? Agreed answer: It's a matter of interpretation. If these projects fulfil the requirements of the regulation (continuity of section between urban nodes on both sides; common interest) then projects should be marked as 'Cross-border section'. Remark: According Reg. 1315, Article 3 (a), a "project of common interest" means any project carried out pursuant to the requirements and in compliance with the provisions of this Regulation"; it does not mean that stakeholders have to announce their interest in a specific project.</p>
Project description	Scope of work (multi selection)	
	Infrastructure works – upgrade or Infrastructure works - new construction	<p>Question: Third rail to achieve UIC track gauge = *upgrade* or *new construction*? Agreed answer: Upgrade</p> <p>Question: New Roll-on/Roll-off (RO-RO) ramp in existing port = *upgrade* or *new construction*? Agreed answer: We consider a new element - such as the RoRo ramp - within an existing infrastructure (here port) as an upgrade of the port. Therefore our choice would be 'infrastructure</p>

<i>Category</i>	<i>Information Item</i>	<i>Description (Glossary)</i>
		works - upgrade'. However, each case needs to be looked at individually and an assessment will be taken by the consultant in charge.
Contribution to corridor objectives (KPI) and elimination of bottlenecks	All KPIs / General remarks / questions	<p>Question: How to mark project contribution to close 'Missing link'?</p> <p>Answer/Explanation: It has been agreed for the moment not to add a new column in the project list structure 'Bridging of missing link'. Such additional column might be added at a later stage (e.g. when all corridor projects have been put together in one table). Currently, such information has to be provided within the short project description.</p>
		<p>Question: How to mark KPIs for new infrastructure? ...e.g. ERTMS, track gauge, electrification.</p> <p>Answer: It has been agreed to indicate the projects' contribution to KPIs also for new infrastructure.</p>
Project status	Reference time for information	<p>Question: Is it required to continuously update reference time and '% of completion'?</p> <p>Agreed answer: No. Reference time means the status of data referred to project status (columns BL-BX) and Project costs/financing (columns (BY-CV). The % of completion is calculated automatically (based on info reference time, start date and end date).</p> <p>Remark how to determine reference time e.g. Reference time of project data from 2014 study (column BL) = 12/2014; To be updated during validation process. New reference time is the time when the respective stakeholder contributes with new or updated project data.</p>
Project costs/financing**	Total costs	Remark for CEF projects: Check if total eligible costs are equal to actual total costs.
	Funding source "EU"	Remark for CEF projects: Data of to be updated according Grant Agreements; related financial data shall be provided by INEA.