The proposed Action concerns the necessary engineering studies to start the construction of an open access intermodal road-rail terminal in Tarragona, Spain, owned and to be operated by BASF Spain.

**Evaluation remarks**

The proposed Action is of very high relevance, as it fully addresses the objectives and priorities of the Call. It is very mature, ready to start and all the necessary basic engineering studies have been completed. Its expected impact is very high, as decisions will be based on the results of the preliminary studies and it will serve as a best practice model. The quality of the proposal is very good, and it is coherent and technically realistic.
The proposed Action's main objective is to study the possibilities of introducing LNG in the Canary Islands as a way of breaking the current dependence on oil, contributing to a reduction in energy costs and improvement in air quality.

In particular, the Action will implement the following main activities:
1. Identification of market demand for LNG and CNG in the Canary Islands for the short and medium-term
2. Feasibility study regarding the actual cost of delivering LNG to the Canary Islands
3. Storage and supply analysis
4. Feasibility study regarding the adaptation of the chosen solution to other remote European regions

### Evaluation remarks

The proposed Action is very relevant as it relates to greening road transport and short sea shipping through the use of LNG infrastructure. It is ready to start from a technical point of view, the financing is in place and, as the local authorities are part of the consortium, their support is also secured. The expected impacts of the proposed Action are good. Overall, the quality is satisfactory and the proposal is realistic and consistent from a technical point of view.
The proposed Action will pilot nine real-life trials of various types of low carbon, pollutant emission reducing and energy efficient last generation port container machinery and equipment in the Ports of Valencia and Livorno.

This will be done through the implementation of a smart energy management system which aims to optimise the energy used by the port facilities, the adaptation of equipment for use of LNG as alternative fuel and through the deployment of a fully electric terminal tractor. The results of the trials will then be evaluated and disseminated and a business plan for the scaling up of results will be elaborated.

Evaluation remarks

The relevance, maturity and impact of the proposed Action are very good. By testing energy-efficient and emission-reducing port equipment, the proposed Action is very relevant to the Call and its results can be used as best practice and serve as a useful tool for decision makers. From a technical point of view, it is ready to start. The quality of the proposal is good.
New European common services provision for PENS2 and DLS

2013-EU-40002-S

ATM

Member States involved:
Germany, Spain, France, Italy, Sweden, United Kingdom

Applicant/Coordinator:
ENAV S.p.A.

Requested funding
Total eligible costs: €2,398,480
TEN-T requested funding: €1,199,239
TEN-T funding: 50%

Recommended funding
Total eligible costs: €2,398,480
TEN-T recommended funding: €1,199,240
TEN-T funding: 50%

The proposed Action aims at identifying the best approach to address a European common services provision for Pan-European Network Services (PENS) 2 and Data Link Services, through a study looking at the different dimensions of a high service performance across the network. It will be jointly undertaken by all members of the A6 alliance, taking into account the outcomes of key stakeholder consultations, in particular with European ANSPs, airports and Eurocontrol. According to this objective, the Action is organised around two main phases:

1. A prefeasibility assessment of the overall CSs proposals
2. A feasibility study phase providing the assessment of alternative scenarios for communalisation of services (including technical, organisational, and governance aspects) and a unique business model oriented solution, including a full cost-benefit analysis.

Evaluation remarks

The proposed Action is very relevant to the Call priorities and objectives because it addresses the SES policy and SESAR Programme. Its maturity is good as the project is ready to start from a technical point of view. The expected impact of the Action is also good as the study is expected to be a useful decision-making tool by proposing different alternatives. The quality of the proposal is good.
The proposed Action deals with the monitoring of the EasyWay deployment guidelines, impact evaluation of Corridor projects on a European scale and the progress on pan-European harmonisation. Its main objectives are:

1. Monitoring of the deployment guidelines, including a helpdesk and user support facility, in the harmonised ITS deployment in the Corridor projects, as well as dissemination of deployment guidelines, best practices, lessons learnt, etc. from Corridor projects
2. Impact evaluation of Corridor projects on the European scale.

Evaluation remarks

The proposed Action is very relevant and addresses the specific objectives and priorities of the Call. It is ready to start from a technical point of view as it is the continuation of the on-going European ITS Platform project. Its impact is very good, as the proposed Action aims at being the forum for European consensus building on ITS deployment. The quality of the proposal is good.
The proposed Action is very relevant to the Call as it will contribute to the ITS deployment aiming at a coordinated implementation of travel time and traveller information. Its maturity is good. Its impact is good as it is expected to have positive direct and indirect socio-economic effects. The quality of the proposal is good.
The proposed Action involves the deployment of ITS on the Arc Atlantique Corridor linking key economic nodes in Ireland, UK, The Netherlands, Belgium, France, Spain and Portugal. It has a clear focus on the deployment of transport management services. The main expected outcome will be, in particular, to enhance the efficiency of the Corridor through the reduction of:

- recurrent congestion, typically at peak hours
- abnormal congestion, typically during seasonal events and in cases of bad weather conditions, incidents and other events.

### ITS

<table>
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<tr>
<th>Member States involved:</th>
<th>Belgium, Spain, France, Ireland, The Netherlands, Portugal, United Kingdom</th>
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<tbody>
<tr>
<td>Applicant/Coordinator:</td>
<td>Department for Transport (UK)</td>
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</tbody>
</table>

#### Requested funding

| Total eligible costs | €111,474,814 |
| TEN-T requested funding | €22,294,962.51 |
| TEN-T funding:        | 20%           |

#### Recommended funding

| Total eligible costs: | €111,474,814 |
| TEN-T recommended funding: | €22,294,963 |
| TEN-T funding:        | 20%           |

The proposed Action is relevant as it addresses traffic management services and concerns the deployment of ITS. The proposed Action is mature and ready to start. The impact and the quality of the proposal are good.
The proposed Action involves the link between Nantes St-Nazaire (France) and Vigo (Spain) mainly dedicated to unaccompanied road transport. It aims at upgrading the existing service between the two ports into a reliable and frequent MoS open to modal shift traffic. This new integrated service will start operating in 2014 with three rotations per week. The plan is to add a fourth rotation by July 2016, when occupancy ratios are satisfactory.

The Action will develop infrastructure capacity and upgrade the interface between the terminals and their hinterland connections. At the Port of Nantes Saint-Nazaire, a new Ro-Ro berth will be constructed at the Montoir-de-Bretagne Ro-Ro terminal. For the Port of Vigo, the Action aims to optimize the MoS terminal, improving the embarkation/disembarkation processes through the installation of a floating ramp to replace the current fixed ramp.

Evaluation remarks

The proposed Action is relevant to the Call as it aims at promoting Ro-Ro shipping as an alternative route from France to Portugal and shifting cargo from road to sea. It is very mature and ready to start. The proposed Action is going to have a positive impact on traffic management, modal shift from road to sea and reduction of emissions from road transport. The quality of the proposal is good.
This proposed Action will establish an MSc/postgrad diploma/certificate/CPD programme with a number of modules that will further develop the concept of the European Maritime Area. The modules are addressed to university graduates and professionals from the various sectors in the multimodal transport chain. In order to create a full training programme, professional training and vocational education sub-programmes will be included to enable future professionals in the multimodal transport field to obtain specific knowledge on the different jobs required for the maritime and logistic domains.

The following range of topics will be included:
- Alternative fuels & technologies their impact on ports
- Logistic issues
- Damage control training
- Evacuation/crisis management operations for very large passenger ships and their impact on port operations

The Action will be carried out by a consolidated consortium of EU universities, IT companies and relevant private and public organisations.

**Evaluation remarks**

The proposed Action is relevant as a wider benefit study, addressing academic and vocational training. The proposal is mature. It has an impact on the development of human resources in the shipping sector and develops best practice that can be shared with other training institutions and stakeholders from all over Europe. Overall, the quality of the proposal is good.