

Premessa (a cura del Comitato NO-TAV Torino)

Il testo dell'estratto dal documento ufficiale della Commissione Europea "Bozza di proposta per una decisione sulla selezione di progetti per il programma pluriennale 2007-2013" (la versione completa è di 271 pagine) è in lingua inglese.

Per fornire una sintesi in italiano dei contenuti di nostro interesse (progetto n.6 – di cui fa parte il TAV Torino-Lione), riportati nelle pagine successive, inseriamo il sottostante resoconto.

Il presente estratto si compone di una parte iniziale che riporta i criteri generali di scelta dei progetti e le ripartizioni di fondi proposte, a cui segue l'intero capitolo dedicato al progetto n.6.

I numeri delle pagine, stampati in fondo alle stesse, non corrispondono alla numerazione naturale progressiva, a causa dell'eliminazione di pagine bianche e successivamente dei capitoli relativi a tutti gli altri progetti.

In questo contesto, alla diciannovesima pagina (numerata 79) si trova la riga di tabella, evidenziata, relativa alla proposta di stanziamento di 671,80 milioni di € per la tratta internazionale della Torino-Lione.

Audizione del Commissario Barrot di fronte al Parlamento Europeo sulla proposta di ripartizione dei fondi RTE-T tra i diversi progetti prioritari e di interesse europeo Bruxelles 21.11.2007

Oggi il Commissario Barrot ha dichiarato al PE presentando i due rapporti allegati prima ai deputati, poi alla stampa ed in contemporanea alle Rappre. permanenti degli Stati Membri, che il lavoro di ripartizione dei fondi RTE T è stato laborioso ed attento al rispetto dei vincoli ambientali imposti dalle norme europee e delle percentuali di contribuzione ammesse dal nuovo regolamento finanziario approvato a maggio scorso (per lavori: 30% per le tratte transfrontaliere, il 20% per le altre, il 20% per le vie navigabili, il 50% solo per studi).

Ha ribadito più volte "che non un soldo di co-finanziamento verrà erogato senza che siano completate correttamente tutte le valutazioni d'impatto ambientali prescritte". Ha illustrato la suddivisione fatta di 5111 milioni di € per i progetti prioritari e degli altri progetti orizzontali (Galileo, ERTMS, SESAR, ITS e ATM) attraverso l'applicazione dei criteri di concentrazione e di "priorità" nell'attribuzione dei pochi fondi disponibili - mancherebbero infatti all'appello circa 2 miliardi di € per poter accogliere tutte le numerose richieste pervenute dagli SM entro lo scorso 20.7.2007. Quindi sono state privilegiate alcune tratte transfrontaliere ritenute essenziali per l'Europa : per l'Italia To-Lyon (per lavori) e Brennero (lavori e studi) e per studi soltanto la TS Divaca. Si è augurato, incassando un assenso di massima dalle commissioni bilancio e trasporti del PE sul metodo seguito, che questa proposta ancora non formalmente adottata, che vi allego e disponibile solo in inglese, non si presti a mercanteggiamenti tra SM: saranno consultati il 28-29.11 nell'ambito del Comitato finanziario della Commissione Europea.

L'accettazione della proposta comporterà che la CE avrà il mandato da PE e Consiglio ad adottare entro Dicembre 2007 la decisione legislativa definitiva e formale di attribuzione dei fondi e di comunicarlo agli SM e ai proponenti ed iniziare quindi l'iter di vigilanza ex ante e post per le corrette erogazioni nelle tranche previste dal regolamento finanziario.

Val di Susa: lo stanziamento che si propone venga attribuito a Francia ed Italia congiuntamente per il periodo 2007-2013 di 671,8 milioni di € contro i 725,1 richiesti, riguarderà lavori per la realizzazione della tratta transfrontaliera ivi comprese le gallerie di introspezione geologica necessarie, quindi non solo studi amministrativi ma mirati al supporto dell'appalto di lavori (proposta 10 del Progetto prioritario 6 del programma multiennale) *Per come è presentata ed attribuiti i soldi non dovrebbe riguardare tracciati ds o sx Susa ma solo la tratta transfrontaliera ritenuta progettualmente avanzata e matura per l'attribuzione di co finanziamenti appalti per lavori.* Non sono previsti cofinanziamenti sul lato italiano della Val di Susa riguardanti i tracciati di accesso, quelli sul lato francese sono limitati a studi per circa 4,7 milioni di €, un quarto delle spese preventivate ma limitate solo al progetto preliminare in attesa nel 2008 di una decisione ministeriale francese definitiva che riguarda la Dichiarazione di Utilità pubblica (proposta 45 dell'allegato annuale 2007).

Per il Brennero sono previsti 58,81 mln € per 4 proposte sul lato italiano di linee di accesso al tunnel (proposta 36), al progetto transfrontaliero 592,65 mln € per lavori (27%) e 193,35 mln € per studi (50%), niente sulla Verona Bologna , che sarebbero giustificabili e coerenti con il Progetto prioritario n.1, ma troppo onerosi per il budget 2007 disponibile. Finanziamenti in conto equipaggiamento bordo treno dell'ETCS sono previsti in voce ERTMS.

Sulla Trieste Divaca (proposta 26 del progetto 6) concessi solo 50,7 mln € per studi sulla tratta transfrontaliera mentre bocciato per maturità insufficiente il finanziamento a lavori, viene erogato invece per studi Trieste Ronchi sud un finanziamento di 24 mln € ma specificatamente motivato all'eliminazione di una strozzatura.

Infine sul **Terzo valico** mentre troviamo erogazioni per specifiche tratte tedesche per l'Italia vengono dati 5,05 mln € per adeguare la bretella Genova Voltri Ge Brignole onde facilitare l'intermodalità con il porto e il collegamento nell'ambito del progetto prioritario n. 24 (proposta 18 del programma multiennale), ma nulla sulle tratte infrastrutturali che peraltro Fs non aveva richiesto.

Infine sull'**ERTMS** si incassa un contributo per 33 mln € limitato all'implementazione del sistema di sicurezza per 600 km da attrezzare su Domodossola Ge (486) e Luino Ge (79) nonché Chiasso Milano (35), ma con un rinvio ad altri finanziamenti da richiedere con la nuova richiesta di offerte della Ce che sarà bandita nel 2009.

Anche per implementare l'ETCS sui treni Trenitalia riceverebbe 7 mln€ su 11 richiesti per adeguare locomotive nuove e già in servizio.

Come noto la maggior parte del finanziamento è indirizzato sui programmi pluriannuali che raggruppano quasi tutti i 30 progetti prioritari, solo 112.607.450 € copriranno i progetti per il solo 2007 + 10 mln a garanzia prestiti per lo strumento dedicato in questo calderone limitato l'Italia riceverà:

per lavori 1,71 mln € per bretella ferroviaria per una Cargo city all'aeroporto di Malpensa (?), bretella ferroviaria Porto di Marghera per 0.90 mln €, 1 mln per studi del ripristino collegamento ferroviario Orte Civitavecchia, 4,6 mln € per collegare ferroviariamente il porto di GE ad Alessandria sotto la voce potenziamento porti e traffico marittimo.

Roberto Lopriore

(segreteria del gruppo parlamentare "Gruppo confederale della Sinistra unitaria europea")

EUROPEAN COMMISSION

Draft Proposal

for a

Decision

on the

**selection of projects for the
Multi Annual Programme
2007 – 2013**



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 2007, enables the Commission to contribute more efficiently and effectively to the financing of the main 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 multi-annual work programme 2007 – 2013, adopted through comitology procedure in July 2007, the Commission has published four calls for proposals: in the field of the 30 priority projects, European rail traffic management, Air traffic management and Intelligent Transport Systems in the field of road traffic. Under these calls, it has received a total of 221 project proposals (of which 169 concerning the priority projects, with a total requested support of 11,5 billion €).

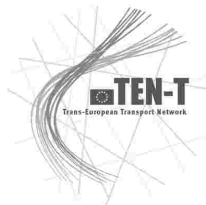
In evaluating these proposals, the Commission has strictly applied the criteria set out in the TEN Financial Regulation. Through the involvement of external experts in the evaluation of all project proposals, it has aimed at enhancing objectivity and technical quality of the overall selection process.

The Commission has now completed the project selection process on the basis of the multi-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 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 the key transport and TEN policy objectives at stake, and that it will make a vital contribution to boosting Community action in the field of the trans-European transport network. By giving particular attention to cross-border sections of priority projects and

projects in the inland waterway, rail and traffic management sector, the draft Commission decision should help to connect national transport infrastructure networks. This will generate high European added value and enhance the sustainable development dimension of transport.

The Commission also hopes that, with the proposed draft decision, it has been able to set up an instrument that efficiently supports Member States and project promoters in their challenging efforts to build this network. The effects of this Community action throughout the seven-year period should also be visible and of benefit to both European citizens and economic operators.



THE MULTIANNUAL PROGRAMME FOR THE TRANS-EUROPEAN TRANSPORT NETWORK 2007 – 2013

A. Legal basis and political context

- **Legal basis**

On the basis of the new regulation of the European Parliament and the Council laying down general rules for the granting of Community financial aid to the trans-European transport and energy networks¹, with its decision n° C (2007) 2158 of 23 May 2007, the Commission, has adopted a multi-annual work programme for the TEN-T which establishes:

- Ø The main objectives of the Community support for the trans-European transport network as defined in the "TEN-T Guidelines" adopted by the European Parliament and the Council in 2004²

- Ø The criteria for the selection of projects following the publication of calls for proposals

- Ø The indicative amounts, to be made available for the different transport sectors included in this programme, namely:

- **€ 5111 million** for the priority projects included in annex III of the "Guidelines"

- **€ 500 million** for two specific priority projects (310 million € for the motorways of the sea and 190 million € for Galileo)

- **€ 500 million** for the implementation of the European Rail Traffic Management System - ERTMS

- **€350 million** for the air traffic management sector – ATM -, in particular the development of the SESAR project

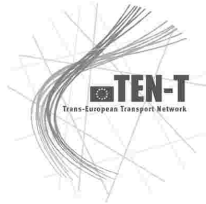
- **€300 million** for Intelligent Transport Systems in the road sector (ITS)

- **€50 million** for the River Information Services – RIS

- **Publication of first calls for proposals and reception of applications**

¹ Regulation (EC) 680/2007 of 20 July 2007

² Décision n° 884/2004/EC du Parlement Européen et du Conseil relatives aux Orientations Communautaires pour le développement du réseau transeuropéen de transport



Trans-European Transport Network Multi-annual programme 2007-2013

In accordance with this work programme, the Commission has published a first series of calls for proposals in May 2007, namely:

A call for the TEN-T priority projects, including Galileo: this call has covered the whole period 2007 – 2013, for an indicative total budget of €5111 + 190 million.

A call for project proposals in the field of ERTMS: this call refers to the TEN-T budget 2007 only, for a total indicative budget of €250 million.

A call for project proposals in the field of ATM / SESAR: this call has covered the whole period 2007 – 2013, for an indicative total budget of €350 million

A call for project proposals in the field of ITS: this call refers to the TEN-T budget 2007 only, for a total indicative budget of €100 million.

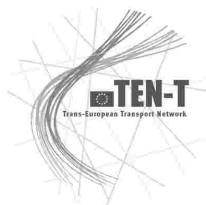
Following these calls, Member States and other public or private project promoters submitted to the Commission: 169 project proposals in the field of the TEN-T priority projects, 45 project proposals in the field of ERTMS, 3 proposals in the field of ATM and 4 proposals in the field of ITS. For the priority projects only, these proposals represented a total investment of more than €55 billion, and a total requested Community contribution of €11.5 billion .

The Commission evaluated these proposals in view of their compliance with the pre-established formal requirements, eligibility and selection criteria. All project proposals which were found to be compliant with these criteria were evaluated on the basis of the award criteria set out in the calls, so as to assess their quality. During this evaluation phase, the Commission drew on the assistance of external experts.

- **Evaluation of project proposals received**

The qualitative evaluation of all project proposals received was carried out on the strict basis of the criteria published in the call, in application of the criteria laid down in the TEN Financial Regulation. In selecting projects for inclusion in the new multi-annual programme, therefore, the Commission took account of the projects' relevance for the development of the trans-European transport network, their potential impact, maturity and the quality of the application. In selecting parts of the priority projects (i.e. of major railway, inland waterways or road axes of large size and complexity) for Community funding under the multi-annual programme, the Commission considered these projects in their entirety: It gave highest priority to those parts which, within the framework of the priority project concerned, promise the highest Community added value and the most significant leverage effect of the Community intervention.

In elaborating the proposal for the multi-annual programme for the priority projects, the Commission proceeded in two steps:



1. *Base line situation*

For all projects for which funding was considered to be justified as a result of the evaluation process, the Commission allocated the maximum support as provided for in the Regulation (application of maximum support rate). An exception was however made for road infrastructure projects with regard to the maximum funding rate. The base line situation is therefore marked by the following features:

30 % funding rate for works' projects concerning cross-border sections, applied for all modes of transport; 20 % funding rate for works' projects concerning the removal of bottlenecks in the rail and inland waterways sector; 50 % funding rate for studies; 10 % funding rate for works' projects in the road sector. Exceptions were made for those projects where the Member State or project promoter requested lower amounts than those foreseen in the regulation.

This base line situation lead to a total need of € 7400 million, compared to the available amount of €5111 million .

2. *Proposed scenario*

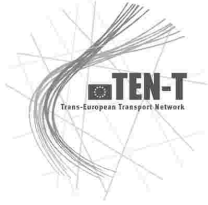
This base line situation, confirming that the TEN-T budget is insufficient to fully meet the needs for Community funding, left the Commission with two fundamental options:

- a) Either make full use of the maximum funding rates provided for in the new TEN Regulation and drastically reduce the number of projects to be included in the programme or
- b) Reduce the funding rates in a sensible way while sticking as far as possible to the concentration objective, so as to cover a larger number of projects to ensure a reasonable regionally balanced overall proposal.

For the sake of optimising the overall effect of the new programme for the TEN-T development as a whole, within the limits of budgetary restrictions, the Commission decided to go for the second option which is marked by the following features:

Studies: Application of the full 50 % funding rate, given that 1) about 50 % of the support needed for studies concerns critical cross-border sections and 2) studies are vital to prepare new sections of priority projects so that they reach the necessary maturity status as soon as possible.

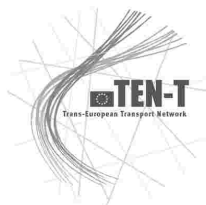
Works concerning cross-border sections: 25 % funding rate in general, 27 % in three exceptional cases where the granting of Community support is considered to be absolutely decisive for the continuation of the projects (Brenner and Mont Cenis Base Tunnels; "Rail Baltica" project).



Trans-European Transport Network Multi-annual programme 2007-2013

Works concerning the removal of bottlenecks: Application of the full 20 % funding rate for projects in the inland waterway sector (in line with the Commission's "Naiades" communication and the European Parliament's resolution based on this communication); Generally, 5 to 10 % funding rate for projects in the road and railway sectors; exceptionally rates of up to 20 % for projects located in the immediate border areas but not formally considered as cross-border sections.

The following table gives an overview of the base line situation and the proposed scenario:



Multi-annual programme 2007 – 2013 for the TEN-T projects

Priority projects (excluding Galileo)

in million €

Available Community budget (2007 – 2013)	5111
168 project proposals received – amount of requested support	11492

Baseline situation: – Application of maximum support rate for projects with positive evaluation results

Total amount of Community funding needed	7409
Works main cross-border sections (30 %)	2677
Studies for cross-border sections (50 %)	576
Inland waterway projects – studies and works (20 %)	550
Removal of bottlenecks – studies and works – in the rail, road and air sectors - 20 % (available amount: 1353 million € – considered to be insufficient, given the number and quality of projects)	3606

Scenario proposed by the Commission

Works on cross-border sections (25 %)	
Brenner, Mont Cenis et Rail Baltica: 27 %	2304
Studies for cross-border projects (50 % maximum funding rate)	576
Inland waterways – studies and works (20 % - maximum funding rate)	550
Removal of bottlenecks – studies and works: 50 % for studies; generally 5 to 10 % for works: exceptionally (access to cross-border sections) 20%	1681

Horizontal projects

Galileo 190

ERTMS

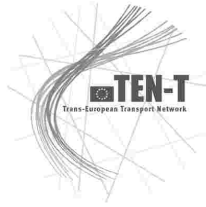
- ERTMS : 45 proposals – requested amount 1500
- ERTMS : 19 proposals selected / total amount proposed for funding 272

ATM-SESAR

- ATM-SESAR : requested amount 356
- ATM-SESAR : amount proposed for funding 350

ITS

- ITS : requested amount 139
- ITS : amount proposed for funding 100



- **Overall outline of the proposed funding scenario under the multi-annual programme**

- **Ø Priority projects**

The Commission has selected 79 projects (including Galileo) with the purpose of including them in the multi-annual programme 2007 – 2013. These projects represent, for the whole of the seven-year period, a total Community contribution of €5111 + 190 million. Assuming that the indicative amounts for the other transport sectors, as set out in the multi-annual work programme, will be fully translated into budgetary commitments in the respective years, the multi-annual programme would exhaust the 85 % maximum threshold set out in the TEN Regulation (please refer to the budgetary overview in point B of this general overview).

The proposed selection of projects is a clear expression of the declared objective of all institutions involved – European Parliament, Council and Commission - to concentrate the available support as far as possible on critical cross-border sections. With an overall share of 56 % for works and studies on cross-border sections, this achievement of this objective can be demonstrated in an impressive way. Community and Member States will thus commit themselves jointly to concentrate their efforts on these projects – on projects which, certainly, will generate significant network effects beyond the borders of the Member States directly concerned and which, once completed, will be of benefit to the trans-European transport network, and thus to the Community, as a whole.

The remaining share of the available resources will be allocated to projects aiming at the removal of bottlenecks along the priority projects. The Commission, in line with its Naiades Communication, proposes to give the highest possible incentive to the projects in the inland waterway sector. The total allocation to projects in this sector (studies, works concerning cross-border sections and the removal of other bottlenecks) representing 11,5 % of the overall resources available for the 30 priority projects, the Commission wishes to give a clear signal towards this sector which greatly contributes to the achievement of sustainable freight transport objectives.

As far as the removal of bottlenecks in the rail and road sectors is concerned, budgetary limitations prevent the Commission thus from being able to give similar incentives as it does for cross-border sections and inland waterways. It therefore reiterates its call on Member States to make the necessary efforts to complete these projects within the time horizon foreseen in the TEN-T Guidelines.



Trans-European Transport Network Multi-annual programme 2007-2013

In line with the multi-annual work programme, the Commission intends to grant €190 million to the completion of the development phase for Galileo (including the development of activities for EGNOS).

The proposed aid for studies - including feasibility studies of strategic nature, technical studies, environmental studies and technical support measures such as expensive geological explorations - (representing 19 % of the total amount available for the priority projects) - plays a vital role, in particular in order to prepare new priority projects' parts for the construction phase, to "unblock" key cross-border sections and duly complement the work of the European coordinators. Studies constitute an indispensable part of the "life cycle" of projects and therefore need to be given due attention in the Community funding under the new multi-annual programme.

For a number of priority projects, the proposed Community contribution will complement the support actions undertaken during the previous period. This concerns for example the very large size priority projects linking Berlin and Palermo (n° 1) or Lyon and the Ukrainian border (n° 6) as well as the high-speed railway axis in the South-East of Europe.

The proposed project list also demonstrates the benefits the work which the European coordinators has brought so far. For the projects for which European coordinators have been nominated, a significant number of mature proposals of very good quality were proposed by the Member States concerned. These proposals are an expression of the coordinators' global perspective of the respective corridors, and they enabled the Commission to ensure coherent Community support of high European added value.

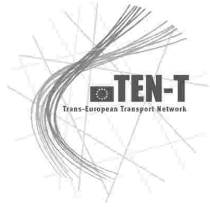
The proposed projects meet the Commission's objectives in terms of sustainable development. The projects in the field of inland waterways represent 11.5 % of the total amount available for the priority projects (including Galileo), and railway projects represent 74.2%.

Ø **European Rail Traffic Management System (ERTMS)**

In this field the Commission intends to support, on the basis of the call for proposals, 19 projects, representing a total contribution of €271 million. (A second call for proposals will be published in 2009) This support will facilitate the deployment of a control-command and signalling system which is compatible at European level.

Ø **Air Traffic Management (ATM) – SESAR**

€350 million support, to be granted for the period 2007 – 2013, allowing the implementation of the Single European Sky, in particular by modernising the



Trans-European Transport Network Multi-annual programme 2007-2013

technical systems in order to provide the capacity needed to respond to the continuing growth of air traffic management.

Ø **Intelligent Transport Systems in the road sector**

The first call for proposals (out of three, to be published in 2007, 2010 and 2012, each of which is for an indicative amount of 100 million €) led to the selection of the first phase of the EASYWAY project, a project of truly European dimension. This project, including activities in the majority of the Member States, aims at optimising the capacity and efficiency of existing and new road infrastructure, to promote interoperability and security as well as the reliability of the network.

B. Key elements of project selection proposed

1. Budgetary overview

Total budget available for TEN-T 2007 – 2013: **8013 million Euros**

Of which a maximum of 85 % for multi-annual programme: **6811 million Euros**

Within multi-annual programme indicatively distributed (ref. decision C(2007)3512):

For **TEN-T** priority projects (field 1, period 2007 – 2013): **5111 million Euros**

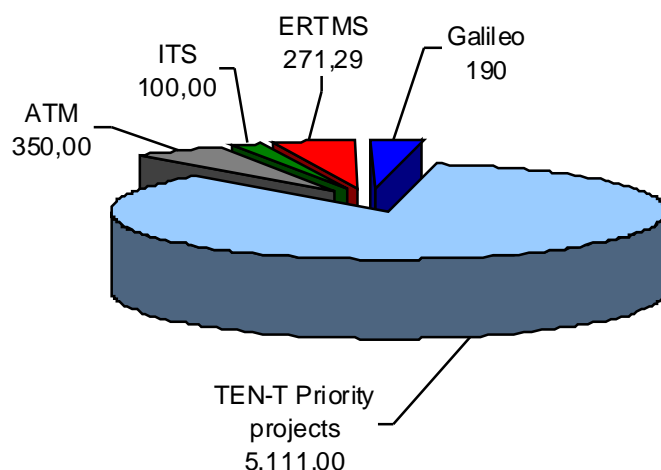
For the priority project **Galileo** (field 1, period 2007 – 2009): **190 million Euros**

For **Air Traffic management** (field 2, period 2007 - 2013): **350 million Euros**

For **ITS** in the road sector (field 3, budgetary year 2007): **100 million Euros**

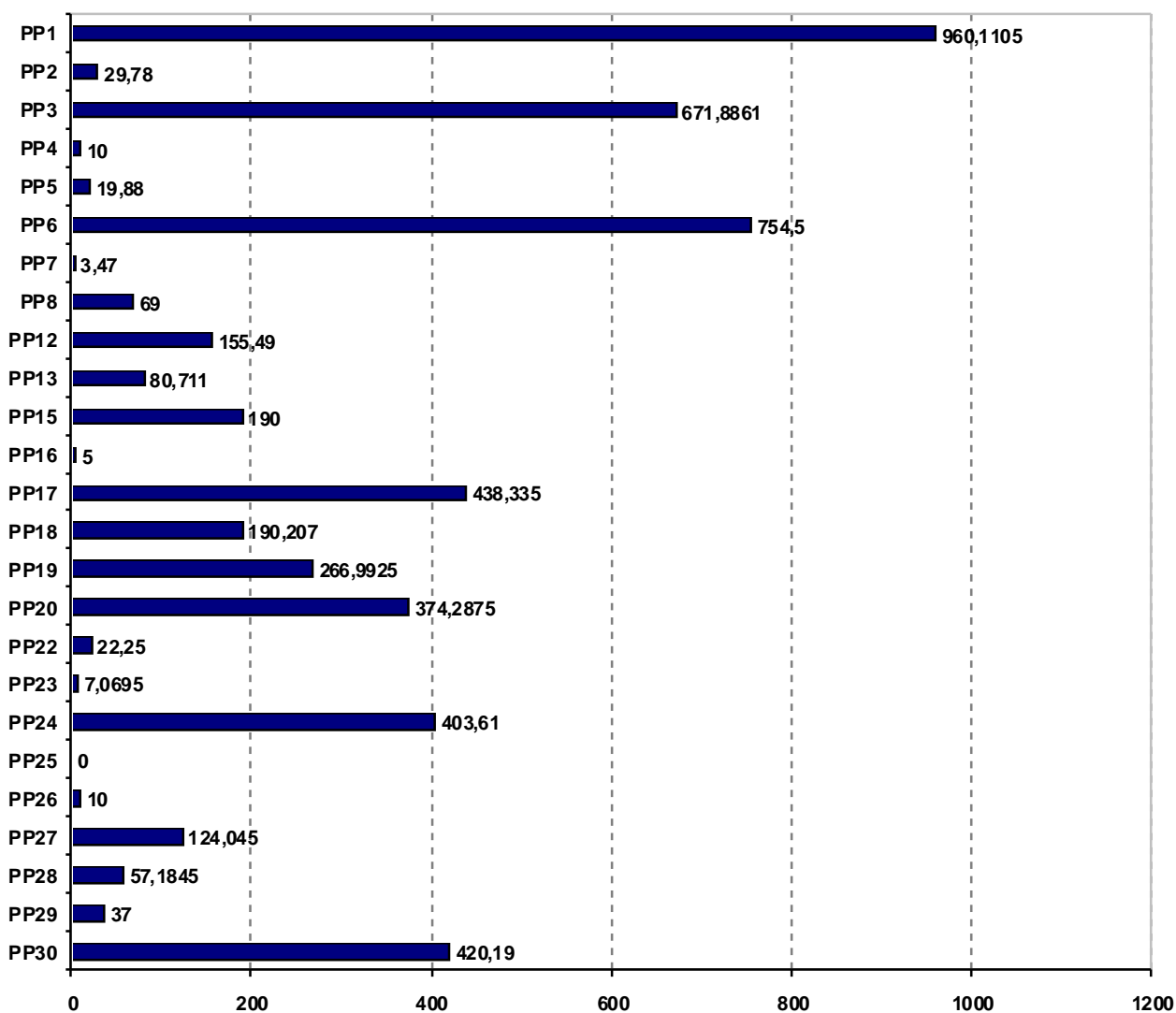
For **ERTMS** (field 4, budgetary year 2007): **250 million Euros**

2. Results of selection (in million €)

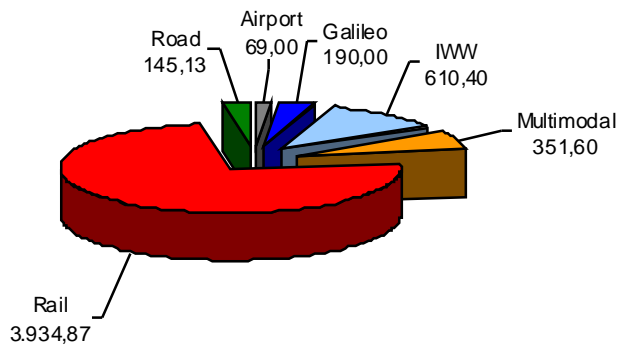


3. Details on proposed Community support for Priority Projects (field 1), in million €

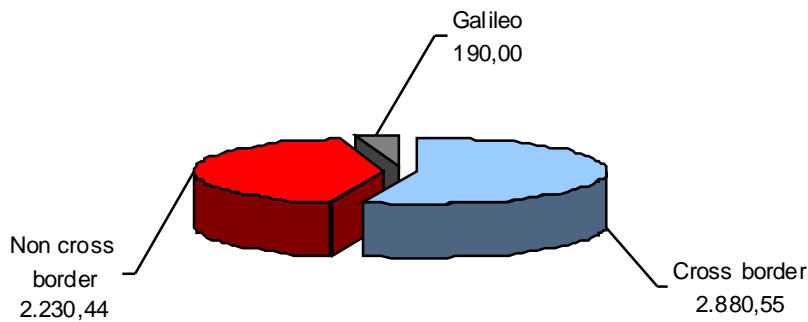
3.1 Breakdown per priority project



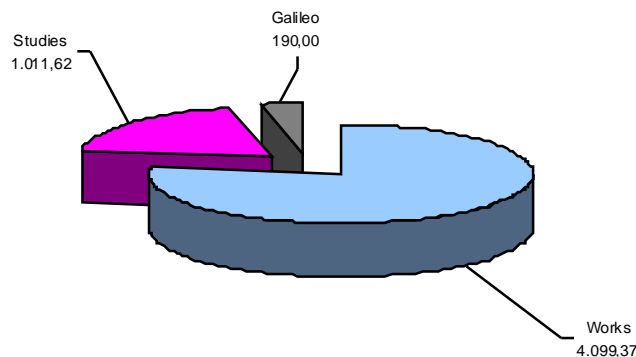
3.2 Proposed support by transport mode (in million €)

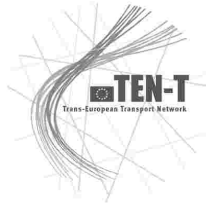


3.3 Break-down per category of project (in million €)



3.4 Break-down into works and studies funding (in million Euros)





C. DRAFT PROPOSAL FOR A DECISION ON THE SELECTION OF PROJECTS FOR THE MULTI ANNUAL TEN- T PROGRAMME 2007/2013

C(XXXX) XXXX/ final of

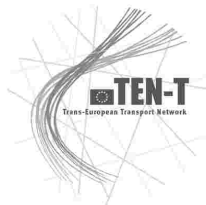
establishing the projects of common interest eligible in the area of trans-European transport network for receiving Community financial aid in the framework of Decision C(2007)3512 for the period 2007 – 2013

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,
Having regard to Regulation (EC) N° 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 trans-European transport and energy networks³, and in particular Article 9(1) thereof,
Whereas:

- (1) The amount of Community financial aid granted shall take account of the criteria laid down in Article 5 of Regulation (EC) No 680/2007 and shall not exceed the rates laid down in Article 6 (2) of this Regulation.
- (2) The multi-annual work programme in the field of transport shall apply to priority projects and to road, air, rail, inland waterway and coastal and maritime traffic management systems. The amount of the financial envelope shall lie within a range of 80 %-85 % of the budgetary resources referred to in Article 18 of Regulation (EC) No 680/2007 reserved for transport.
- (3) Commission Decision C(2007)3512 of 23 July 2007 establishes the multi-annual work programme for grants in the field of the trans-European transport network (TEN-T) for the period 2007- 2013.
- (4) The Commission has applied the criteria laid down in Article 5 and the objectives and priorities defined in the framework of Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the

³ OJ L 162, 22.6.2007, p. 1.



development of the trans-European transport network⁴ when establishing the multi-annual work programme.

- (5) Based on the multi-annual work programme the Commission has launched on May 2007 four calls for proposals for the following groups of projects: 1) TEN-T Priority Projects included in annex III of Decision No 1692/96/EC; 2) Projects in the field of Intelligent transport systems, sector of Air Traffic Management (ATM)/SESAR; 3) Projects in the field of Intelligent Transport Systems for road traffic (ITS road); 4) Projects in the field of European Rail Traffic Management System (ERTMS).⁵
- (6) The amount actually programmed has been subject to the procedure provided for in Regulation (EC) No 680/2007, concerning the submission of applications and the appraisal of the applications by the Commission.
- (7) Following the call for proposals based on the multi-annual work programme, the Commission, acting in accordance with the procedure referred to in Article 15(2) of Regulation (EC) No 680/2007, should decide on the amount of financial aid to be granted to the projects or parts of projects selected.
- (8) The selection provided for in this Decision is in accordance with the opinion of the Committee set up under Article 15(1) of Regulation (EC) No 680/2007. The rights of the European Parliament according to Article 15(2) of Regulation (EC) No 680/2007 and Article 5 of Decision 1999/468/EC⁶ have been respected,

HAS ADOPTED THIS DECISION:

Sole Article

The list of projects of common interest in the area of the trans-European transport network and the maximum amount of their financial support, as laid down in the Annex, are approved.

Done at Brussels, [...]

For the Commission

[...]

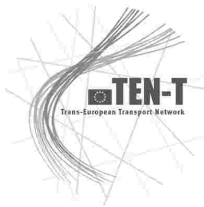
Member of the Commission

Annex: See following pages

⁴ OJ L 228, 9.9.1996, p. 1 Decision as last amended by Council Regulation (EC) No 1791/2006 (OJ L 363, 20.12.2006, p. 1)

⁵ OJ C 115, 25.5.2007, p.42

⁶ OJ L 184, 17.7.1999, p.23 as amended by Decision 2006/512/EC, OJ L 200, 22.7.2006, p.11, see consolidated version OJ C 255, 21.10.2006, p. 4



Trans-European Transport Network
Multi-annual programme 2007-2013

Priority Project N°6

**Railway Project Lyon-Trieste -
Divaccia/Koper – Divaccia – Ljubljana –
Budapest – Ukrainian Border**

Priority Project N° 6 – funded projects

Opening Nr.	MS Concerned	Project Nr (set)	Priority Proj No	Rating	Title	Justification	Mode	Total eligible cost 2007-2013 - Million €	Total support requested 2007-2013 - Million €	Total support 2007-2013 - baseline - Million €	Contr. rate (%) - baseline	Total support 2007-2013 - proposed scenario - Million €	Contrib. rate (%) - proposed scenario
10	EU	EU-06010	6	1	Railway line between Lyon-Torino, Works and studies for the construction of the new railway connection in the French/Italian cross-border section	Key cross-border project, also crossing a natural barrier. High European added value and leverage of Commission support. The application with the ON125 refers to the same project.	Rail	2164,60	725,10	725,10	33,50%	671,80	31,04%
25	IT	IT-06020	6	1	Design studies for the section between Ronchi South and Trieste	The studies aim at eliminating an important bottleneck.	Rail	48,00	24,00	24,00	50,00%	24,00	50,00%



Trans-European Transport Network
Multi-annual programme 2007-2013

Opening Nr.	MS Concerned	Project Nr (set)	Priority Proj No	Rating	Title	Justification	Mode	Total eligible cost 2007-2013 - Million €	Total support requested 2007-2013 - Million €	Total support 2007 - 2013 - baseline - Million €	Contr. rate (%) - baseline	Total support 2007 - 2013 - proposed scenario - Million €	Contrib. rate (%) - proposed scenario
26	EU	EU-06030	6	1	Cross-border section Trieste-Divaca, studies for drawing up of national spatial plan.	Community contribution for studies only. Funding of works for construction of the section Trieste-Divaca is not foreseen, due to insufficient maturity. Same application submitted under ON 117	Rail	240,40	94,89	53,20	22,13%	50,70	21,09%



Trans-European Transport Network
Multi-annual programme 2007-2013

Opening Nr.	MS Concerned	Project Nr (set)	Priority Proj No	Rating	Title	Justification	Mode	Total eligible cost 2007-2013 - Million €	Total support requested 2007- 2013 - Million €	Total support 2007 - 2013 - baseline - Million €	Contr. rate (%) - baseline	Total support 2007 - 2013 - proposed scenario - Million €	Contrib. rate (%) - proposed scenario
168	HU	HU-06100	6	1	Studies for preparation of approval of the railway line section Budapest-Keleti / Miskolc-Nyíregyháza.	Study prepares for implementation of an important access route to the Hungarian-Slovakian border on the priority project n° 6.	Rail	16,00	8,00	8,00	50,00%	8,00	50,00%
TOTAL								2.469,00	851,99	810,30		754,50	

Priority Project N° 6 – projects not retained for funding

Opening Nr.	MS Concerned	Project Nr (set)	Priority Proj No	Rating	Title	Justification	Mode	Total eligible cost 2007-2013 - Million €	Total support requested 2007-2013 - Million €	Total support 2007-2013 - baseline - Million €	Contr. rate (%) - baseline	Total support 2007-2013 - proposed scenario - Million €	Contrib. rate (%) - proposed scenario
27	IT	IT-06040	6	0	High speed railway section Treviglio - Brescia, design studies	Key project to complete the PP 6 axis but at this stage questions concerning the maturity of the project are still pending. For the moment not highest priority for TEN-T financing	Rail	20,00	10,00	0,00	0,00%	0,00	0,00%
34	IT	IT-06050	6	0	Works for upgrading of the Venezia/Mestre control system	It is the upgrading of a rail station and the control system is not ERTMS compatible. The added value of community funding would be limited.	Rail	65,60	13,12	0,00	0,00%	0,00	0,00%

Opening Nr.	MS Concerned	Project Nr (set)	Priority Proj No	Rating	Title	Justification	Mode	Total eligible cost 2007-2013 - Million €	Total support requested 2007-2013 - Million €	Total support 2007-2013 - baseline - Million €	Contr. rate (%) - baseline	Total support 2007-2013 - proposed scenario - Million €	Contrib. rate (%) - proposed scenario
39	IT	IT-06030	6	0	Works on the section Treviglio - Brescia	Key project to complete the PP 6 axis but at this stage questions concerning the maturity of the actions of the project are still pending. For the moment not highest priority for TEN-T financing	Rail	1050,00	209,00	0,00	0,00%	0,00	0,00%
68	SI	SI-06060	6	0	Works on the Slovenian part of PP 6. Studies for the section Divaca-Ljubljana-Zidani.	Limited EU added value; impact for TENs is limited because of the very segmented nature of the works.	Rail	233,60	212,47	0,00	0,00%	0,00	0,00%



Trans-European Transport Network
Multi-annual programme 2007-2013

Opening Nr.	MS Concerned	Project Nr (set)	Priority Proj No	Rating	Title	Justification	Mode	Total eligible cost 2007-2013 - Million €	Total support requested 2007-2013 - Million €	Total support 2007-2013 - baseline - Million €	Contr. rate (%) - baseline	Total support 2007-2013 - proposed scenario - Million €	Contrib. rate (%) - proposed scenario
82	IT	IT-06070	6	0	Works for upgrading to 4 tracks of section Porta Susa - Stura (rail node Torino)	Project close to completion. Therefore, limited leverage of Community funding.	Rail	770,00	154,20	0,00	0,00%	0,00	0,00%
89	IT	IT-06080	6	0	Node of Milan. Link of the Torino Milano high speed line with the Milano Certosa station.	transferred to AP 93 (applicant used annual application form)	Rail	0,00	0,00	0,00	0,00%	0,00	0,00%
117	EU	EU-06030	6	0	Cross-border railway line between Trieste-Divaca, studies for drawing up of national spatial plan.	Supported under ON26.	Rail	0,00	0,00	0,00	0,00%	0,00	0,00%



Trans-European Transport Network
Multi-annual programme 2007-2013

Opening Nr.	MS Concerned	Project Nr (set)	Priority Proj No	Rating	Title	Justification	Mode	Total eligible cost 2007-2013 - Million €	Total support requested 2007-2013 - Million €	Total support 2007-2013 - baseline - Million €	Contr. rate (%) - baseline	Total support 2007-2013 - proposed scenario - Million €	Contrib. rate (%) - proposed scenario
122	IT	IT-06090	6	0	Works for the construction of the high speed section between Novara and Milano	Very advanced works. Limited leverage of Community funding.	Rail	1541,40	308,30	0,00	0,00%	0,00	0,00%
125	EU	EU-06010	6	0	Railway line Lyon-Torino, Works and studies for the new French/Italian cross-border section (Mont Cenis base tunnel)	Supported under ON10.	Rail	0,00	0,00	0,00	0,00%	0,00	0,00%

TOTAL 3.680,60 907,09 0,00 0,00