Three Seas Initiative

Slovenia, 5 - 6 June 2019

# Priority Interconnection Projects

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# I3M Priority Interconnection Projects[1]

## Multilateral projects

| ENERGY | | | | DIGITAL | | | | TRANSPORT | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| *№* | *Name of project* | *Participating countries (3SI region and surrounding area)[2]* | *Country proposing the project* | *№* | *Name of project* | *Participating countries (3SI region and surrounding area)* | *Country proposing the project* | *№* | *Name of project* | *Participating countries (3SI region and surrounding area)* | *Country proposing the project* |
| **1)** | ***Gas Interconnector Republic of Poland-Republic of Lithuania (GIPL)*** | Republic of Lithuania, Republic of Poland, Republic of Estonia, Republic of Latvia, Republic of Finland | Republic of Lithuania, Republic of Poland | **1)** | ***Transport-ation stock exchange in the 3SI region*** | Romania, Hungary, Czech Republic, Slovak Republic, Republic of Austria, Republic Bulgaria, Republic of Poland, Republic of Lithuania, Republic of Latvia, Republic of Estonia, Republic of Slovenia, Republic of Croatia, Republic of Turkey, Republic of Moldova, Ukraine, Republic of Serbia, Republic of Albania | Romania | **1)** | ***E65 (E66) North-South connection – TEN-T comprehens ive section*** | Republic of Poland, Czech Republic, Slovak Republic, Hungary, Republic of Croatia, Hellenic Republic (Greece), Bosnia and Herzegovina, Montenegro, Republic of Serbia, (Kosovo*), FYROM, Kingdom of Sweden[2] | Hungary |
| **2)** | ***BRUA*** | Romania, Republic of Bulgaria, Hungary, Republic of Austria | Romania | | | | | | | | |
| **3)** | ***Eastring*** | Slovak Republic, Hungary, Romania, Republic of Bulgaria | Slovak Republic | **2)** | ***Digital Platform on monitoring hydrographic*** | Romania, Czech Republic, Slovak Republic, Republic of Austria, Republic of | Romania | **2)** | ***Via Carpatia*** | Republic of Bulgaria, Republic of Lithuania, Hungary, Republic | Hungary, Republic of Poland, Romania |

[1] Arranged by field of activity and number of countries involved in projects
[2] ***Black*** – participating countries, ***Green*** – neighboring countries, ***Red*** – other countries (which were not counted)

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| **4)** | ***Integration and synchronisation of the Baltic States' electricity system with the European networks*** | Republic of Lithuania, Republic of Poland, Republic of Latvia, Republic of Estonia | Republic of Lithuania | | ***bases in the 3SI region*** | Bulgaria, Republic of Poland, Republic of Lithuania, Republic of Latvia, Republic of Estonia, Republic of Slovenia, Republic of Croatia, Republic of Turkey, Republic of Moldova, Ukraine, Republic of Serbia, Republic of Albania | | | | of Poland, Romania, Slovak Republic , Ukraine, Hellenic Republic (Greece), Republic of Turkey | |
| **5)** | ***Romanian-Hungarian-Slovak gas transmission corridor*** | Hungary, Romania, Slovak Republic, Republic of Austria | Hungary | | | | | **3)** | ***Viking train*** | Republic of Lithuania, Romania, Republic of Bulgaria, Belarus, Ukraine, Georgia, Republic of Moldova, Republic of Azerbaijan | Republic of Lithuania |
| **6)** | ***Diversification of gas supply sources and integration of gas infrastructure in the Three Seas Region with the implementation of the Baltic Pipe project and cross-border interconnections Republic of Poland-Slovak Republic and Republic of Poland-Ukraine*** | Republic of Poland, Slovak Republic, Denmark, Ukraine, Norway | Republic of Poland | **3)** | ***U-space, low altitude space as a new field of economy. Central European Drone Demonstrator (CEDD)*** | Republic of Austria, Republic of Bulgaria, Republic of Croatia, Czech Republic, Republic of Estonia, Hungary, Republic of Latvia, Republic of Lithuania, Republic of Poland, Romania, Slovak Republic , Republic of Slovenia, Ukraine, Republic of Moldova | Republic of Poland | **4)** | ***Baltic – Adriatic TEN – T Core Network Corridor*** | Republic of Poland, Czech Republic, Slovak Republic , Republic of Austria, Republic of Slovenia, Republic of Italy | Republic of Poland |
| **7)** | ***Ionic Adriatic Pipeline - IAP*** | Republic of Croatia, Montenegru, Republic of Albania | Republic of Croatia | **4)** | ***The 3 Seas Digital Highway*** | Republic of Austria, Republic of Bulgaria, Republic of Croatia, Czech Republic, Republic of Estonia, Hungary, Republic of | Republic of Poland | **5)** | ***FAIRway Danube*** | Romania, Republic of Austria, Slovak Republic, Hungary, Republic of Croatia, Republic of Bulgaria | Romania |

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| 8) | ***LNG Terminal on the Island of Krk with evacuation pipeline*** | Republic of Croatia, Hungary, Slovak Republic | Republic of Croatia | | | Latvia, Republic of Lithuania, Republic of Poland, Romania, Slovak Republic , Republic of Slovenia (*Open to all participating states and possible to include Scandinavian countries e.g. Finland*) | | 6) | ***Rail Baltica*** | Republic of Estonia, Republic of Latvia, Republic of Lithuania, Republic of Poland, Republic of Finland | Republic of Lithuania, Republic of Poland, Republic of Estonia |
| | | | | 5) | ***3SI Marketplace*** | Republic of Austria, Republic of Bulgaria, Republic of Croatia, Czech Republic, Republic of Estonia, Hungary, Republic of Latvia, Republic of Lithuania, Republic of Poland, Romania, Slovak Republic , Republic of Slovenia (*Open to all participating states)* | Republic of Poland | 7) | ***Rail-2-Sea "Modernization and development of railway line Gdansk(PL) – Constanța (RO)" (civil-military dual-use)*** | Romania, Republic of Poland, Slovak Republic, Hungary | Romania |
| | | | | | | | | 8) | ***"Amber" Rail Freight Corridor*** | Republic of Poland, Hungary, Slovak Republic, Republic of Slovenia | Republic of Poland |
| | | | | 6) | ***Interoperability solutions for a digitized and sustainable energy sector in the 3SI area in the field of energy storage*** | Romania, Hungary, Czech Republic, Slovak Republic, Republic of Austria, Republic of Bulgaria, Republic of Poland, Republic of Croatia, Republic of Moldova, Kingdom of Sweden, Federal Republic of Germany | Romania | 9) | ***Via Baltica*** | Republic of Lithuania, Republic of Latvia, Republic of Estonia, Republic of Poland | Republic of Lithuania, Republic of Estonia |
| | | | | | | | | 10) | ***Danube – Oder – Elbe Connection*** | Republic of Poland, Czech Republic, Slovak Republic | Republic of Poland, Czech Republic |
| | | | | 7) | ***Smart City Forum of the CEE Region*** | Hungary, Republic of Poland, Czech Republic, Slovak Republic, Republic of Slovenia, Romania, | Hungary | 11) | ***Sava IW section between Jaruge – Novi Grad*** | Republic of Croatia, Bosnia and Herzegovina | Republic of Croatia |

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| | | | | Republic of Bulgaria, Republic of Serbia | | | |
| | | **8)** | ***ZalaZONE Proving Ground*** | Hungary, Republic of Austria, Republic of Slovenia | Hungary | | |

***Total number of multilateral projects: 27.***

| Bilateral and national projects with international potential | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **ENERGY** | | | | **DIGITAL** | | | | **TRANSPORT** | | | |
| ***№*** | ***Name of project*** | ***Participating countries (3SI region and surrounding area)[i]*** | ***Country proposing the project*** | ***№*** | ***Name of project*** | ***Participating countries (3SI region and surrounding area)*** | ***Country proposing the project*** | ***№*** | ***Name of project*** | ***Participating countries (3SI region and surrounding area)*** | ***Country proposing the project*** |
| **1)** | ***HU-SI gas interconnector*** | Republic of Slovenia, Hungary *(Expressed interest from Republic of Italy TSOs)* | Republic of Slovenia | **1)** | ***Pilot Project 5G PPDR - Public Protection Disaster Relief*** | Republic of Slovenia, Hungary | Republic of Slovenia | **1)** | ***Tunnel under Petrohan Pass*** | Republic of Bulgaria, Romania | Republic of Bulgaria |
| **2)** | ***SINCRO.GRID*** | Republic of Slovenia, Republic of Croatia | Republic of Slovenia | **2)** | National Programme for the Development of Broadband Backhaul Infrastructure in Areas Lacking Sufficient Commercial Interest for Investments (NP-BBI Programme) National Programme for the Development of Broadband Backhaul Infrastructure in Areas Lacking | Republic of Croatia | Republic of Croatia | **2)** | ***Modernisation of railway line Devínska Nová Ves – State border SK/CZ*** | Czech Republic, Slovak Republic | Slovak Republic |
| **3)** | ***Commissioning of the regional LNG terminal in Paldiski, Estonia*** | Republic of Estonia, Republic of Finland | Republic of Estonia | | | | | **3)** | ***Construction of A5 Motorway, Section: Hungarian border – Beli Manastir*** | Republic of Croatia, Hungary | Republic of Croatia |

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| | | | | | Sufficient Commercial Interest for Investments (NP-BBI Programme) National Programme for the Development of Broadband Backhaul Infrastructure in Areas Lacking Sufficient Commercial Interest for Investments (NP-BBI Programme) ***National Programme for the Development of BroadbandBackhaul Infrastructure in Areas Lacking SufficientCommercial Interest for Investments (NP-BBI Programme)*** | | | | | | |
| **4)** | ***Construction of the 500MW Estonian PHES*** | Republic of Estonia | Republic of Estonia | | | | | **4)** | ***Motorway D3 Čadca, Bukov – Svrčinovec*** | Slovak Republic *(Project with cross-border potential Slovak Republic – Czech Republic – Republic of Poland)* | Slovak Republic |
| **5)** | ***"Compressor station 1" at the Croatian gas transmission system*** | Republic of Croatia | Republic of Croatia | | | | | | | | |
| **6)** | ***Purchase of the FSRU INDEPENDENCE (Klaipėda LNG terminal)*** | Republic of Lithuania | Republic of Lithuania | | | | | **5)** | ***Construction of the 2nd railway track between Koper and Divača*** | Republic of Slovenia *(Republic of Austria, Czech Republic, Slovak* | Republic of Slovenia |

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| | | *Republic, Hungary and Republic of Poland signed a letter of support. Hungary expressed its willingness to contribute in implementing the project)* | |
| **6)** | ***Reconstruction of the Ljubljana railway junction (LRJ)*** | Republic of Slovenia | Republic of Slovenia |
| **7)** | ***Restoration of the design parameters of Ruse-Varna railway line*** | Republic of Bulgaria | Republic of Bulgaria |
| **8)** | ***UGS Chiren Expansion*** | Republic of Bulgaria | Republic of Bulgaria |
| **9)** | ***Rehabilitation of rail section Čakovec – Varaždin - (Koprivnica) (63,32 km), railway line Zaprešić - Čakovec and railway line Varaždin - Dalj*** | Republic of Croatia | Republic of Croatia |
| **10)** | ***Construction of the second track, renewal and modernization of the second trail section Škrljevo - Rijeka - Jurdani*** | Republic of Croatia | Republic of Croatia |
| **11)** | ***Regulation works on the Danube river on km 1,322 (Sotin)*** | Republic of Croatia | Republic of Croatia |
| **12)** | ***Oil and Gas Terminal in Port of Ploče*** | Republic of Croatia | Republic of Croatia |

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| | | | | **13)** | ***Port of Rijeka*** | Republic of Croatia | Republic of Croatia |

***Total number of bilateral and national projects: 21***

***Note 1:*** *During the Warsaw Summit, a catalogue of 157 interconnection projects was distributed. In preparation to the Bucharest Summit, the present list of priority interconnection projects was assembled based on the proposals submitted by the 3SI participating states.*

***Note 2:*** *The Summit's welcoming of this list of priority projects implies that the 3SI participating states express general political support towards this list as a sum of projects selected and submitted by individual participating states in accordance with their respective national priorities, and which are supposed to be potentially assessed by regional, European or international financial bodies, in accordance with their specific rules, based on each project's own merits.*

Three Seas Initiative

Slovenia, 5 - 6 June 2019

# Multilateral Projects

# ENERGY PROJECTS

# 1 Gas Interconnector Republic of Poland-Republic of Lithuania (GIPL)

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **Gas Interconnector Republic of Poland-Republic of Lithuania (GIPL)** | **2019 UPDATE** (to be released on 5 June 2019) |
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| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland, Republic of Lithuania | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland, Republic of Lithuania, Republic of Latvia and Republic of Estonia | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Finland | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | GIPL aims at connecting the gas transmission systems of Republic of Poland and Republic of Lithuania, and, consequently, integrating the isolated gas markets of Baltic States (and Republic of Finland) with the Polish and EU gas markets. This will contribute to the creation of a regional gas market, enhancement of competition and the security of gas supply. | |
| 8. | Short description of the project | The construction of GIPL will allow to connect the Baltic States with the CEE countries, thus providing a strategic link between the BEMIP and North-South East priority corridors. The scope of the project on the Polish side covers the Holowczyce - PL-LT border pipeline, CS Gustorzyn and the modernization of CS Holowczyce.<br><br>Project capacities: 2.4 bcm/y towards Republic of Lithuania, 1.9 bcm/y towards Republic of Poland. | |
| 9. | Calendar of implementation | Overall permit granting process: 12/2015-09/2018;<br>Construction: 10/2018 – 11/2021;<br>Commissioning: 12/2021; | |

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| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project has been granted the status of the Project of Common Interest (PCI status) in line with Regulation (EU) no 347/2013 of 17 April 2013 on guidelines for trans-European energy infrastructure.<br><br>The GIPL project was granted the priority status in all previous PCI lists published by the European Commission in 2013, 2015 and 2017 respectively.<br><br>Current 2017 PCI list (Adopted on 24 November 2017), priority Corridor Baltic Energy Market Interconnection Plan in Gas ('BEMIP Gas'):<br>*8.5 Republic of Poland-Republic of Lithuania interconnection [currently known as 'GIPL']*<br>GIPL has been identified by the European Commission as one of the key security of supply infrastructure projects critical for EU's energy security. GIPL complies with all EU policies, strategies and action plans as it integrates currently isolated Member States into the common EU gas market. It is also a key project for improving diversification of natural gas routes and sources, as well as the regional gas market development. GIPL constitutes a solution for key issues related to the gas market in the Baltic countries. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The very aim of GIPL is the integration of the isolated gas markets of the Baltic States into the EU gas grid by introducing an alternative gas supply route to the Baltic States. This interconnection will diversify the gas supply sources, increase the security of supply and enhance competition on the gas market in the Baltic States. For the Baltic States, GIPL will provide access both to EU gas spot market and to the global LNG market via LNG terminal in Świnoujście and Norwegian supplies via Baltic Pipe. For the market players in Republic of Poland, GIPL will provide the opportunity of using Republic of Latvian Incukalns UGS. Also through GIPL, gas could be supplied to currently non-gasified areas in Republic of Poland | |

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| | | and Republic of Lithuania. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The project involves construction of:<br>- Pipeline between Holowczyce and PL-LT border (DN700, 338 km), Polish side;<br>- Pipeline between Jauniunai and PL-LT border (DN 700, 165km), Lithuanian side;<br>- Construction of CS Gustorzyn (PL);<br>- Modernization of CS Holowczyce (PL); | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Promoters and implementing entities are:<br>- GAZ-SYSTEM, gas transmission system operator in Republic of Poland;<br>- AMBER GRID, gas transmission system operator in Republic of Lithuania;<br>Other beneficiaries: Republic of Latvia, Republic of Estonia, Republic of Finland. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The funding is secured through national budgets and CEF funding.<br>EU Support granted under the Connecting Europe Facility Programme (CEF):<br>• The preparatory works: 2.5 EURm for Amber Grid, 7.6 EURm for GAZ-SYSTEM.<br>• The construction works: 58 EURm for Amber Grid, 208 EURm for GAZ-SYSTEM.<br>Moreover, in accordance with the ACER's decision of 11 August 2014 on the cross-border project cost allocation, in addition to the EU financial support, the part of the costs of the GIPL in Republic of Poland project will be compensated by Republic of Lithuania, Republic of Latvia, and Republic of Estonia (TSOs – transmission network operators | |

**IDENTITY OF THE PROJECT – submitted by the Republic of Lithuania**

| 1. | Name of project | **Gas Interconnection Poland-Lithuania (GIPL)** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Lithuania, Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | Republic of Estonia, Republic of Latvia | |
| 5. | Partner country(ies) (from outside the 3SI region) | - | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | To connect the Baltic Countries' and Republic of Finland's gas systems to THE continental Europe gas network. | |
| 8. | Short description of the project | It is expected that GIPL will integrate the gas markets of the Baltic countries and Republic of Finland into a single EU gas market and diversify gas supply sources and routes. In addition, this project will ensure security and reliability of gas supplies, increase the flexibility of the gas transmission system in BEMIP region and establish the mechanism of solidarity in case of emergency, create preconditions for a competitive regional gas market. | |
| 9. | Calendar of implementation | 1. Business Case Analysis (prepared in 2011);<br>2. Feasibility Study (prepared in 2013);<br>3. The project was included in the list of the EU Projects of Common Interest (2013, 2015,2017);<br>4. Environmental Impact Assessment (2013–2015);<br>5. Non-Binding phase of the Open Season procedure (2015);<br>6. Engineering design (2015-2017);<br>7. Construction (2018–2021 | |
| 10. | Coherence with EU Priorities and Policies (if the | The Project is a part of the following plans:<br>• The European Network of Transmission System | |

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| | project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Operators (ENTSO-G) Ten-year Development Plan announced in 2015;<br>• The Baltic Regional Transmission System Operators Gas Regional Investment Plan for 2017–2026. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | As it was mentioned before, the project will help to integrate the Baltic countries' and Republic of Finland's gas markets into EU gas market by physical gas pipeline. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | AB "Amber Grid", Lithuanian TSO, GAZ-SYSTEM S.A., Polish TSO. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The preparation of the Business Case Analysis and Feasibility Study of the GIPL was granted by the European Commission Trans-European Energy Networks (TEN-E) Programme.<br>The EU financial contribution covered 50% of the Business Case Analysis and Feasibility Study's preparation costs. The remaining part of the costs was equally covered by the own funds of AB Amber Grid and GAZ-SYSTEM S.A. | |

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| | | The preparation of the GIPL EIA Report (the title of the action is “From environmental impact assessment documents of the Gas Interconnection Poland – Lithuania to decision on environmental protection No 2013-G224 /13-ENER/13/TEN-E-SI2.679450EU”) was granted by the EU financial assistance under the European Commission's Trans-European Energy Networks (TEN-E) Programme. The EU financial support that was granted covers 50% of the EIA Report preparation-related costs. The remaining part was funded by AB Amber Grid and GAZ-SYSTEM S.A. themselves.<br>On 13 May 2015 (amended in January 2017) AB Amber Grid and GAZ-SYSTEM S.A. signed a tripartite agreement with the European Union's (EU) Innovation Network Executive Agency (INEA) on the financial assistance of the EU to the Project ''Preparatory Works for the Poland-Lithuania Gas Interconnection up to building permission(s) obtainment''. Under this Agreement, the Project was granted financial assistance of the EU up to EUR 10.2 million under the Connecting Europe Facility (CEF Amber Grid's part accounts up to EUR 2.51 million.<br>On 15 October 2015 (amended in January 2017) AB Amber Grid and GAZ-SYSTEM S.A. signed a tripartite agreement with the EU Innovation Network Executive Agency (INEA) on the financial assistance of the EU to the Project “Construction of Gas Interconnection Poland-Lithuania (GIPL) including supporting infrastructure”. Under this Agreement, the Project was granted financial assistance of the EU up to EUR 266.4 million under the Connecting Europe Facility (CEF Amber Grid's part accounts up to EUR 57.9 million. Following the decision by ACER (as of 11 August 2014) regarding the solution for the cross-border cost allocation, the part of the construction works of the GIPL project will be co-financed by the Republic of Lithuania, Republic of Latvia and Republic of Estonia, which will cover part of the infrastructure costs in the Republic of Poland accordingly. | |

# 2 BRUA

**IDENTITY OF THE PROJECT – submitted by Romania**

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| 1. | Name of project | **Development on the territory of Romania of the National Gas Transmission System along the corridor Bulgaria-Romania-Hungary-Austria (BRUA Phase 1 and 2) and Enhancement of the bidirectional gas transmission corridor Bulgaria-Romania-Hungary-Austria (BRUA Phase 3) and the Development on the territory of Romania of the Southern Gas Transmission Corridor for taking over gas from the Black Sea shore (Black Sea-Podisor)** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Romania | |
| 4. | Participating countries (from the 3SI region) | Republic of Bulgaria, Romania, Hungary, Republic of Austria | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The implementation of the BRUA Phase 1 and 2 project allows for the transmission of Caspian gas from the Southern border of Romania and further on through the newly created corridor to the North-Western border of Romania and Hungary.<br>At the same time, by means of the BRUA Phase 3 project, additional gas volumes are envisaged to be taken over from the Black Sea shore (which will not be able to be taken over by the corridor created by BRUA 1 and 2<br>The Black Sea - Podisor Project consists in the construction of a new gas transmission pipeline to connect | |

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| | | the Black Sea shore to the Technological Node Podisor (BRUA corridor) in the Black Sea shore Amzacea-Vlasin-Podisor direction. | |
| 8. | Short description of the project | The project **"Development on the territory of Romania of the National Gas Transmission System along the corridor Bulgaria-Romania-Hungary-Austria",** aims to develop the gas transmission capacities in between the interconnections of the Romanian National Gas Transmission System NTS with the similar Bulgarian and Hungarian systems, by:<br>• Phase 1 consisting in the achievement of the following objectives:<br>- 32" x 63 bar Podisor-Recas pipeline, of approximately 479 km long;<br>- three gas compressor stations (CS Podisor, CS Bibesti and CS Jupa), each station being equipped with two compressor units (one in operation and one back-up) with the possibility to enable bidirectional gas flow.<br>• Phase 2 consisting in the achievement of the following objectives:<br>- 32" x 63 bar Recas –Horia pipeline, of approximately 50 km long;<br>- the upgrading of the three compressor stations (CS Podisor, CS Bibesti and CS Jupa) by the installation of an additional compressor unit in each station;<br>- extension of the existing gas metering station GMS Horia.<br>The project "**Enhancement of the bidirectional gas transmission corridor Bulgaria-Romania-Hungary-Austria (BRUA Phase 3)"** aiming at the development of the gas transmission capacity on the Onesti-Coroi-Hateg-Nadlac route, by**:**<br>- the rehabilitation of some existing pipelines part of the NTS;<br>- the replacement of some existing pipelines part of the NTS;<br>- the installation of new pipelines parallel to the | |

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<tr><td></td><td></td><td>existing ones of approximately 280 km;<br><br>- the development of 4 or 5 new compressor stations with a total installed power of approximately 66-82.5 MW.<br><br>The project "Development on the territory of Romania of the Southern Gas Transmission Corridor for taking over gas from the Black Sea shore" implies the construction of a new telescopic pipeline with diameters of Ø48" (Dn 1200) and Ø40" (Dn 1000) with a total length of approximately 308,3 km designed to transmit gas at a 63 bar pressure.</td><td></td></tr>
<tr><td>9.</td><td>Calendar of implementation</td><td><table>
<tr><th>Development stages</th><th>Stage Phase 1</th><th>Stage Phase 2</th><th>Stage Phase 3</th><th>Stage Black Sea-Podișor</th></tr>
<tr><td>Prefeasibility Study</td><td>Completed</td><td>Completed</td><td>Completed</td><td>Completed</td></tr>
<tr><td>Feasibility Study</td><td>Completed</td><td>Completed</td><td>-</td><td>Completed</td></tr>
<tr><td>Environmental Permit</td><td>Obtained</td><td>Obtained</td><td>-</td><td>Obtained</td></tr>
<tr><td>Building Permit</td><td>Obtained</td><td>Obtained</td><td>-</td><td>Obtained</td></tr>
<tr><td>Final Investment Decision</td><td>2016</td><td>2019</td><td>-</td><td>2018</td></tr>
<tr><td>Construction</td><td>November 2019</td><td>2022</td><td>-</td><td>2019-2021</td></tr>
<tr><td>Commissioning</td><td>December 2019</td><td>2022</td><td>2023</td><td>2021</td></tr>
<tr><td>Start-up</td><td>December 2019</td><td>2022</td><td>2023</td><td>2021</td></tr>
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<tr><td>10.</td><td>Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid)</td><td>Considering the PCI status of the BRUA Phase 1 and 2 project, which is included in the first list of PCIs - position 7.1.5.<br><br>Transgaz obtained grants under the Connecting Europe Facility for the FEED for the three compressor stations.<br><br>It is also included in the updated PCI list published in November 2017, as an annex to Regulation 347/2013. As such, the Project is contemplated in the updated EU List 3/2017 of PCIs at section 6.24.1, bullet two, at section 6.24.4, bullet four, and at 6.24.10, bullet two.<br><br>Considering its relevance, the Black Sea – Podisor pipeline</td><td></td></tr>
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| | | project was included in the second EU list of Projects of Common Interest adopted by the European Commission, at position 6.24.8, and on the third list adopted in November 2017, at position 6.24.4 – 5.<br><br>The projects BRUA, Phase 1, 2 and 3 and Black Sea – Podisor pipeline are included in the European TYNDP 2017 and have been promoted for TYNDP 2018. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The implementation of the BRUA project will ensure permanent bidirectional flows in between the interconnections of the Romanian National Gas Transmission System NTS with Bulgaria and Hungary, enabling the following gas transmission capacities:<br>▪ upon completion of Phase 1, gas transmission capacity to:<br>- Hungary: 1.75 bcma;<br>- Bulgaria: 1.5 bcma.;<br>▪ upon completion of Phase 2, gas transmission capacity to:<br>- Hungary: 4.4 bcma;<br>- Bulgaria: 1.5 bcma;<br>▪ Additional gas transmission capacity towards Hungary depending on the evolution of capacity demand, respectively on the results of the exploration/exploitation of the Black Sea blocks or of other on-shore blocks, Phase 3.<br>The Black Sea – Podisor Project will make the connection between the gas sources available at the Black Sea shore and the BRUA corridor, ensuring the possibility to transport gas towards Bulgaria and Hungary by the existing interconnections Giurgiu-Ruse (with Bulgaria) and Nădlac-Szeged (with Hungary At the same time, this pipeline will be interconnected to the current international gas transmission pipeline T1, allowing for the gas from the Black Sea shore to be taken over by the national transmission system. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be | By the construction of the gas transmission pipelines and of the three compressor stations, the projects involve the construction of new infrastructures, use | |

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| | used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | safe and sustainable technologies and help building networks between project partners from the 3SI countries. | |
| 13. | Description of entities involved (promoter, implementing entities, bene<br>ficiaries) | • Bulgaria – BULGARTRANSGAZ*<br>• Romania – SNTGN TRANSGAZ SA<br>• Hungary - FGSZ<br>Austria - GAS CONNECT | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | **Estimated total value**: **Euro 1.438 billion**, split as follows:<br>▪ Phase 1: Euro 478.6 million<br>▪ Phase 2: Euro 68.8 million<br>▪ Phase 3: Euro 530 million.<br>▪ Black Sea – Podișor: Euro 360.36 million<br>In September 2016, the Grant Agreement for the amount of maximum EUR 179.3 mil., was signed with the Innovation and Networks Executive Agency (INEA The project will also be funded by EIB and EBRD funds. | |

# 3 Eastring

**IDENTITY OF THE PROJECT – submitted by the Slovak Republic**

| 1. | Name of project | **Eastring** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Slovak Republic | |
| 4. | Participating countries (from the 3SI region) | Hungary, Romania, Republic of Bulgaria | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | | |
| 8. | Short description of the project | Eastring is a project of a new transmission pipeline, connecting the existing interconnection point Veľké Kapušany on the SK-UA border, with UA/HU-RO-BG transit pipeline. | |
| 9. | Calendar of implementation | The analysing, planning, professional development, realisation and completion of the pipeline project, as Eastring is a complex process. As the project is currently in its initial phase, it is not able to outline major milestones, but first initial activities have already been realised. However, it is expected that the pipeline will be in operation in three years after the final investment decision (FID) will be taken (source: www.eastring.eu | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU | Eastring is included in the 3rd list of the Projects of Common Interest of the EU, which was published in November 2017.<br><br>Eastring has received a grant for studies from CEF-Energy instrument in February 2017. | |

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| | principles/directives in particular concerning the Environment, Public Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The Eastring project is designed as a bidirectional gas interconnection between Romania, Republic of Bulgaria, Hungary and Slovak Republic, which utilizes existing infrastructure in a maximal manner. The Balkan countries and Romania can benefit from an access to nowadays inaccessible liquid European gas hubs.<br><br>The Eastring project will also allow new potential suppliers, especially from the Caspian region or potential suppliers from South-eastern Europe, to access European markets and will help to achieve the main idea of North-South and Southern gas corridors within the EU. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Projects includes partly new infrastructure, partly upgrading existing infrastructure and partly the utilization of existing infrastructure.<br><br>Project will connect Balkan countries to hubs in Western Europe. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | TSOs of respective countries. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Expected budget is € 2 060 000 000. | |

# 4 Integration and synchronisation of the Baltic States' electricity system with the European networks

**IDENTITY OF THE PROJECT – submitted by the Republic of Lithuania**

| 1. | Name of project | **Integration and synchronisation of the Baltic States' electricity system with the European networks** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Baltic States (Republic of Lithuania, Republic of Latvia, Republic of Estonia) | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Fully-fledged integration of the three Baltic States' (Republic of Lithuania, Republic of Latvia and Republic of Estonia) electricity markets with the European Continental Network based on synchronous operation of electricity systems. | |
| 8. | Short description of the project | – Three Baltic States (BS) are still a part of IPS/UPS (Belarus, Russia, Republic of Estonia, Republic of Latvia and Republic of Lithuania (BRELL) electricity system), managed from Russia.<br>– Baltic States' synchronization with continental Europe will:<br>a) remove third country impact;<br>b) foster market integration in the region;<br>c) ensure fully-fledged integration of the Baltic States network into the reliable and modern EU power network.<br>Benefits from fully integrating Baltic States into the Continental Europe would not only ensure security of supply to the region, but will also finalize the idea of a fully | |

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| | | integrated European energy market. | |
| 9. | Calendar of implementation | – **2007**: Agreement of Baltic States' Prime Ministers on synchronization;<br>– **2013**: Feasibility study completed, stating that Baltic States' synchronization with continental European networks is technically, legally and financially possible;<br>– **2014:** Baltic States' Prime Ministers joint statement on synchronization of Baltic networks with continental European network by 2025 through Republic of Poland;<br>– **2015-2017**: "Integration of the Baltic States into the EU electricity system: A technical and economic analysis" performed by the JRC confirmed that Baltic States' electricity grid synchronisation with the continental European network via Republic of Poland emerges as the most cost-efficient scenario;<br>– **2018**: Final political decision on the preferred way of synchronising the Baltic States with the continental European network (expected);<br>**2025:** synchronization of the Baltic States' electricity grid with the continental European network completed (expected | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | – Since **2013**: Status of project of common interest;<br>– **2014**: Mid-term project of European energy security strategy<br>– **2014, 2015**: Significance of synchronization referred in the Conclusions of European Council;<br>– **2015**: Part of the reinforced Baltic Energy Markets Interconnection Plan (BEMIP);<br>**2018**: Joint statement of the European Commission, Baltic States and Republic of Poland on the significance of synchronization. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Synchronizing the systems will facilitate EU energy market integration, and eliminate third country impact onto the electricity market as well as increase reliability of the electricity transmission network of the Baltic States.<br>Synchronization would eliminate:<br>• current loop-flows of electricity through the Baltic | |

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| | | States;<br>• technical dependency in operational planning and unpredicted system development in third countries;<br>• possibilities of electricity market manipulations;<br>• allow full system operation according transparent EU standards and requirements.<br>The current geopolitical situation only confirms the importance and the necessity of such actions. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Building new infrastructure and upgrading the existing one in the Baltic States and Republic of Poland will be necessary for the implementation of the project. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Baltic States (LITGRID, AST, ELERING) and Polish (PSE) TSO's. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | According to the "Integration of the Baltic States into the EU electricity system: A technical and economic analysis" performed by the JRC, the costs of Baltic States' synchronization with the continental European network could be from 770 to 960 million euros. | |

# 5 Romanian-Hungarian-Slovak gas transmission corridor

**IDENTITY OF THE PROJECT – submitted by Hungary**

| 1. | Name of project | **Romanian-Hungarian-Slovak gas transmission corridor** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Hungary | |
| 4. | Participating countries (from the 3SI region) | Romania, Slovak Republic, Republic of Austria | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Establish and increase the bidirectional capacity between Romania and Hungary up to 4.4 bcma and up to 5.2 bcma between Hungary and Slovak Republic. | |
| 8. | Short description of the project | In Hungary, there are 8 subprojects (Csanádpalota CS, Enlargement of Városföld CS, Enlargement of Szada CS, Modification of Városföld, Hajdúszobosztó, Beregdaróc, Nemesbikk and Gödöllő nods), which help ensure the above mentioned capacities. Some projects within the project group increase the flexibility of the transmission system in Western Hungary. | |
| 9. | Calendar of implementation | 1 October 2022 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the | The projects helps establish the EU priority corridor, especially the Priority Corridor North-South Gas Interconnections in Central Eastern and South Eastern Europe ("NSI East Gas" New EU gas source will be delivered to the European market, increasing the security of supply of the region and market integration. | |

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| | Environment, Public Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The projects with new gas source decreases the dependence on Russian gas supply. The Polish-Slovak interconnector enlarges the capacity of shippers to deliver gas among 3SI counties, creating a real North-South corridor in the Central European region. The interconnectivity of the region will be increased considerably. The group of projects ensure gas delivery towards Ukraine, Republic of Croatia and Republic of Serbia. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The projects are innovative and safe as they increase the security of supply. The existing infrastructure will be utilised to a great extent and relatively modest investment demand is foreseen to rise in Hungary. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Transgaz in Romania, FGSZ and MGT in Hungary. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | 226 million EUR. | |

# 6 Diversification of gas supply sources and integration of gas infrastructure in the Three Seas Region with the implementation of the Baltic Pipe project and cross-border interconnections Republic of Poland-Slovak Republic and Republic of Poland-Ukraine

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

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| 1. | Name of project | **Diversification of gas supply sources and integration of gas infrastructure in the Three Seas Region with the implementation of the Baltic Pipe project and cross-border interconnections Republic of Poland-Slovak Republic and Republic of Poland-Ukraine** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland, Denmark, Slovak Republic, Ukraine | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland, Slovak Republic | |
| 5. | Partner country(ies) (from outside the 3SI region) | Denmark, Norway, Ukraine | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | In line with the EU North-South Gas Corridor, the project aims to diversify gas supply sources and integrate the gas infrastructure in the Three Seas region. This will be made possible with:<br>• Baltic Pipe project that will connect the gas transmission systems in Republic of Poland, Denmark and Norway to enable the transport of Norwegian gas to Republic of Poland and further on to the Baltic States and Central-Eastern Europe;<br>Cross-border interconnections Republic of Poland – Slovak Republic, Republic of Poland – Ukraine that will better integrate the gas markets in the Three Seas region and increase the security and diversification of gas supply in | |

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| | | the region. | |
| 8. | Short description of the project | <u>Baltic Pipe</u><br>The Baltic Pipe Project is a strategic gas infrastructure project with the objective of creating a new gas supply corridor in the European market.<br>Project capacities: 10 bcm/y towards Republic of Poland, 3 bcm/y towards Denmark.<br>The project consist of 5 major components:<br>• North Sea offshore pipeline between the Norwegian gas system in the North Sea and the Danish gas transmission system;<br>• Onshore Denmark – expansion of the existing Danish transmission system from West to East;<br>• Compressor station in Denmark;<br>• The Baltic Sea offshore pipeline between Denmark and Republic of Poland;<br>• Onshore Republic of Poland – expansion of the Polish gas transmission system, including construction or upgrade of compressor stations and construction of onshore pipelines.<br><br><u>Republic of Poland-Slovak Republic Interconnection</u><br>The Project will allow to increase security and diversification of gas supplies in the CEE region by creating a missing interconnection between Polish and Slovak gas transmission systems. The key components of the project are:<br>• Construction of the cross-border interconnector between Republic of Poland and Slovak Republic;<br>• Expansion of the transmission system in Republic of Poland.<br>Project capacities: 5.7 bcm/y towards Republic of Poland, 4.7 bcm/y towards Slovak Republic.<br><br><u>Republic of Poland-Ukraine Interconnection</u><br>The project aims at establishing a large transportation corridor between the Republic of Poland and Ukraine. The Republic of Poland-Ukraine Gas Interconnection includes: | |

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| | | • Construction of a new gas pipeline through the PL-UA border;<br>• Upgrade of the compressor station in Strachocina;<br>• Extension of the internal transmission systems in both Republic of Poland and Ukraine.<br>Project capacities: 5 bcm/y towards Ukraine and Republic of Poland. | |
| 9. | Calendar of implementation | <u>Baltic Pipe</u><br>Overall permit granting process 08/2017-04/2020;<br>Construction 12/2019 – 09/2022;<br>Commissioning 10/2020;<br><br><u>Republic of Poland-Slovak Republic Interconnection</u><br>Overall Permit granting process 06/2016-12/2018;<br>Construction 09/2018-11/2021;<br>Commissioning 12/2021;<br><br><u>Republic of Poland-Ukraine Interconnection</u><br>Non-FID, ongoing market assessment;<br>Commissioning is expected in 2022; | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | <u>Baltic Pipe and Republic of Poland-Slovak Republic Interconnection</u><br>Both projects have been granted the status of the Project of Common Interest (PCI status) in line with Regulation (EU) no 347/2013 of 17 April 2013 on guidelines for trans-European energy infrastructure.<br>The Baltic Pipe project and Republic of Poland-Slovak Republic Interconnection were granted the priority status in all previous PCI lists published by the European Commission in 2013, 2015 and 2017 respectively.<br><br>Currently on the 2017 PCI list (Adopted on 24 November 2017), priorities for the Corridor Baltic Energy Market Interconnection Plan in Gas ('BEMIP Gas'):<br>*The 8.3 infrastructure cluster consists of following two PCIs:*<br>*8.3.1 Reinforcement of Nybro — Republic of Poland/Denmark Interconnection*<br>*and* | |

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| | | *8.3.2 Republic of Poland–Denmark interconnection (currently known as "Baltic Pipe*<br><br>Currently on the 2017 PCI list (Adopted on 24 November 2017), priorities for the Corridor North-South Gas Interconnections in Central Eastern and South Eastern Europe ('NSI East Gas'):<br>*6.2 Interconnection between Republic of Poland, Slovak Republic, Czech Republic and Hungary with the related internal reinforcements, including one or more of the following PCIs groups:*<br>*6.2.1 Republic of Poland — Slovak Republic interconnection;*<br>*6.2.2 North – South Gas Corridor in Eastern Republic of Poland;*<br><br><u>Republic of Poland-Ukraine Interconnection</u><br>In October 2016, the Energy Community Ministerial Council adopted a list of Projects of Energy Community Interest (PECIs) and Projects of Mutual Interest (PMIs) based on Regulation 347/2013 on Guidelines for Trans-European Energy Infrastructure. The Gas Interconnection Republic of Poland – Ukraine was granted the status of Projects of Mutual Interest (PMI The status is underlining the regional importance of the PL-UA Project. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | <u>Baltic Pipe</u><br>The project is a key component of the Baltic Energy Market Interconnection Plan and the North-South Gas Corridor. The Baltic Pipe will bring a new source of supply to the CEE and 3SI regions that are dependent on one dominant gas supplier. The Baltic Pipe will have a significant impact on the security of supply in the Baltic and Central European regions through diversification of supply sources, routes and counterparts. The project will facilitate the market integration through creation of a well-integrated and functioning market in the Baltic region and Central-Eastern Europe. Ensuring access to the new source of gas (Norwegian gas for the 3SI region) will enhance | |

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| | | competition on the regional markets in this part of Europe.<br><br><u>Republic of Poland-Slovak Republic and Republic of Poland-Ukraine Interconnections</u><br>PL-SK and PL-UA Interconnections are missing links that will allow the gas transmission from LNG Terminal in Świnoujście and Baltic Pipe to other countries in 3SI region.<br>In line with the EU North-South Gas Corridor, both projects will allow the CEE countries and Ukraine to benefit from direct access to different gas supply sources from the North, such as fully operational LNG terminals in the Baltic Sea (Swinoujcie LNG, Klaipeda LNG via Gas Interconnection Republic of Poland – Republic of Lithuania – GIPL) and Norway (through the planned Baltic Pipe Project connecting Republic of Poland with Norway via the Danish transmission system<br>Thanks to reaching such a level of complementarity with other projects, the planned interconnections will assure the diversification of sources and routes, as well as the security of gas supplies in the CEE region. They will also enhance the competitiveness on the gas market. Particular attention should be paid at the fact that the interconnections will significantly increase the level of security of supply not only in the directly concerned countries (Republic of Poland, Slovak Republic , Ukraine), but in the whole CEE region, covering most vulnerable eastern EU Member States and Ukraine, especially in light of the gas crisis of 2009 and possible future gas delivery interruptions.<br>The projects address the need of enhancing security of supply and promoting market integration through diversification of sources and routes of supply in the region and solidarity among the Member States involved. In case of supply disruptions, PL-SK and PL-UA interconnections will assure natural gas supplies to the CEE countries that will be potentially affected by such interruption. | |
| 12. | Whether innovative, safe and sustainable new | <u>Baltic Pipe</u><br>The project involves building new infrastructure and | |

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| | technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | upgrading the existing one. On the Polish side the main activities are:<br>• Construction of a bi-directional offshore gas pipeline connecting PL and DK through the Baltic Sea (estimated capacity of approx. 10 bcm/y and estimated length of approx. 260 - 310 km);<br>• Construction of the DN1000 onshore gas pipeline connecting the offshore gas pipeline with the national transmission system including the Receiving Terminal (estimated length in the range of 40-154 km, depending on the route and landing point);<br>• DN 1000 Goleniow – Lwowek pipeline (PL) of approx. 188 km;<br>• Construction (upgrade) of compressor station in Gustorzyn and extension of compressor stations in Goleniow and Odolanow;<br>The above investments are very important for allowing gas transmission of Norwegian gas supplies towards the Southern direction, to the 3SI region.<br><br><u>Republic of Poland-Slovak Republic Interconnection</u><br>The project involves the construction of the following pipelines:<br>• PL-SK interconnector (DN 1000, 58 km);<br>• Pogórska Wola- Tworzeń (DN 1000, 160km);<br>• Strachocina – Pogórska Wola (DN 1000, 98km);<br>• Tworóg – Tworzeń (DN 1000, 56 km);<br>• Construction of a new compressor station in Strachocina (up to 30MW<br><br><u>Republic of Poland-Ukraine Interconnection</u><br>The scope of the Project in Republic of Poland includes the construction of:<br>• Gas pipeline DN1000 from Hermanowice node to the border crossing point including the additional gas infrastructure;<br>• Gas pipeline DN700 Hermanowice – Strachocina;<br>• Expansion of the compressor station in Strachocina. | |

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| | | The scope of the Project in Ukraine includes the construction of<br>• Gas pipeline DN1000 from border crossing point (GMS Drozdovychy) to the Western part of Ukraine's GTS in the area of UGSF “Bilche-Volytsya”;<br>Construction of additional gas infrastructure. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | <u>Baltic Pipe</u><br>Promoters and implementing entities are:<br>• GAZ-SYSTEM, gas transmission system operator in Republic of Poland;<br>• ENERGINET, gas transmission system operator in Denmark;<br>Beneficiaries: other countries in the Baltic region and Central-Eastern Europe.<br><br><u>Republic of Poland-Slovak Republic Interconnection</u><br>Promoters and implementing entities are:<br>• GAZ-SYSTEM, gas transmission system operator in Republic of Poland;<br>• EUSTREAM, gas transmission system operator in Slovak Republic.<br>Other beneficiaries: 3SI countries, Ukraine;<br><br><u>Republic of Poland-Ukraine Interconnection</u><br>Promoters and implementing entities are:<br>• GAZ SYSTEM, gas transmission operator in Republic of Poland;<br>PJSC UKRTRANSGAZ, gas transmission operator in Ukraine. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | <u>Baltic Pipe</u><br>An estimated total value of CAPEX for the Baltic Pipe Project is 1 604 EURm GAZ-SYSTEM forecasts that the capital expenditures incurred with reference to the Baltic Pipe Project in Republic of Poland (Offshore gas pipeline and the Polish expansions) are expected to reach the sum of 784 EURm.<br>EU Support granted under the Connecting Europe Facility Programme (CEF): | |

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| | | • The feasibility study: 0,2 EURm for Energinet, 0,2 EURm for GAZ-SYSTEM;<br>• The preparatory works: 7,3 EURm for Energinet, 25,7 EURm for GAZ-SYSTEM.<br><br><u>Republic of Poland-Slovak Republic Interconnection</u><br>The funding is secured through national budgets and CEF funding. An estimated total value of CAPEX for the PL-SK Project is 534 EURm. GAZ-SYSTEM forecasts that the capital expenditures incurred with reference to the Project in Republic of Poland (interconnector and expansion of the Polish transmission system) are expected to reach the sum of 391,8 EURm.<br>EU Support granted under the Connecting Europe Facility Programme (CEF):<br>• The preparatory work: 2,3 EURm for Eustream, 2,2 million EUR for GAZ-SYSTEM;<br>• The construction work: 55,2 EURm for Eustream, 52,5 EURm for GAZ-SYSTEM.<br><br><u>Republic of Poland-Ukraine Interconnection</u><br>An estimated total value of CAPEX for the PL-UA Project is 241 EURm. GAZ-SYSTEM forecasts that the capital expenditures incurred with reference to the Project in Republic of Poland (interconnector and expansion of the Polish transmission system) are expected to reach the sum of 91 EURm. | |

# 7 Ionic Adriatic Pipeline –IAP

**IDENTITY OF THE PROJECT – submitted by the Republic of Croatia**

| 1. | Name of project | **Ionian Adriatic Pipeline - IAP** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
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| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | Republic of Croatia | |
| 5. | Partner country(ies) (from outside the 3SI region) | Montenegro, Republic of Albania | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The IAP project has been based on the idea of connecting the existing gas transmission system of Croatia via Montenegro and the Republic of Albania with the TAP gas transmission system (Trans Adriatic Pipeline | |
| 8. | Short description of the project | The total length of the gas pipeline from Split to Albanian Fieri is 511 km, the gas pipeline nominal diameter 800 mm, and the operating pressure 85/75 bar and total capacity 5 bcma.<br>The implementation of the entire IAP project provides opening of the new energy corridor for the region of Western Balkans within the Southern (fourth) Gas Corridor – SGC), for the purpose of establishing a new natural gas supply route from the Middle East and Caspian region.<br>From the Republic of Croatia, it will be possible to supply the CEE region with gas from the Southern Corridor. It will be a connection of the 3SI countries with a new source of gas. IAP will have a potential to provide bi-directional gas flow. This fact gives the LNG project on the island of Krk a significant importance, since it could be a source of gas for | |

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| | | the IAP. This means that both the IAP and the LNG project on the island of Krk are fully compatible with each other. | |
| 9. | Calendar of implementation | Commissioning : 2023 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Full compliance with EU Priorities, Policies and Directives. The Project is on the List of Project of Mutual Interest for the Energy Community. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | • IAP is a project of cross-European significance, as it expands the area of the Southern Gas Corridor deeper into the CEE and SEE, thus providing an additional source of gas to the region and increasing energy security of CEE, SEE and the Western Balkans;<br>• provides Security of Supply;<br>• introduces an environmentally sound energy source in the region (replacement for wood, coal, fuel oil...);<br>• facilitates gasification of the Republic of Albania and Montenegro;<br>• facilitates gasification of significant part of Bosnia and Herzegovina and Croatia;<br>• provides diversified supply for the CEE, SEE;<br>• provides significant transit and income thereof to the Republic of Albania, Montenegro and the Republic of Croatia;<br>• significantly activates the entire region in an economic aspect;<br>IAP is a new element in the energy interconnectivity paradigm that is being built in this region. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used | | |

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| | If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Plinacro – Croatian Gas Transmission System Operator<br>Montenegro Bonus – Montenegrin Gas Transmission System Operator<br>Albgaz – Alabnian Gas Transmission System Operator | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Total cost: 600 mil EUR. | |

# 8 LNG Terminal on the Island of Krk with evacuation pipeline

**IDENTITY OF THE PROJECT – submitted by the Republic of Croatia**

| 1. | Name of project | **LNG Terminal on the Island of Krk with evacuation pipeline** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
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| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | Republic of Croatia | |
| 5. | Partner country(ies) (from outside the 3SI region) | N/A | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The Project has the purpose to secure energy needs and increase security of gas supply through the provision of a new gas supply route for the Central and South-Eastern European countries. | |
| 8. | Short description of the project | The project has two main parts:<br>**PART I - LNG terminal on Krk island:**<br>The proposed Project will include the building and operating of the infrastructure necessary for receiving, storing, reloading and regasification of liquefied natural gas. The technical capacity of the floating terminal will depend on the technical characteristics of the terminal, while the maximum annual delivery of natural gas is expected to be 2,6 billion cubic meters.<br>**PART II – Gas pipeline Omišalj – Bosiljevo:**<br>Gas pipeline nominal diameter 1000 mm, maximum operating pressure 100 bar, length 18 km. This project is the phase 1 of the LNG Main Evacuation Pipeline connecting the LNG solution on the island of Krk with Central Eastern European countries. In the phase 1 of the project, the transport of gas from the LNG terminal in the | |

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| | | direction of Hungary would be provided by the existing 75-bar transmission system. The implementation of the project together with the implementation of the project of the "Compressor station 1" at the Croatian gas transmission system would provide maximum capacity of the LNG terminal up to 2.63 bcma. | |
| 9. | Calendar of implementation | PART I – LNG terminal on Krk island will be in operation in **Q4 2020.**<br><br>PART II – Gas pipeline Omišalj – Bosiljevo **construction will be finished in 2019 and the commissioning will be finished until the end of 2019.** | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The Project is full in compliance EU Priorities, Policies and Directives. It is considered an important factor in the diversification of natural gas supply as well as in the enhancement of security of natural gas supply for Central-Eastern and South-Eastern Europe. As such, the Project has been included in several lists of strategic importance for both Croatia and the European Union (EU It is included in the Commission's Projects of Common Interest (PCI) list within the Priority Corridor North-South Gas Interconnections (NSI East Gas) No 6.5. *Cluster Krk LNG terminal with connecting and evacuation pipelines towards Hungary and beyond*.<br>EU Fund CEF granted the project:<br>PART I – LNG terminal on Krk island - for the preparation phase and for works;<br>PART II – Gas pipeline Omišalj – Bosiljevo - for works; | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The Project will connect Central and Eastern European economies and infrastructure from North to South, in order to complete the single European market, which will therefore become more secure, safe and competitive.<br>Improving energy security is a key aspect that will ensure energy independence by eliminating dependence on a single source. It will bring many positive externalities and benefits to Member States and neighbouring third countries. The monetized and non-financial economic benefits will make a significant contribution to the improvement of the operation of the gas market in the | |

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| | | region, contributing to the PCI as well as to the regional security of gas supply and to the European Energy policy goals.<br>The Project will also enable a more effective integration of key infrastructure projects like NSI East Gas into the regional gas market. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The Project represents an essential step for the implementation of the PCI and opens the possibilities of being used as a key energy source and transport fuel provider for the concerned region with potential for further extensions based on growing market demand.<br>It contributes to greater synergy between Central and Eastern European infrastructure by implementing LNG as sustainable alternative fuel for transport and logistics stakeholders. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | LNG Croatia LLC is a company established for building and operating the infrastructure necessary for the realisation of the LNG terminal (PART I) and Plinacro – Croatian Gas Transmission System Operator is responsible for PART II - Gas pipeline Omišalj – Bosiljevo. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | **PART I – LNG terminal on Krk island**<br>Total investment costs (excluding capitalized interest and fees during construction) are estimated to a limit of **230 mil EUR**, including:<br><br>• FSRU vessel procurement: 160 million EUR,<br>• EPC onshore construction: 60 million EUR,<br>• Land: 10 million EUR.<br><br>The assumed financing structure is the following:<br><br>• EU Grant, which is envisaged currently to 27.92% of allowable CAPEX limited to 101.4 million EUR.<br>• Equity/debt share is currently assumed at 30:70 and could be further considered. Final equity/debt | |

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| | | share will depend on shareholders negotiations with potential lenders.<br><br>Debt is expected to be provided by a reputable institutional investor. Currently, a 17 years loan was assumed, including 2-year construction + 1-year grace (principal only, interest to be paid) + 14-year repayment (semi-annual repayments, equal principal annuities<br><br>**PART II - Gas pipeline Omišalj – Bosiljevo**<br>Total cost: **35 mil EUR**. 50% of total budget was granted by EU fund CEF, other 50% - own sources. | |

# DIGITAL PROJECTS

# 1 Transportation stock exchange in the 3SI region

**IDENTITY OF THE PROJECT – submitted by Romania**

| 1. | Name of project | **Transportation stock exchange in the 3SI region** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Romania | |
| 4. | Participating countries (from the 3SI region) | Republic of Austria, Republic of Bulgaria, Republic of Croatia, Czech Republic, Republic of Estonia, Hungary, Republic of Latvia, Republic of Lithuania, Republic of Poland, Slovak Republic, Republic of Slovenia | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Albania, Republic of Moldova, Republic of Serbia, Republic of Turkey, Ukraine | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | Creating an intelligent digital platform for the transaction of transport and logistic services in the 3SI region. | |
| 8. | Short description of the project | • Creating an intelligent digital platform with possibilities to transpose transport services and international expansions, real time transport of goods for the optimization of transport services, the evidence of provisions and accessing information about the tariffs, special services, incident evidence, and transport journal.<br>• The constructions of buildings for the monitoring and management centre for international transportation and expenditure in the 3SI Region.<br>• Members' assistance.<br>• Personalized digital journal and intelligent communications to be available for members.<br>Promotion of modern transport technologies, energy efficiency and enhancement of the utilization of clean transport systems, environmentally friendly. | |

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| 9. | Calendar of implementation | January 2019 – January 2020 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | This project takes into account the policies and the priorities of the EU.<br>The project is in line with the principles/directives of EU's programs and projects priority lists.<br>The project is consistent with EU's principles. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | This project connects all interested transports and international expenditures, building a universal communication and operating data system.<br>This project proposes the establishment of connections between the logistic nodes of the Convention countries, with the possibility of extending to other logistics areas. At the same time, the platform optimizes transport logistics, choosing the best transport options. Both the vehicles and the goods will have data transmission systems related to traffic, freight, transport documents, payments, specific information but also general related to shipments from signatory countries. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Promoter:<br>- The Government of Romania;<br>Implementing Entities:<br>- Ministry of Communications and Information Society (MCSI);<br>Ministry of Transportation (MT); | |
| 14. | Budget (Total cost, Secured financing and its sources, | N/A | |

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| | Financing gap) | | |

# 2 Digital Platform on monitoring hydrographic bases in the 3SI region

**IDENTITY OF THE PROJECT – submitted by Romania**

| 1. | Name of project | **Digital platform on monitoring hydrographic basins in the 3SI region** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Romania | |
| 4. | Participating countries (from the 3SI region) | Republic of Austria, Republic of Bulgaria, Republic of Croatia, Czech Republic, Republic of Estonia, Hungary, Republic of Latvia, Republic of Lithuania, Republic of Poland, Slovak Republic, Republic of Slovenia | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Albania, Republic of Moldova, Republic of Serbia, Republic of Turkey and Ukraine | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | Creating an intelligent digital platform for the water monitoring in the region 3SI. | |
| 8. | Short description of the project | Creating an intelligent digital platform for real time monitoring of water from hydrographic basins in the region 3SI, digital modelling of pollutants, water discharge, risk analysis, calculation and monitoring of water currents. Monitoring water quality parameters. | |
| 9. | Calendar of implementation | January 2019 – January 2020 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public | This project takes into account the policies and the priorities of the EU, particularly Water Framework Directive and Marine Strategy Framework Directive.<br>The project is in line with the principles/directives of EU's programs and projects priority lists.<br>The project is consistent with EU's principles. | |

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| | Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | This platform monitors all factors related to water, providing an analysis of flood risks, droughts and water shortages as well as impact of water abstraction in the region of the 3SI, taking into account the effects of the climate changes. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The project implies the construction in Bucharest of an intelligent center for the management of emergency situations in the region 3SI. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Promoter:<br>- The Government of Romania;<br>Implementing Entities:<br>- Ministry of Communications and Information Society (MCSI);<br>- Ministry of Waters and Forests (MAP);<br>- Ministry of Internal Affairs;<br>Romanian Waters National Administration (ANAR); | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | N/A | |

# 3 U-space, low altitude space as a new field of economy. Central European Drone Demonstrator (CEDD

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **U-space, low altitude space as a new field of economy. Central European Drone Demonstrator (CEDD** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | All 3SI countries are invited to participate in the CEDD | |
| 5. | Partner country(ies) (from outside the 3SI region) | Ukraine, Republic of Moldova | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The main objective is to set up an environment enabling safe integration of drones into the airspace and into the whole economy. | |
| 8. | Short description of the project | CEDD is an initiative focused initially on the area of Upper Silesia and the Dąbrowski Basin, which aims to integrate the environment of unmanned aerial vehicles (UAVs, drones<br><br>CEDD creates a cooperation platform between producers, service providers, service recipients and regulators on the emerging new economy field, the so-called U-space.<br>The CEDD initiators are aviation market institutions: Civil Aviation Office (ULC) - regulator, Polish Air Navigation Services Agency (PANSA) - airspace manager and metropolitan union GZM Metropolis.<br><br>The CEDD is open for broader cooperation within the 3SI region. | |

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| | | CEDD:<br>• organizes a platform of communication and cooperation in the construction of the ecosystem and value chain, combining technology suppliers and integrators, clients, academia, local governments and public administration, as well as financial institutions and investors;<br>• creates space for the integration of entities in projects creating the market for unmanned technology applications;<br>• supports the acquisition and development of competences in the technologies of unmanned and autonomous vehicles.<br>The primary goal of CEDD is to create rules for the operation of the UAVs market and to implement the aviation and IT/Telco infrastructure ensuring safe and effective use of low-altitude space (U-space Various initiatives carried out under the CEDD will be the starting point for the development of proposals for rules and tools for the stable development of unmanned technologies and their integration into the economic ecosystem and transport system.<br>Activities under CEDD are arranged in the following components:<br>• Regulations and good practices,<br>• Infrastructure for UAVs,<br>• Development and test areas,<br>• International cooperation,<br>• Promotion and education.<br><br>Benefits of CEDD:<br>The involvement of the aviation market regulator and the airspace manager ensures legal and operational security of the activities. The cooperation with the market is a systematic elimination of barriers to UAVs applications.<br>Focusing activities in a specific geographical area facilitates coordination and the partnership with local government institutions allow the inclusion of the local | |

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| | | community in creating rules for the use of airspace and conditions for the development of a new economy field.<br>Activities carried out under CEDD will support testing of new solutions and development of the UAVs market.<br>CEDD creates conditions for piloting services using UAVs and their gradual operational implementation. Pilotages will be targeted, among others, for applications:<br>• by local governments,<br>• industry,<br>• agriculture,<br>• environmental protection,<br>• transport. | |
| 9. | Calendar of implementation | 1st stage – until March 31, 2019 – definition<br>2nd stage – 1 April – 31.12.2019 – implementation<br>3rd stage – 1.01.2020-31.12.2021 – development and evaluation | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project is coherent with the U-space initiative which was announced during the 1st High Level Conference on Drones in 2016 in Warsaw (so called the Warsaw Declaration) hosted by the Polish Ministry of Infrastructure and the Polish Civil Aviation Authority.<br><br>The CEDD initiative is in line with the EU policy. At the current stage, EC enhances the member countries to set-up testing environments for drones in concrete, defined geographical areas, which are called "drone demonstrators". The EC enhances the neighbouring member countries to team up and coordinate demonstrators in their countries. This is to ensure cross-border cooperation among the EU countries and work out standards for the new drone applications. The Central European Drone Demonstrator initiative will invigorate cooperation among the 3SI countries and joint R&D projects. R&D cooperation among the 3SI countries is currently very weak, therefore the stakeholders from 3SI countries are eliminated from the EU R&D calls (and financing), where only proposals submitted by stakeholders from at least 3 EU member counties are accepted. | |

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| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The project may significantly influence the future of the region. U-space creates a brand new field of economy, where competition is very low now, but it will change quickly. The tech environment creating U-space is not penetrated, nor arranged yet, which means that the region may and should organise processes around joint initiatives. U-space will also be a space for alternative transportation requiring new infrastructure and new rules that will contribute significantly to the economic convergence and interconnectivity of the region. Therefore, the proposed programme is one of the most relevant to the region needs and promising due to the high potential the countries in the region have and should not lose. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Innovative and sustainable new technologies are the essence of U-space. The U-space is a tech environment that enables Internet of Things in 4D. U-space will integrate the newest technologies for instance satellite, 5G, block chain, Virtual Reality and others.<br>The main goal of the CEDD is to build networks between project partners from the 3SI countries and to boost cooperation in R&D&I among industry and academia with governmental institutions' support. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | CEDD is a part of a flagship programme "Zwirko i Wigura" defined in the Strategy for Responsible Development. The sponsor of the CEDD programme is the Ministry of Infrastructure, programme proposed by the Civil Aviation Authority and the Polish Airspace Navigation Agency along with the GZM Metropolis – situated in Silesia Region in South-West Poland. The three entities are responsible for implementation of the programme. Supporting partners of the CEDD are the Polish Development Fund, a spin-off of Jastrzebska Spolka Weglowa – Hawk-e and DroneRadar – a provider of an European UAV's Traffic Management System (UTM Numerous institutions and companies are invited to be partners of the CEDD. | |
| 14. | Budget (Total cost, Secured | The CEDD is at is initial stage and the budget is not | |

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| | financing and its sources, Financing gap) | secured yet. Due to the great potential of the CEDD for the whole economy and its transformational effect, financing from the state budged may be considered. The financing may also come from the 3SI Fund, venture capital and private equity. The financing needs at the initial (1st) stage may be estimated for approx. EUR 25 m (only Poland was concerned) but at the later stages, the needs will be much higher (against benefits that will come quickly According to the EC preliminary estimates, the U-space R&D budged for U-space environment will amount to EUR 3 billion. | |

# 4 The 3 Seas Digital Highway

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **The 3 Seas Digital Highway** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | Open to all 3SI countries | |
| 5. | Partner country(ies) (from outside the 3SI region) | Possible to include Scandinavian countries e.g. Finland | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | (1) Joint of cross-border cyber resilient digital infrastructure projects (the 3 Seas Digital Highway) that enable better and more secure data transfer from North to South of the region and bridge the gaps in the communication infrastructure, including fibre optics and 5G technology infrastructure.<br>(2) Provision of potential to grow for the data economy. | |
| 8. | Short description of the project | The concept of connecting South and North of the region should be further expanded to include a cyber resilient data transmission element. The Three Seas should be linked via the so-called 3 Seas Digital Highway. In 2015, the Baltic Highway, a fibre-optic network connecting Tallinn and Frankfurt via Riga, Vilnius, Warsaw and Berlin, was officially launched. Like many other similar investment projects, it aims to connect Western and Eastern Europe. The Three Seas Initiative, connecting the Baltic Sea, the Adriatic Sea and the Black Sea, should also consider, as its integral part, the development of cyber resilient digital infrastructure along the north-south axis. This will help complement the map of digital connections that are currently the foundation underpinning digitally evolving | |

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| | | economies. The concept of supplementing gas and road infrastructures being built as part of the Three Seas Initiative with a resilient digital component should be further elaborated and extended to all the countries participating in the Initiative. The synergy may additionally shorten the time required for the investment process and lower the cost of the enterprise.<br>The construction of the 3 Seas Digital Highway can help develop modern 5G wireless technology and the whole ecosystem that is founded on it, common to all Three Seas countries.<br>In order to build the 3 Seas Digital Highway, it is necessary to ensure data confidentiality, integrity and availability. Fibre-optic cables are not only located underground or at the surface, but also lie in the oceans and run along the seabed. Although it is difficult to tap these cables, it is possible to do so at junction points. Successful attacks on fibre-optic cables can cause the country to be deprived of global Internet access. Ensuring resilience of the undersea and terrestrial fibre-optic infrastructure to damage and new threats requires encryption and supervision.<br>On the other hand, in order to build the confidence of both citizens and the industry in the 5G technology, it is necessary to take into account the cyber resilience of the entire multi-layered fifth generation network architecture, which, in addition to high technical parameters, should be primarily characterised by reliability and integrity. Hence, it is crucial to approach 5G security in a comprehensive manner, taking into account telecommunication service operators, cloud-based service providers, vertical and virtual private 5G networks. Only such an approach regarding the 5G/cyber security may be assured, not only at the level of the network, but also in the higher layers related to the provision of specific services. The development of common security models and good practices related to the construction of 5G networks may take place not only on the designated international forums, but also as part of the Digital 3 Seas initiative, as the technology is now taking off around the globe and in the | |

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| | | European Union. | |
| 9. | Calendar of implementation | **2018 – 2019: project design and development phase**<br>• Identifying core interested countries and designation of the relevant private entities in the 3 Seas region;<br>• Letter of intent signed by the countries and designated private partners;<br>• Development of the good practices or criteria for the selection of subcontractors, including telecommunications service operators, cloud-based service providers, vertical and virtual private 5G networks;<br>• Development of common security models and good practices related to the construction of 5G networks (the same is now being made in the US);<br>• Identification of currently available public (national, European, international) as well as private funds that can serve as the "seed capital" for the project;<br>• Common advocacy of the letter signatories during the negotiations on the next EU Multiannual Financial Framework (2021-2027) in order to make sure that:<br>- the European Cohesion Fund and European Regional Development Fund will not be limited for the Three Seas Region. What is more, a significant part of the funds will be allocated for the cyber-resilient digital infrastructure projects that are crucial for further development of the economy based on telecommunications networks and systems and are fundamental for balancing growth opportunities;<br>- The Connecting Europe Facility digital envelop will get appropriate funds allocation that reflects the digital transformation needs of the Three Seas countries;<br>- Trans-border digital projects will be deliberately included as eligible for the European Cohesion Fund and European Regional Development | |

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| | | Fund.<br><br>**2020 – : Implementation phase**<br>• Creation of the final proposal of the Digital 3 Seas Highway Map;<br>• Signing of the consortium for the deployment of the Digital 3 Seas Highway;<br>• Preparing and submitting relevant applications for the European/national funds;<br>Building the Digital 3 Seas Highway (only if sufficient funding is provided | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | A fibre-optic network, both backbone and access layers, supplemented with 5G technology could bridge the gap in the telecommunications infrastructure between CEE and EU-15. This would further deepen digital cooperation throughout Europe, contributing significantly to the competitiveness of the region and meeting the objectives of the Digital Single Market.<br>At the same time, 3 Seas Digital Highway is coherent with a funding programme focused on transport, energy and digital infrastructure within the trans-European framework network - Connecting Europe Facility (CEF To support infrastructure projects connecting regions within the EU for the period of 2021-2027, the EC proposed the allocation of a total budget of €42.3 billion. The digital envelope for improving digital connectivity (very high capacity broadband networks that are crucial for modern digital services) was scheduled for €3 billion. Financially eligible projects are: 5G networks along important transport routes, Gigabit and wireless connectivity to institutions and local communities. The aim of the new proposal is to speed up the digitalisation of EU economy and deployment of new technologies. Moreover, strengthening digital infrastructure foundations for future EU competitiveness is proposed to be a more significant goal under the next Cohesion Policy objectives, which will allow 3SDH parties to leverage ERDF (European Regional and Development Fund) and CF (Cohesion Fund) resources towards mutual benefit in terms of common, high-speed and highly reliable | |

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| | | connectivity. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | As a platform to connect to different radio technologies in a flexible way, it is expected that the fifth-generation mobile system, with technical parameters suited to provide endpoint services, will revolutionise mobile telecommunications and provide access to new mobile technologies not only to citizens, but also, on a large scale, to companies, that will build upon it their competitive advantage. Access to high-speed Internet underpins economic development and e-society founded on the principle of the digital market (free movement of data, e-commerce, etc.) today by 4G network (LTE and LTE Advanced), and in the future by 5G network, linked to fibre-optic networks. High-speed Internet connections also enable a better-integrated crisis management and reporting system. The construction of a modern, robust and secure technology infrastructure can be an incentive for strategic domestic and foreign investments, promote development and strengthen the position of the companies operating in the region. They will benefit from the possibility to increase their market share in the countries that are parties to the Agreement; additionally, due to an easier exchange of information and know-how, they will experience the 'spillover' technological effect, involving the transfer of knowledge and skills in areas where a technology gap persists. The project will also make it possible to create an enabling environment for industrial data to be exchanged in safe ecosystems in order to tap on the unexplored potential of data based economy of the 3Seas countries. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure | New, innovative, safe and sustainable technologies are a core part of the project, including 5G technologies. International fibre-optic network would allow for the exchange of growing roaming traffic, either at the level of Internet access itself or of 5G network-specialised services; for example, it would enable a vertical exchange of data between factories located in different countries. Additionally, deployment of autonomous vehicles has to be facilitated by an existing, well- | |

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| | If it helps build networks between project partners from the 3SI countries | functioning, cyber resilient 5G network. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | • Relevant 3SI ministries (digital affairs, infrastructure, economy, foreign affairs);<br>• 3SI national, sectorial and regional chambers of commerce;<br>Private entities (operators) tasked with project implementation. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | TBD | |

# 5 3SI Marketplace

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **3SI Marketplace** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | Open to all 3SI countries | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | Fostering trade links within the 3SI region | |
| 8. | Short description of the project | 3SI Marketplace is aimed at enhancing mutual trade, investments and building regional value chains through:<br>• Creating a digital imports-exports platform facilitating the process of finding the right business partner, merchandise and markets in order to equip 3SI manufacturers with adequate knowledge on the possible value chains creation within the 3SI region;<br>• Creating a platform providing information on enterprise acquisition within the 3SI to:<br>o ensure the uninterrupted activities of family business faced with a succession problem by facilitating a friendly takeover;<br>o hasten the scaling up process of SMEs in need of investments;<br>o enhance capital flows and regional enterprise integration necessary for foreign expansion to external markets;<br>enable a transparent privatisation process where needed. | |

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| 9. | Calendar of implementation | • 2018 – 2019: project design;<br>• 2019-2020: project implementation (IT architecture, cooperation with chambers of commerce, promotional campaigns);<br>Late 2020: platform launch. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Project coherent with the DSM strategy of e-commerce and online platforms development as well as the Single Market priorities. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | This project is highly relevant to the region: it improves the commercial interconnectivity within the 3SI region, rationalises the current trade flows and creates new ones. Existing trade patterns are not compatible with the strategic goals of improving the innovativeness of 3SI economies, reindustrialising the region and fostering the economic resilience by reducing overdependence on a small number of external trade hubs. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Creation of new digital platforms as a common project will help build networks between partner countries – with the ultimate goal of fostering the business links between the platform users, once launched. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | - Relevant 3SI ministries (economy, digital affairs);<br>- 3SI national, sectorial and regional chambers of commerce;<br>Private entities tasked with project implementation (IT, | |

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| | | public relations); | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | TBD | |

# 6 Interoperability solutions for a digitized and sustainable energy sector in the 3SI area in the field of energy storage

**IDENTITY OF THE PROJECT – submitted by Romania**

| 1. | Name of project | **Interoperability solutions for a digitized and sustainable energy sector in the 3SI area in the field of energy storage** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Romania | |
| 4. | Participating countries (from the 3SI region) | Republic of Austria, Republic of Bulgaria, Republic of Croatia, Czech Republic, Hungary, Republic of Poland, Slovak Republic | |
| 5. | Partner country(ies) (from outside the 3SI region) | Federal Republic of Germany, Republic of Moldova, Kingdom of Sweden | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | Defining and developing a Roadmap for the transition to a digitized and sustainable energy sector. | |
| 8. | Short description of the project | - Defining and developing a Roadmap for the transition to a digitized and sustainable energy sector;<br>- Defining and creating an intelligent digital platform in the field of energy storage (electricity and natural gas) in the region 3SI;<br>Organization of 12 events, one for each participant country, along with a conference in Bucharest, concerning the development of the future advanced data handling architecture for digitized and sustainable storage capabilities in energy sector. | |
| 9. | Calendar of implementation | January 2019 – January 2022 (depending on the funding); | |
| 10. | Coherence with EU Priorities and Policies (if the | This project takes into account the policies and the priorities of the EU. | |

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| | project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project is in line with the principles/directives of EU's programs and projects priority lists.<br>The project is consistent with EU's principles. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | This project rules only the procedures and regulations on a digitized and sustainable energy sector in the 3SI region. The field of energy storage (electricity and natural gas) needs the input of advanced digital technologies. It is necessary to elaborate a Roadmap to make the Guide of Implementation and Good Practices, as well as the Legislative Proposal for the Adoption of the Law by the Parliaments of the Participating Countries, representing an European Example.<br>The advanced data handling architecture will be the basis of the intelligent platform that will connect the countries from the 3SI region. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | - The project aims to use innovative, safe and efficient new digital technologies for creating a digitized and sustainable energy sector in the field of energy storage.<br>- It will use the existing infrastructure and establish the modalities and places where to build /to upgrade the existing facilities.<br>- This project will maintain networks between projects partners from the 3SI countries and build new connections.<br><br>Through this project, a digital platform will be created in the field of energy storage for the developing of this future infrastructure. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Promoter:<br>- The Government of Romania;<br>Implementing Entities:<br>- Ministry for Research and Innovation (MCI);<br>- Ministry of Communications and Information Society (MCSI); | |

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| | | - Ministry of Transportation (MT);<br>- Ministry of Energy ;<br>Ministry of Regional Development and Public Administration (MDRAP); | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | 10.000.000 EURO<br>Possible sources of financing:<br>1. The Competition of the European Commission for Projects of Common Interest;<br>2. The financial European Interconnection Mechanism;<br>Innovating financial instruments (ex: The European Fund for Strategic Investments | |

# 7 Smart City Forum of the CEE Region

**IDENTITY OF THE PROJECT – submitted by Hungary**

| 1. | Name of project | **Smart City Forum of the CEE Region** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Hungary | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland, Czech Republic, Slovak Republic , Republic of Slovenia, Romania, Republic of Bulgaria | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Serbia | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Smart City initiatives of the EU are intended to accelerate investment and the rate of innovation in European cities with the aim of achieving social, economic and environmental objectives. Therefore, the development of smart cities is one of the flagship components of Horizon 2020, dedicated to generating excellent science, creating industrial leadership and tackling social challenges throughout Europe. | |
| 8. | Short description of the project | To support the development of cities in the CEE region, the Municipality of Budapest and the Smartpolis Research Center at the Budapest University of Technology and Economics announce their intent to establish the Smart City Forum of Central and Eastern Europe.<br>Objectives of the Smart City Forum of Central and Eastern Europe are:<br>• To facilitate and develop a genuine and mutually beneficial co-operation in Central and Eastern Europe;<br>• To provide a forum for sharing the knowledge and good practices produced by the members of the | |

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| | | Forum as well as by cities involved in the members´ activities;<br>• To promote and implement smart city solutions;<br>• To foster exchange and collaboration between the academic community, municipal entities, and companies;<br>• To promote research, development and innovation in the field of smart cities in the Central and Eastern European region;<br>To participate in the activities of the European Innovation Partnership “Smart Cities and Communities” (EIP SCC | |
| 9. | Calendar of implementation | Kick-off meeting: June 2018, Joining to EIP SCC in September 2018, and then yearly two assembly meetings. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The European Innovation Partnership on Smart Cities and Communities (EIP-SCC) brings together cities, industry and citizens to improve urban life through more sustainable integrated solutions.<br><br>This includes applied innovation, better planning, a more participatory approach, higher energy efficiency, better transport solutions, intelligent use of Information and Communication Technologies (ICT) etc. | |
| 11. | Relevance of the project for the region (the project’s impact on the economic convergence and interconnectivity of the region) | The ambition is to create a broad Forum that includes a significant number of smart city stakeholders in the CEE region.<br>The members of the Forum are primarily public institutions, municipalities and companies. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure | • 5G<br>• Big Data<br>• Open Urban Platform<br>• Artificial Intelligence | |

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| | If it helps build networks between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Cities, academia and companies. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | There is no membership fee or any other financial obligation envisaged for the members of the Forum. All costs related to organizing the events could be covered by the host country or from 3SI funds. | |

# 8 ZalaZONE Proving Ground

**IDENTITY OF THE PROJECT – submitted by Hungary**

| 1. | Name of project | **ZalaZONE Proving Ground** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Hungary | |
| 4. | Participating countries (from the 3SI region) | Republic of Austria, Republic of Slovenia | |
| 5. | Partner country(ies) (from outside the 3SI region) | Currently none | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Establishing a multi-level testing environment for classic and autonomous vehicles and a unique ecosystem including a comprehensive test track, research and development facilities. | |
| 8. | Short description of the project | The test track will be suitable not only for conventional vehicle tests but also for autonomous, connected and electric vehicles tests in all track elements. The elements of the track will include a dynamic test surface, braking platform, express and highway sections, handling track, various roundabouts, urban/smart city environment and a high-speed oval path.<br>To complement and enhance the closed test environment, T-Systems is committed to launching its 5G mobile communication network not only in the test field but also in Zalaegerszeg which is part of the smart city development.<br>A domestic test corridor will be developed to enable testing on the Budapest-Győr-Zalaegerszeg triangle: the M1 and M7 motorway sections, the M86 motorway, and the highway M76 designed between Zalaegerszeg and the M7 motorway (which will be built with "smart" elements - high-speed, real traffic for car manufacturing companies and | |

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| | | TIER1 and TIER2 suppliers<br>In addition to the domestic test corridor, an international cross-border test corridor is planned in partnership with Republic of Austria and Republic of Slovenia on the Zalaegerszeg-Graz-Maribor triangle. A Memorandum of Understanding about further co-operation between the Republic of Austria, Republic of Slovenia and Hungary was signed on 22nd of March 2018. | |
| 9. | Calendar of implementation | • Phase 1. 2018 Q3;<br>Phase 2. 2020 Q1; | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The ZalaZONE Proving Group is in line with the Commission's strategy on European Data Economy for the testing and large-scale demonstration of connected and automated mobility (CAM It will also contribute to increased road safety and spur innovation in the car industry. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Positively affects the economic development of the region, creating a hub for autonomous vehicle testing and systems design in the Central European region. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The project involves building brand new green field infrastructure, such as: test track, different road surfaces, industrial and technological buildings, connecting roads, incubator house etc. | |

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| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Ministry of National Economy, City of Zalaegerszeg, Ministry of Foreign Affairs and Trade (international promotion | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The total investment of the project is 140 M EUR.<br><br>Phase I. 2017-2018: 70 M EUR;<br>- Main Reception Building (500 persons);<br>- Dynamic Platform;<br>- Braking Platform with 6 different surfaces;<br>- Smart City components (5G, WIFI, connected car solutions);<br><br>Phase II. 2018-2020: 70 M EUR;<br>- Motorway Section;<br>- Public Roads;<br>- Rural Roads;<br>- High Speed Oval Track; | |

# TRANSPORT PROJECTS

# 1 E65 (E66) North-South connection – TEN-T comprehensive section

**IDENTITY OF THE PROJECT – submitted by Hungary**

| 1. | Name of project | **E65 (E66) North-South connection – TEN-T comprehensive section** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | European Union | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland, Czech Republic, Slovak Republic , Hungary, Republic of Croatia | |
| 5. | Partner country(ies) (from outside the 3SI region) | Kingdom of Sweden, Hellenic Republic (Greece), Bosnia and Herzegovina, Montenegro, Republic of Serbia, (Kosovo), Republic of Macedonia | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The E65 transport corridor will be a new safe road connection between North and South Europe, integrating the transport systems of the participating countries. | |
| 8. | Short description of the project | The main aim of the project is to create a transport corridor from the Northern part of Europe to the South through the Kingdom of Sweden, Republic of Poland, the Czech Republic, Slovak Republic, Hungary, Republic of Croatia, Republic of Serbia, Montenegro, (Kosovo), the Republic of Macedonia, and Hellenic Republic (Greece | |
| 9. | Calendar of implementation | Unknown;<br>Upgrades in Hungary:<br>- M15 section SK border – Hegyeshalom upgraded by 2020;<br>Road 86 section Szombathely – Egyházasrádóc section will be upgraded by 2021. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it | The E65 is a TEN-T comprehensive network section and it will contribute to increased road safety. The E66 could be a relevant minor section of this road connection; therefore, it could be affected by this project in the future. | |

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| | is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | With the establishment of a new North-South transport connection, the interconnectivity of the region will be increased. This investment will help incorporate less developed regions to the mainstream international trade exchange and unlock their growth potential. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Involves building new infrastructure. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | On the Hungarian side:<br>• Government of Hungary<br>National Infrastructure Developer Ltd. (Nemzeti Infrastruktúra Fejlesztő Zrt.) | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Unknown | |

# 2 Via Carpatia

**IDENTITY OF THE PROJECT – submitted by Hungary**

| 1. | Name of project | **Via Carpatia** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | Hungary, Republic of Bulgaria, Republic of Lithuania, Republic of Poland, Romania, Slovak Republic | |
| 5. | Partner country(ies) (from outside the 3SI region) | Hellenic Republic (Greece), Ukraine | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The main aim of the project is to create a transport corridor from the Northern part of Europe to the South through the Republic of Lithuania, Republic of Poland, Slovak Republic, Hungary, Romania, Republic of Bulgaria, and Hellenic Republic (Greece | |
| 8. | Short description of the project | The **Via Carpatia** transport corridor will be a new highway connection between Northern and Southern Europe, integrating the transport systems of the participating countries. | |
| 9. | Calendar of implementation | The participating countries set out the project agenda on March 2016 with the signing of a MoU in Warsaw.<br>The Hungarian section will be completed by 2022.<br>• The M35-M3-M30 highway section between Debrecen and Miskolc and the section between Tornyosnémeti and the SK border are completed.<br>• The section between Miskolc and Tornyosnémeti (M30) is under construction and will be completed by 2022.<br>The M35-M4 highway section between Debrecen and the Romanian border will be completed by 2020. | |

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| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The Via Carpathia is not part of the TEN-T core network corridors. However, it connects comprehensive network nodes along the North-South axis.<br>It will also contribute to increased road safety. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | With the establishment of a new North-South transport connection, the interconnectivity of the region will be increased. This investment will help integrate less developed regions into mainstream international trade and advance their growth potential. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Involves building of new infrastructure. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | On the Hungarian side:<br>• Government of Hungary;<br>National Infrastructure Developer Ltd. (Nemzeti Infrastruktura Fejlesztő Zrt.) | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | On the Hungarian side:<br>- Miskolc – Tornyosnémeti (M30): ~ 600 million euros;<br>- Debrecen – Berettyóújfalu (M35): ~ 173 million euros;<br>- Berettyóújfalu – RO border (M4): ~ 330 million | |

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| | | euros; | |

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **Via Carpatia** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | Republic of Bulgaria, Republic of Lithuania, Republic of Poland, Romania, Slovak Republic, Hungary | |
| 5. | Partner country(ies) (from outside the 3SI region) | Ukraine, Republic of Turkey | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Inclusion of the whole routing of Via Carpatia into the core TEN-T network and subsequent construction of the whole route. | |
| 8. | Short description of the project | Via Carpatia is a route running on the North-South axis between the Baltic, Aegean and Black Seas, thus embedding into the process of advancing economic and territorial cohesion of the European Union, and contributing to the social and economic development of the Central and Southern Europe. | |
| 9. | Calendar of implementation | Until 2030 (depends on financial capabilities of the partners | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Consistent with the Economic and territorial cohesion policy of the European Union.<br><br>It is partially included in TEN-T core network. As an infrastructural investment, it has to be consistent with all relevant European principles and regulations. | |

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| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Via Carpatia is basically the first true transport connection between the Baltic, the Black, the Aegean and – possibly – the Adriatic seas, thus bringing a new quality in terms of regional trade and interconnectivity.<br>The project aims at eliminating differences in infrastructure development within Europe. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | To be defined.<br><br>It involves both solutions.<br><br>Yes, it does. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Relevant ministries of transport and road authorities from each country. It benefits generally all countries involved in a multifaceted way. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | To be defined. | |

# 3 Viking Train

**IDENTITY OF THE PROJECT – submitted by the Republic of Lithuania**

| 1. | Name of project | **Viking Train** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Lithuania | |
| 4. | Participating countries (from the 3SI region) | Republic of Lithuania, Romania, Republic of Bulgaria | |
| 5. | Partner country(ies) (from outside the 3SI region) | Belarus, Ukraine, Georgia, Republic of Moldova, Republic of Azerbaijan | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | To attract goods to rail in Europe-Caucasus-Asia directions (TRACECA Corridor) and freight from Republic of Turkey and the Middle East to the Northern Europe and vice versa. | |
| 8. | Short description of the project | **VIKING TRAIN** is a joint project of Lithuanian, Ukrainian and Belarusian Railways, stevedore companies and ports of Klaipeda, Chernomorsk and Odessa. The route crosses Ukraine, Belarus and Republic of Lithuania and links the network of sea container and contrailer lines of the Baltics and the Black seas, Mediterranean and Caspian seas. The regular runs were launched on 6 February 2003.<br>Main route: Klaipėda-Vilnius-Minsk-Kiev-Chernomorsk and back. The route (1734 km) is covered in 54 hours. The total check of the train upon departure and arrival to border station of Kena takes just 30 minutes. This was achieved through successful cooperation with customs and border agencies and installation of advanced information systems.<br>VIKING Project was announced the best Transport Solution at ASEM Forum. The European Transport | |

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| | | Commission recognized the VIKING Train as the Best European Project in 2009. | |
| 9. | Calendar of implementation | Launched in 2003. Countries along the VIKING TRAIN route are welcomed to join the project. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Implementation of the EU neighbourhood policines, business case for EaP transport development. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The "Viking train" has already proven to be a really competitive alternative route in terms of time and cost which means there are all necessary conditions present for the best synergy of the route. Moreover, the Viking connection would open more possibilities for transportation on Trans-Caspian international transport route for goods, which are embargoed from/to via Russia. Finally, the "Viking train" connection will maximize the potential and promote the movement of freight between the East and West, South and North. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | **Benefits of the VIKING Train:**<br>• Lower shipping cost, especially in comparison with other transportation modes;<br>• Fixed schedule, reduced transit times;<br>• Safety and security of goods;<br>• Facilitated customs and border procedures;<br>• Linkage with the Baltic and the Black seas;<br>• Environment-friendly;<br>Cooperation between the stakeholders helps to create a platform for discussions between the ministries of transport, railways, customs and border authorities (in the Republic of Belarus, Republic of Lithuania, Republic of Republic of Turkey, Ukraine, Georgia, Armenia, Syria, Republic of Bulgaria, Hellenic Republic (Greece)) to | |

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| | | facilitate customs and border controls for goods crossing the VIKING Member States. The stakeholders work on improvement of cargo delivery framework in the Baltic-Black sea directions. They are elaborating the guidelines for a legal basis and management structure for multimodal and intermodal transport, running routes for container and contrailer trains. Special attention is given to the unification of CIM/SMGS consignment note and its usage as e-consignment and delivery documents within NCTS (New Customs Transit System | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | **Project Stakeholders**:<br>JSC “Republic of Lithuanian Railways”, Belarussian Railways, Ukrainian Railways.<br><br>**Train Operators:** JSC Republic of Lithuanian Railways, USCTS LISKI, SE Belintrans, LLC TransContainer Ukraine, PLASKE JSC,<br>BDZ Cargo, Rofersped S.A., Translogist Sistem, Gefco, Trans Caucasus Terminals, Karvan Logistics LLP. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | | |

# 4 Baltic – Adriatic TEN-T Core Network Corridor

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **Baltic – Adriatic TEN-T Core Network Corridor** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland, Czech Republic, Slovak Republic , Republic of Austria, Republic of Slovenia. | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Italy | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | By implementing the Baltic-Adriatic axis, new traffic flows between the Baltic and Adriatic ports and their hinterland are being developed and the ports as starting and ending points of the corridor are being boosted. Such a reinforced network in Central Europe strengthens significantly the infrastructural basis for efficient, safe and high-quality multimodal transport chains for freight and passengers. | |
| 8. | Short description of the project | The Baltic-Adriatic Corridor links major nodes (urban nodes, ports, airports and other transport terminals) through key rail, road, maritime and air transport connections from North to South. | |
| 9. | Calendar of implementation | Completion by 2030. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in | The European Commission's "Roadmap to a Single European Transport Area – Towards a competitive and resource-efficient transport system" (the White Paper of 2011) strengthens the alignment of TEN-T and transport policy developments. Europe's transport sector will be more capable to keep abreast with economical, technological, societal and environmental ambitions of the | |

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| | particular concerning the Environment, Public Procurement and State Aid) | coming decades when it will seize the interrelations and synergies of the various issues at stake. To cope with increasing mobility levels as a precondition for smart, inclusive and sustainable economic growth, to meet the sector's demanding carbon reduction objectives and to safeguard Europe's global position, the transport system as a whole must be further enhanced.<br><br>Core network corridors were introduced to facilitate the coordinated implementation of the core network. They bring together public and private resources and concentrate EU support from the CEF, particularly to:<br><br>• remove bottlenecks;<br>• build missing cross-border connections;<br>• promote modal integration and interoperability.<br><br>They also aim at:<br>• integrating (as ongoing modal measure, these corridors shall be integrated into the multi-modal TEN-T) rail freight corridors;<br>• promoting clean fuel and<br>• other innovative transport solutions;<br>• advancing telematics applications for efficient infrastructure use;<br>• integrating urban areas into the TEN-T;<br><br>enhancing safety. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The projects for which cost estimations and implementation dates are available and that are planned to be implemented over the period 2016 - 2030 amount to an investment of 64.9 € billion (year 2015 The implementation of these projects will lead to an increase of GDP over the period 2016 - 2030 of 489 € billion (year 2015) in total. Further benefits will also occur after the year 2030.<br><br>The investments will also stimulate additional employment. The direct, indirect and induced job effects of these projects will amount to 1,403,661 additional job-years | |

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| | | created over the period 2016 to 2030. It can be expected that also after 2030, further job-years will be created by the projects. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Overall 161 innovation projects have been identified in the Baltic-Adriatic corridor project list, of which 147 ongoing or planned for development/implementation and 14 already completed. The 14 already completed projects relate to GSM-R or ERTMS deployment (6), MoS infrastructure and services (3) telematic applications and data sharing solutions at the ports of Wien and Venetia (3) and low carbon and decarbonisation (1), sustainable transport by freight (1 Considering both the overall limited number of innovation-completed projects and the need to focus on the ongoing and planned initiatives and identification of possible gaps, the analysis in the following paragraphs focusses on the ongoing and planned projects.<br>Of the ongoing projects, 90 are telematics applications that also include 31 ERTMS, 24 ITS and 25 SESAR projects; 9 initiatives relate to sustainable freight transport services and 48 projects are classifiable as other new technologies and innovation actions, which include 33 alternative clean fuel projects. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | EC, Member States, rail/road infrastructure managers, representatives of regions and urban nodes, representatives of the Baltic-Adriatic Rail Freight Corridor, EIB. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The projects for which cost estimates and implementation dates are available and that are planned to be implemented over the period 2016 until 2030 amount to an investment of 64.9 € billion.<br>Financed from public funds and EU funds. | |

# 5 FAIRway Danube

**IDENTITY OF THE PROJECT – submitted by Romania**

| 1. | Name of project | **FAIRway Danube** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Romania | |
| 4. | Participating countries (from the 3SI region) | The project is implemented by a consortium consisting of waterway administrations and transport ministries, as follows:<br>**1. The Republic of Austria**: Austrian waterway administration, Via Donau - leading partner and Ministry of Transport, Innovation and Technology;<br>2. **The Slovak Republic:** Ministry of Transport, Construction and Regional Development and Agency for Inland Waterways Transport (ARVD);<br>3. **Hungary**: National Infrastructure Development Company (NIF-Nemzeti Infrastruktúra Fejlesztő Zrt) and Directorate General for Water Management;<br>4. **Republic of Croatia**: Ministry of Maritime Affairs, Transport and Infrastructure and Inland Navigation Agency (AVP);<br>**5. Republic of Bulgaria:** Danube River Exploitation and Maintenance Agency (APPD Ruse);<br>**Romania:** Lower Danube River Administration Galati (AFDJ) and Navigation Channel Administration (ACN The Romanian Ministry of Transport is part of the project steering committee. | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | | |
| 7. | Main objectives of project | | |
| 8. | Short description of the project | | |

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|---|---|---|---|
| 9. | Calendar of implementation | | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | - | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | ☐ New project<br>X Existing project | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | • Elaboration of coordinated actions at national level for the implementation of the Master Plan for the Rehabilitation and Maintenance of the Danube Channel;<br>• Acquisition of the necessary equipment to carry out pilot activities for the provision of hydrological services in the 5 partner countries (Bulgaria, Croatia, Hungary, Romania and Slovakia);<br>• Facilitating the identification of innovative methods | |

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| | | for the rehabilitation and upgrading of the waterway;<br>Preparation of documentation for the implementation of selected future measures supporting the implementation of the Master Plan for Danube Rehabilitation and Maintenance. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | In Romania, the project aims to develop and to acquire databases for information obtained from:<br>• hydrology, hydrography, signaling, electronic mapping;<br>• computing systems and dissemination of water level forecasts;<br>• innovative technologies by monitoring the signaling scheme using AtoNs equipment, the use of autonomous land, air and water systems as a support for current administration activities;<br>• procedures and systems for identifying and monitoring factors influencing airworthiness on the Romanian Danube sector.<br><br>Within the project, AFDJ Galati will acquire two new ships that will be used for measuring and signaling activities. | |
| | | 01/07/2015 - 30/06/2021 | |
| | | The EU Strategy for the Danube Region - Priority Area 1a - Inland Waterways. | |
| | | N/A | |
| | | Within the project, the beneficiary ACN has developed a study to identify the optimal speed of navigation on the two canals (Black Sea Danube Channel and Midia Năvodari Channel), in order to determine the design solutions regarding the stability of layers of permeable layers protection, the depth critical slopes, the required weight on the surface unit of the protective layer to ensure sliding stability under the effect of channel navigation and/or sudden drainage of the water in order to find out whether the Danube canal infrastructure at the Black Sea and White Gate Midia Navodari allow for optimal sailing speed. The conclusions were drawn upon the basis of 14 | |

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| | | scenarios, taking into account different parameters. | |
| | | • The Lower Danube River Administration Galati (AFDJ);<br>Navigation Channel Administration (ACN); | |
| | | • N/A | |

# 6 Rail Baltica

**IDENTITY OF THE PROJECT – submitted by the Republic of Lithuania**

| 1. | Name of project | **Rail Baltica** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Lithuania | |
| 4. | Participating countries (from the 3SI region) | Republic of Estonia, Republic of Latvia, Republic of Lithuania, Republic of Poland | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Finland | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | • To remove transport infrastructure bottlenecks;<br>• To build missing cross-border connections;<br>To promote modal integration and interoperability; | |
| 8. | Short description of the project | Rail Baltica is a greenfield and upgrade rail transport infrastructure project with a goal to integrate the Baltic States in the European rail network. The project includes directly five European Union countries – Republic of Poland, Republic of Lithuania, Republic of Latvia, Republic of Estonia and indirectly Republic of Finland. | |
| 9. | Calendar of implementation | Planning Phase 2014 – 2018;<br>Design Phase 2018 – 2022;<br>Construction Phase 2020 – 2026; | |

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| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Railway is part of TEN-T core rail network (TEN-T Regulation 1315/2013); Financed from Connecting Europe Facility (CEF Regulation 1316/2013); tenders ongoing according to the Public procurement directive.<br>Rail Baltica is a key EU infrastructure project to link Republic of Finland, Republic of Estonia, Republic of Latvia, Republic of Lithuania and Republic of Poland with a new European gauge, fast, conventional railway.<br>Rail Baltica is one of the priority projects of the European Union: Trans-European Transport Networks (TEN-T It envisages a continuous rail link from Tallinn (Republic of Estonia) to Warsaw (Republic of Poland), going via Riga (Republic of Latvia) and Kaunas (Republic of Lithuania) with a connection to Vilnius (Republic of Lithuania | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Rail Baltica, with its modern and new infrastructure, with its multiplying effects, will change the logistics playground on the eastern part of Baltic Sea. With the Artic railway and Republic of Finland joining from the North and coming from the south in Republic of Poland, it will remake the maps of cargo and people movement. Rail infrastructure has the potential to transform travel times within the Baltic States by significantly improving the economic competitiveness of the three countries and to create commuting duopolies between the capitals to be connected. Rail transport has a capacity to provide a competitive alternative for cargo carriers. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners | With the construction/completion of the Rail Baltica railway, as a part of the North Sea-Baltic economic and TEN-T corridor, great benefits are envisaged. Project will complete integration of the Baltic States into the EU rail transport system, improve traffic safety in the Baltics/of the TEN-T corridor, provide new opportunities for passengers and freight logistics, reduce environmental footprint of mobility in the Baltic States, and provide a catalyst for sustainable economic growth in the region. A Republic of Lithuanian business and science consortium is working on design and production of the LNG-powered railway | |

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| | from the 3SI countries | locomotive prototype, which clearly is an opportunity for Rail Baltica future.<br>These benefits will not be bound only to the Baltic States. As a new economic platform, the new EU-gauge rail connection will contribute to the development of the whole North Sea-Baltic Corridor, which connects the Netherlands, the Federal Republic of Germany and the Republic of Poland with the Baltics and the Republic of Finland.<br>Moreover, this corridor interconnects with the other main TEN-T corridors, such as Baltic – Adriatic and Rhine – Danube ensuring a Core Transport Network for the Three Seas Initiative member states. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | The Beneficiaries of the Rail Baltica project are three Baltic State ministries – Republic of Estonia's Ministry of Economic Affairs and Communications, Republic of Latvia's Ministry of Transport and Republic of Lithuania's Ministry of Transport and Communications. In 2014 a joint venture - RB Rail AS – was established to be a Global Project Coordinator, for the purpose of ensuring harmonisation with the Global Project parameters and coordinating cross border activities.<br>Rail Baltic Republic of Estonia OU and the Republic of Estonian Technical Regulatory Authority in Republic of Estonia, Eiropas Dzelzceļa līnijas SIA in Republic of Latvia, Lietuvos geležinkeliai JSC in Republic of Lithuania are the national Implementing Bodies. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The implementation of the Rail Baltica project is financed by the national states — Republic of Estonia, Republic of Latvia and Republic of Lithuania — and co-funding from the European Union up to 85% of the total eligible costs, in particular in the framework of the Connecting Europe Facility (CEF) funding instrument.<br>So far, the three Baltic states and RB Rail AS have received two grants designed under the CEF for the construction of the Rail Baltica railway, having signed Grant Agreements to a total value of 865 million euros.<br>Total Global Project value 5, 8 bln. Eur. | |

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **Rail Baltica** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | Republic of Estonia, Republic of Latvia, Republic of Lithuania, Republic of Poland | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Finland | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Rail Baltica infrastructure is essential for the connection of the Baltic States to their neighbours and the rest of the EU's internal market, as foreseen in the TEN-T and CEF Regulations. | |
| 8. | Short description of the project | 840 km of new railway infrastructure in Lithuania, Latvia and Estonia. 370 km of modernized infrastructure in Poland. | |
| 9. | Calendar of implementation | The new infrastructure in Lithuania, Latvia and Estonia should be operational from 2025 or 2026. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The TEN-T and CEF Regulations<br>Rail Baltica is a strong strategic component in the North Sea-Baltic corridor, attempting to create new traffic flows in a North/South direction on the eastern shore of the Baltic Sea and connect them to the well-established West/East flows between the North Sea ports, Berlin and Warsaw. The Rail Baltic is a missing link to ensure that there is no gauge break between different Member States.<br>Without the full implementation of the Rail Baltic line, the flow of goods and services from the rest of the Single Market cannot pass easily by rail into the Baltic States and | |

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| | | on to Finland or vice versa. The North Sea-Baltic Corridor cannot operate at its full potential if the situation of two different gauges would remain in place. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | One of the most strategic missing links to the trans-European transport network (TEN-T), as well as a vital element of the North-Sea Baltic Corridor, which has an important impact in providing for the free movement of people and goods within and across borders, reducing CO2 emissions, fostering regional socio-economic development, creating additional employment and generating GDP growth. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | New infrastructure, high-speed railways with ERTMS. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | European Commission, RB Rail AS, Ministries responsible for transport, railway infrastructure managers. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Approximately EUR 1.76-1.94 bn in Poland.<br>At least EUR 3 bn of construction costs in Lithuania, Latvia and Estonia. | |

**IDENTITY OF THE PROJECT – submitted by the Republic of Estonia**

| 1. | Name of project | **Rail Baltica** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
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| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Estonia | |

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| 4. | Participating countries (from the 3SI region) | Republic of Estonia, Republic of Latvia, Republic of Lithuania, Republic of Poland | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Finland | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | • To remove transport infrastructure bottlenecks;<br>• To build missing cross-border connections;<br>• To promote modal integration and interoperability;<br>• Improve safety;<br>Increase the share of sustainable mobility/Reduce environmental footprint of mobility/transport sector | |
| 8. | Short description of the project | Rail Baltica is a greenfield rail transport infrastructure project with a goal to integrate the Baltic States in the European rail network. The project includes directly five European Union countries – Republic of Poland, Republic of Lithuania, Republic of Latvia, Republic of Estonia and indirectly Republic of Finland. | |
| 9. | Calendar of implementation | Planning Phase 2014 – 2018;<br>Design Phase 2018 – 2022;<br>Construction Phase 2020 – 2026; | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Railway is part of TEN-T core rail network (TEN-T Regulation 1315/2013); Financed from Connecting Europe Facility (CEF Regulation 1316/2013); tenders ongoing according to the Public procurement directive.<br>Rail Baltica is a key EU infrastructure project to link Republic of Finland, Republic of Estonia, Republic of Latvia, Republic of Lithuania and Republic of Poland with a new European gauge, fast, conventional railway.<br>Rail Baltica is one of the priority projects of the European Union: Trans-European Transport Networks (TEN-T It envisages a continuous rail link from Tallinn (Republic of Estonia) to Warsaw (Republic of Poland), going via Riga (Republic of Latvia) and Kaunas (Republic of Lithuania) with a connection to Vilnius (Republic of Lithuania | |
| 11. | Relevance of the project for the region (the project's impact on the economic | Rail Baltica, with its modern and new infrastructure, with its multiplying effects, will change the logistics playground on the eastern part of Baltic Sea. With the Artic railway and | |

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| | convergence and interconnectivity of the region) | Republic of Finland joining from the North and coming from the south in Republic of Poland, it will remake the maps of cargo and people movement. Rail infrastructure has the potential to transform travel times within the Baltic States by significantly improving the economic competitiveness of the three countries and to create commuting duopolies between the capitals to be connected. Rail transport has a capacity to provide a competitive sustainable alternative for cargo carriers. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | With the construction/completion of the Rail Baltica railway, as a part of the North Sea-Baltic economic and TEN-T corridor, great benefits are envisaged. Project will complete integration of the Baltic States into the EU rail transport system, improve traffic safety in the Baltics/of the TEN-T corridor, provide new opportunities for passengers and freight logistics, reduce environmental footprint of mobility in the Baltic States, and provide a catalyst for sustainable economic growth in the region.<br>These benefits will not be bound only to the Baltic States. As a new economic platform, the new EU-gauge rail connection will contribute to the development of the whole North Sea-Baltic Corridor, which connects the Netherlands, Belgium, the Federal Republic of Germany and the Republic of Poland with the Baltics and the Republic of Finland.<br>Moreover, this corridor interconnects with the other main TEN-T corridors, such as Baltic – Adriatic ensuring a Core Transport Network for the Three Seas Initiative member states. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | The Beneficiaries of the Rail Baltica project are three Baltic State ministries – Republic of Estonia's Ministry of Economic Affairs and Communications, Republic of Latvia's Ministry of Transport and Republic of Lithuania's Ministry of Transport and Communications. In 2014 a joint venture – RB Rail AS – was established to be a Global Project Coordinator, for the purpose of ensuring harmonisation with the Global Project parameters and coordinating cross border activities.<br>Rail Baltic Republic of Estonia OU and the Republic of | |

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| | | Estonian Technical Regulatory Authority in Republic of Estonia, Eiropas Dzelzceļa līnijas SIA in Republic of Latvia, Lietuvos geležinkeliai JSC in Republic of Lithuania are the national Implementing Bodies. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The implementation of the Rail Baltica project is financed by the national states — Republic of Estonia, Republic of Latvia and Republic of Lithuania — and co-funding from the European Union up to 85% of the total eligible costs, in particular in the framework of the Connecting Europe Facility (CEF) funding instrument.<br>So far, the three Baltic states and RB Rail AS have received three grants designed under the CEF for the construction of the Rail Baltica railway, having signed Grant Agreements to a total value of 865 million euros.<br>Total Global Project value 5,8 bln. Eur. | |

# 7 Rail-2-Sea: "Modernization and development of railway line Gdansk(PL) – Constanța (RO)" (civil-military dual-use)

**IDENTITY OF THE PROJECT – submitted by Romania**

| 1. | Name of project | **Rail-2-Sea "Modernization and development of the railway line Gdanks (PL) – Constanța (RO)" (civil-military dual-use)** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Romania | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland, Slovak Republic, Hungary and Romania | |
| 5. | Partner country(ies) (from outside the 3SI region) | - | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | Construction of a civil-military dual-use railway line between port of Gdansk and port of Constanta crosses four countries: Republic of Poland, Slovak Republic, Hungary and Romania, with a total length of 2342 km. | |
| 8. | Short description of the project | **1. ROMANIA**<br>On the territory of Romania, the proposed railway route presents 3 (three) branches:<br>**1.1. North branch A** - representing the link with the Eastern branch of Hungary;<br>**1.2. North branch B** - representing the link with the Western branch of Hungary;<br>**1.3. Southern branch** - representing the link with the Western branch of Hungary;<br>**1.1.The North branch A** - 880 km (11 hours):<br>This branch is connecting the cities of:<br>• Episcopia Bihor (border with Hungary) - Cluj Napoca - Câmpia Turzii - Teiuş - Coşlariu - | |

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| | | Sighişoara - Braşov - Predeal - Ploieşti - Bucharest - Feteşti - Constanţa.<br>The route crosses all types of relief. The entire route is electrified in a 25kw 50Hz AC system. The railway is double on 90% of its length. The maximum speed varies between 50 to 160 km/h. 365 km; it is a modernized railway. The railway is part of the TEN-T network.<br>**1.2. The North Branch B** - 860 km (10 hours and 40 minutes):<br>This branch is connecting the cities of:<br>Curtici (border with Hungary) - Arad - Deva - Simeria - Alba Iulia - Coşlariu - Sighişoara - Brasov - Predeal - Ploieşti - Bucharest - Feteşti - Constanţa.<br>The route crosses all types of relief. The entire route is electrified in a 25kw 50Hz AC system. The entire length is carried out on the double rail electrified sector. The maximum speed varies between 50 to 160 km/h. 407 km represents modernized railway. The entire route is part of the TEN-T Core corridor.<br>**1.3. The South Branch** - 815 km (10 hours and 15 minutes):<br>This branch is connecting the cities of:<br>Curtici (border with Hungary) - Arad - Timişoara - Caransebeş - Orşova - Tr. Severin - Craiova - Roşiori - Bucharest - Feteşti - Constanţa.<br>The route crosses all types of relief. The entire route is electrified in a 25kw 50Hz AC system. Most of the length is represented by the double track rail. The maximum speed varies between 50 to 160 km/h. 242 km represents the modernized railway. The entire route is part of the TEN-T Core corridor. | |
| 9. | Calendar of implementation | **ROMANIA**<br>**1.1.The North branch A** - 880 km (11 hours):<br>• Border with Hungary - Cluj Napoca: *2019;*<br>• Cluj – Napoca - Câmpia Turzii - Teiuş: *2029;*<br>• Teiuș - Coşlariu - Sighişoara: *ongoing works;*<br>• Sighișoara - Braşov – Predeal: *2020;*<br>• Predeal - Ploieşti – Bucharest – Constanţa: | |

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| | | *completed;*<br>**1.2. The North Branch B** - 860 km (10 hours and 40 minutes):<br>• Curtici (border with Hungary) - Arad – km. 614: *completed;*<br>• km. 614 - Deva - Simeria - Alba Iulia - Coşlariu - Sighişoara: *ongoing works;*<br>• Sighișoara - Braşov – Predeal: *2020;*<br>• Predeal - Ploieşti – Bucharest – Constanţa: *completed;*<br>**1.3. The South Branch** - 815 km (10 hours and 15 minutes):<br>• Curtici (border with Hungary) - Arad: *completed;*<br>• Arad - Timişoara - Caransebeş - Orşova - Tr. Severin – Craiova: *2029;*<br>• Craiova - Roşiori - Bucharest: *2025;*<br>Bucharest – Constanţa: *completed;* | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | In Romania, all the proposed railways are part of the Trans-European Transport Network (TEN-T) Core and Comprehensive. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | N/A | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves | The project involves upgrading the existing infrastructure. | |

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| | building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | The public institutions that manage the rail infrastructure in Romania (Hungary, Slovak Republic and Republic of Poland | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | N/A | |

# 8 “Amber” Rail Freight Corridor

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **“Amber” Rail Freight Corridor** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Hungary | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland, Hungary, Slovak Republic , Republic of Slovenia | |
| 5. | Partner country(ies) (from outside the 3SI region) | No | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | Facilitation of cross-border rail freight traffic. | |
| 8. | Short description of the project | The corridor establishment brings the connection between Adriatic seaports in the Republic of Slovenia and inland ports on the Danube in Hungary and the Slovak Republic, but it brings also the perspective of railway transport development with Republic of Serbia and the improvement of the railway transport in the Europe – Asia direction.<br>Rail Freight Corridors are a capacity-offering product, not to be mistaken with infrastructure projects. | |
| 9. | Calendar of implementation | The rail freight capacity will be offered from 2020. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public | The Amber Rail Freight Corridor is being established based on Commission Implementing Decision (EU) no. 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight of the joint proposal to establish the „Amber“ RFC.<br>Also based on: | |

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| | Procurement and State Aid) | - the Green Paper, Regulation (EC) No 1315/2013 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, which outlines the plans of the nine strategically important corridors of the main network, which was adopted.<br><br>Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The establishment of European rail freight corridors at EU level should contribute to the shift of transport performances from more environmentally demanding transport modes to less environmentally demanding rail freight transport, decreasing in state subsidies to the railway infrastructure, promoting investment in the railway infrastructure, ensuring good economic conditions for railway undertakings and meeting the needs of customers. These corridors ensure, in particular, equal, non-discriminatory and easier conditions of access to the whole railway infrastructure of individual Member States for all railway undertakings. Harmonisation and synergy between particular railway infrastructures contribute to better quality, more available, more comprehensive and cost-effective services provided to railway undertakings. Cost effective services motivate railway undertakings to higher acquisition activity, thus more suitable modal split will be ensured for the whole society. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners | It will develop networks between infrastructure managers, ministries, railway operators and terminals. | |

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| | from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Ministries responsible for transport and railway infrastructure managers. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Not known at this stage of project implementation. | |

# 9 Via Baltica

**IDENTITY OF THE PROJECT – submitted by the Republic of Lithuania**

| 1. | Name of project | **Via Baltica/ Via Carpatia (in Republic of Lithuania Via Baltica partly overlapping with Via Carpatia)** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
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| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Lithuania | |
| 4. | Participating countries (from the 3SI region) | Republic of Latvia, Republic of Estonia, Republic of Poland | |
| 5. | Partner country(ies) (from outside the 3SI region) | - | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | **Modernisation of TEN-T road core network.**<br>**Meeting road safety requirements and targets.**<br><br>Due to the existing road infrastructure, on Via Baltica road traffic conditions and driving habits do not guarantee high traffic level, which is compulsory for transit road. In addition, due to all the factors listed above, the road has low level of safety and this causes many traffic accidents with serious consequences.<br><br>Analysis of freight flows showed that 90% of the freight between Republic of Lithuania and the rest of Europe is transported by road and 10% by rail transport. On the section from the Polish border to Kaunas, traffic volumes on particular days exceed 27 000 vehicles, about 7 000 of them are heavy vehicles.<br><br>The highest accident rates in Republic of Lithuania happens on road A5 from LT-PL border to Kaunas, therefore we need to upgrade transport infrastructure on | |

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| | | this route. Sufficient infrastructure investments will be needed, in the further EU financial perspective.<br>Seeking to fulfil EU's transport policy on road safety and, in the future, to implement the Vision Zero concept, is essential for Republic of Lithuania's and the other Baltic States' modernization of the road transport network. | |
| 8. | Short description of the project | Via Baltica route, which lays from Republic of Poland to Republic of Estonia ,is one of the most important transit arteries in the Eastern Europe. There is no other transport corridor in Republic of Lithuania, Republic of Latvia and Republic of Estonia for the transportation of goods in the North-South direction. On the road, the share of freight traffic is around 30%, thus requiring the highest-level quality of traffic conditions, to ensure a smooth flow of traffic.<br>However, due to the existing road infrastructure, traffic conditions and driving habits today, Via Baltica does not guarantee a high level of traffic quality for the transit route. There is a low level of road safety, which affects the emergence of traffic accidents with severe consequences.<br>The total length of the Via Baltica road on the Republic of Lithuanian territory is 269 km and the transport corridor consists of five state significance main road whose sections are intensively used for transit and everyday trips:<br>• A5 Kaunas-Marijampolė-Suwalki from 0 km to 97.06 km;<br>• A1 Vilnius-Kaunas-Klaipėda from 102 km to 114.8 km;<br>• A8 Panevėžys-Aristava-Sitkūnai from 7.5 km to 87.86 km;<br>• A17 Panevėžys bypass from 0 km to 22.25 km;<br>A10 Panevėžys-Pasvalys-Riga from 9.1 km to 66.09 km. | |
| 9. | Calendar of implementation | Further development of the motorway Via Baltica:<br>- Kaunas–Lithuanian/Polish border reconstruction (2+2) will be finished by 2023 (separated transport flows, 4 lane highway, guaranteed speed of 130 km/h);<br>- Kaunas–Lithuanian/ Latvian border to be finished (2+1) by 2022 (separated transport flows; | |

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| | | reconstructed single level crossings);<br>- Reconstruction of A5 Kaunas-Marijampolė-Suvalki 23,4-35,4 km and from 45,15-56,83km (2+2) works are ongoing (have to be finished till the end of 2018);<br>- Reconstruction of A5 Kaunas-Marijampolė-Suvalki 23,4-35,4 km and from 23,40 till 35,40 km (2+2) works are ongoing (have to be finished till the end of 2018);<br>- Reconstruction of A5 Kaunas-Marijampolė-Suvalki 56,83-97,07km (2+2) till 2022 is planned. Works for the preparation of special design and land acquisition are ongoing;<br>- Reconstruction of A8 Panevėžys-Aristava-Sitkūnai 23,36-87,0 km (2+1) till 2020 (2022) is planned;<br>- Reconstruction of A10 section from 9.507 to 65.19 km (2+1) (2017-2020) is planned;<br>- Reconstruction of A17 section from 0.00 until 22.06 km (2+1) are ongoing. Have to be finished in 2018;<br>Reconstruction of sections A5 Kaunas-Marijampolė-Suvalki 17,34-23,4 km (2+2) and A5 Kaunas-Marijampolė-Suvalki 35,4-45,15km (2+2) and intersection of roads A10 and A17 (2+1) was completed in 2017. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Road is part of TEN-T core road network (TEN-T Regulation 1315/2013 Partly financed from Connecting Europe Facility (CEF Regulation 1316/2013 Modernisation works ongoing according to the Public procurement directive.<br>To ensure a smooth goods and passenger mobility in the road transport, a sufficient engineering level of infrastructure must be achieved and maintained accordingly to the criteria of speed, traffic safety and comfort as defined in the TEN-T development guidelines. In the light of these guidelines, the Republic of Lithuanian road transport network lacks ITS solutions, cargo terminals and logistic centres, points of their connection with other transport modes in TEN-T, and equipment for the infrastructure maintenance and status control (truck weighing equipment etc. | |

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| | | Road traffic safety is in the focus of attention in TEN-T development guidelines. However, Republic of Lithuania still lacks modern traffic safety facilities and ITS solutions, part of the roads do not meet the requirements set for expressways and motorways including the axle weight and environmental protection requirements, and some cities do not have by-pass roads. Modernisation of TEN-T roads and their access roads must be continued in order to ensure compliance with the main provisions on safe and smooth transport set out in the TEN-T guidelines. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Via Baltica is one of the most important instruments for the implementation of EU transport policy regarding territorial cohesion and connectivity of peripheral regions. Via Baltica remains a significant communication, tourism and at the same time a stimulator of economic growth in the participating countries and Baltic region | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Baltic States and Republic of Poland need to create smart, alternative fuels driven South-North Corridor. According to the Memorandum of Understanding towards harmonized ITS deployment in the Baltic Region (signed on 4 July 2014 by three Baltic States and Republic of Poland), Via Baltica is considered to become a smart road.<br>After having invested constantly into ITS and traffic management solutions, and now well into the development of alternative fuels (AF) infrastructure, the Republic of Poland, Republic of Lithuania, Republic of Latvia and Republic of Estonia have a big potential to become frontrunners in the TEN-T corridors alternative fuels and ITS innovative flagship projects initiative.<br>Focus on alternative fuels infrastructure can also help accelerate related areas, such as exchange of real-time data about the infrastructure and traffic situation along the corridors for users. Our key goal is to develop a service enabling smooth traffic from Warsaw to Tallinn by alternatively fuelled vehicles, which can also provide real-time information on alternative fuels and traffic situation.<br>Example: an electric vehicle from Warsaw should be able to travel all the way to Tallinn, using charging points on the | |

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| | | road and making use of real-time information about the availability of this infrastructure as well as traffic and weather conditions.<br>Smooth circulation of alternatively fuelled vehicles requires adequate and real-time information for the drivers about the availability of relevant refuelling stations and EV charging points on their route, namely:<br>-Geographical location;<br>-Real-time accessibility (in particular for EVs);<br>-Other accessibility conditions (pricing, access conditions etc.);<br>Geographical location normally should not be difficult to provide. However, real-time data may require some additional equipment, which is not required under current EU directives. Although the Directive 2012/49 requires this data to be open, this layer would help involved Member States to make more use of it, namely by bringing it all together, in an interoperable format, for the use of a specific corridor.<br>The key goal – development and usage of a single data exchange protocol, to ensure interoperability.<br>Additional information for road users also needed. This may consist of (where available):<br>-additional services at the fuel station (or close to recharging point), such as catering, WCs, showers, parking space, etc. It can also include their access conditions, such as pricing;<br>-safe and secure parking places for trucks, their availability and access conditions;<br>-roadworks;<br>-real-time info about accidents;<br>-real-time info on weather conditions;<br>-road signs, including variable information signs;<br>-other real-time traffic information;<br>Real-time traffic information for AF drivers is necessary for better calculation of time for accessing the fuel station. For other users, this is the key to safety and better management of their travel time (in particular, for international heavy goods transport Baltic States have | |

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| | | already a very good record of cooperation in this area, mainly because the agreements on the level of road administrations already ensure the exchange of real-time data on some of the areas above.<br>The key goal – bring this cooperation to another level, making the exchange of data systematic, mainly through development and usage of a single data exchange protocol. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Implementing entity in Republic of Lithuania - Lithuanian Road Administration under the Ministry of Transport and Communications.<br>Promoter, beneficiary - Ministry of Transport and Communications. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Total cost (actual): 502,7 mill. Eur.<br>Secured financing: 91,4 mill. Eur.<br>According to EU policy and its priority to finance railways sector projects, in Republic of Lithuania only 6 percent of EU CEF finances is allocated to road sector and in particular to VIA BALTICA works for cross-border sections (LT,LV,EE), therefore exists financing gap for implementation of all Via Baltica to highway as well as for smart road parameters. | |

**IDENTITY OF THE PROJECT – submitted by the Republic of Estonia**

| 1. | Name of project | **Via Baltica** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Estonia | |
| 4. | Participating countries (from the 3SI region) | Republic of Latvia, Republic of Lithuania, Republic of Poland | |
| 5. | Partner country(ies) (from outside the 3SI region) | - | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | **Modernisation of TEN-T road core network.**<br>**Meeting road safety requirements and targets.**<br><br>Reconstruction of the existing Via Baltica TEN-T core network road to 2+1 and 2+2 road in order to improve traffic safety by 50% and to meet environmental standards (noise barriers, animal fencing, ecoducts etc<br>Due to the existing road infrastructure, the road traffic conditions and the driving habits on the Via Baltica do not guarantee a high traffic level, which is compulsory for transit road. In addition, due to all the factors listed above, the road has a low level of safety and this causes many traffic accidents with serious consequences.<br>About 10% of the current Via Baltica road corresponds to the TEN-T core network safety and environmental standards.<br>Close to Pärnu sections, traffic volumes are about 13 000 vehicles, including 1700 heavy vehicles.<br>The highest accident rate in Estonia is on the Tallinn-Pärnu-Ikla road, therefore it urgently needs to upgrade transport infrastructure. Sufficient infrastructure investments will be needed, in the further EU financial perspective. | |

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| | | It is essential for the Republic of Estonia and for the modernization of the road transport network of other Baltic States' to seek to fulfil EU's transport policy on road safety and, in the future, to implement the Vision Zero concept. | |
| 8. | Short description of the project | The Via Baltica route, which lays from the Republic of Poland to the Republic of Estonia, is one of the most important transit arteries in the Eastern Europe. There is no other transport corridor in the Republic of Lithuania, Republic of Latvia and Republic of Estonia for the transportation of goods in the North-South direction. On the road, the share of freight traffic is around 30%, thus requiring the highest-level quality of traffic conditions, to ensure a smooth flow of traffic.<br>However, due to the existing road infrastructure, traffic conditions and driving habits today, Via Baltica does not guarantee a high level of traffic quality for the transit route. There is a low level of road safety, which affects the emergence of traffic accidents with severe consequences. | |
| 9. | Calendar of implementation | The road is part of TEN-T core road network (TEN-T Regulation 1315/2013<br>Reconstruction of Via Baltica is included to North-Sea Baltic Core Network Corridor projects list (page 17) of total cost of 189 MEUR: https://ec.europa.eu/transport/sites/transport/files/nsb_project_list.pdf<br>To ensure a smooth mobility of goods and passengers in the road transport, a sufficient engineering level of infrastructure must be achieved and maintained accordingly to the criteria of speed, traffic safety and comfort, such as defined in the TEN-T development guidelines.<br>The modernisation of TEN-T roads and their access roads must be continued in order to ensure compliance with the main provisions on safe and smooth transport set out in the TEN-T guidelines. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU | Via Baltica is one of the most important instruments for the implementation of EU transport policy regarding territorial cohesion and connectivity of peripheral regions. Via Baltica remains a significant communication and tourism spot and | |

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| | programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | at the same time a stimulator of economic growth in the participating countries and in the Baltic region. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The Baltic States and the Republic of Poland need to create smart, alternative fuels driven in the South-North Corridor. According to the Memorandum of Understanding towards a harmonized ITS deployment in the Baltic Region (signed on 4 July 2014 by three Baltic States and the Republic of Poland), Via Baltica is considered to become a smart road.<br>After having invested constantly into ITS and traffic management solutions, and now well into the development of alternative fuels (AF) infrastructure, the Republics of Poland, Lithuania, Latvia and Estonia have a big potential to become frontrunners in the TEN-T corridors alternative fuels and ITS innovative flagship projects initiative.<br>Focus on alternative fuels infrastructure can also help accelerate related areas, such as exchange of real-time data about the infrastructure and traffic situation along the corridors for users. Our key goal is to develop a service enabling smooth traffic from Warsaw to Tallinn by alternatively fuelled vehicles, which can also provide real-time information on alternative fuels and traffic situation.<br>• ***Example****: an electric vehicle from Warsaw should be able to travel all the way to Tallinn, using charging points on the road and making use of real-time information about the availability of this infrastructure as well as traffic and weather conditions.*<br><br>Smooth circulation of alternatively fuelled vehicles requires adequate and real-time information for the drivers about the availability of relevant refuelling stations and EV charging points on their route, namely: | |

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| | | -Geographical location;<br>-Real-time accessibility (in particular for EVs);<br>-Other accessibility conditions (pricing, access conditions etc.);<br>Normally, geographical location should not be difficult to provide. However, real-time data may require some additional equipment, which is not required under current EU directives. Although the Directive 2012/49 requires this data to be open, this layer would help involved Member States to make more use of it, namely by bringing it all together, in an interoperable format, for the use of a specific corridor.<br>The key goal – development and usage of a single data exchange protocol, to ensure interoperability.<br>Additional information for road users also needed. This may consist of (where available):<br>-additional services at the fuel station (or close to recharging point), such as catering, WCs, showers, parking space, etc. It can also include access conditions, such as pricing;<br>-safe and secure parking places for trucks, their availability and access conditions;<br>-roadworks;<br>-real-time info about accidents;<br>-real-time info on weather conditions;<br>-road signs, including variable information signs;<br>-other real-time traffic information;<br>Real-time traffic information for AF drivers is necessary for better calculation of time in order to access the fuel station. For other users, this is the key to safety and better management of their travel time (in particular, for international heavy goods transport Baltic States have already a very good record of cooperation in this area, mainly because the agreements on the level of road administration already ensure the exchange of real-time data on some of the areas above.<br>The key goal – bring this cooperation to another level, making the exchange of data systematic, mainly through development and usage of a single data exchange | |

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| | | protocol. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Implementing entity in Republic of Estonia - Estonian Road Administration under the Ministry of Economic Affairs and Communications.<br>Promoter, beneficiary - Ministry of Economic Affairs and Communications. | |
| 13. | Description of entities involved (promoter, implementing entities, bene<br>ficiaries) | Total cost (actual) in Estonia: 189 MEUR<br>Secured financing: 0 EUR | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | | |

# 10 Danube-Oder-Elbe Connection

**IDENTITY OF THE PROJECT – submitted by the Republic of Poland**

| 1. | Name of project | **Danube-Oder-Elbe Connection** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Poland | |
| 4. | Participating countries (from the 3SI region) | Republic of Poland, Czech Republic, Slovak Republic | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | Building the missing links of the Danube-Oder-Elbe water corridor in the Republic of Poland, Czech Republic and Slovak Republic, as part of European inland waterways network (including TEN-T | |
| 8. | Short description of the project | The integral part of the Oder Waterway (E-30) is the water corridor called D-O-E (Danube-Oder-Elbe This is the missing link of interconnected network of European waterways, which lie down in the area of interest of Czech Republic, Slovak Republic and Republic of Poland.<br>The building of missing D-O-E link could stimulate the endogenous potential at territorial level and spur local growth. Despite current differences in their levels of development, the riverside communities display similar drivers for growth as well as underlying challenges (i.e. ample untapped potential for tourism and industry development, need to increase the energy security, to tackle the problems of degraded areas connected with the loss of port functions and the devastation of the environment, the flood risk etc. | |

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| 9. | Calendar of implementation | Polish part of Danube-Oder-Elbe canal:<br>II quarter of 2018 - Czech Feasibility Study of the Danube-Oder-Elbe water corridor as important input to Polish-Czech Republic part of waterway<br>- IV quarter of 2018 - Analysis of the inland waterway transport sector in the scope of resulting from the modernization of the Odra Waterway and the Waterway of the Vistula River;<br>- IV quarter of 2019 - Preliminary concept of construction of waterway Kędzierzyn-Koźle - state border;<br>- I quarter of 2021 - *Development Program for the Odra Waterway* (E30) along with a functionally connected Polish section of the missing connection between the Danube-Oder and the Elbe;<br>after 2021 - studies and plans; | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | From WHITE PAPER Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system.<br>• „On the coasts, more and efficient entry points into European markets are needed, avoiding unnecessary traffic crossing Europe. Seaports have a major role as logistics centers and require efficient hinterland connections. Their development is vital to handle increased volumes of freight both by short sea shipping within the EU and with the rest of the world. Inland waterways, where unused potential exists, have to play an increasing role in particular in moving goods to the hinterland and in linking the European seas."<br>• „As one of ten goals for a competitive and resource efficient transport system: benchmarks for achieving the 60% GHG emission reduction target:<br>- 30% of road freight (over 300 km) should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed." | |

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| | | The Republic of Poland joined the AGN Agreement - European Agreement on Main Inland Waterways of International Importance. This is the clear statement that Republic of Poland is committed to develop main waterways, including E-30 – Oder Waterway and water corridor called D-O-E (Danube-Oder-Elbe | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The expected results positively influence wider categories of stakeholders, i. e. industry, entrepreneurs, ship owners, science and research centers, as well as regional and local authorities responsible for the socio-economic development of the concerned areas crossed by the Odra River, citizens, tourists etc. Given that the expect modernization of the waterway will have a cross boarder impact, the public and private sectors in the boarding regions of the Czech Republic will also benefit from the project. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The project is focusing on building new inland waterway connection with the new infrastructure.<br>There is an ongoing dialogue with the Ministry of Transport of the Czech Republic and the Ministry of the Transport of the Slovak Republic, and a partnership is being developed in the framework of the Working Group on the Danube-Oder-Elbe Connection. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Promoter – Ministry of Maritime Economy and Inland Navigation;<br>Implementing entities – State Holding Polish Waters;<br>Beneficiaries – state governments, local authorities, industry, entrepreneurs, citizens, tourists etc. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Approximately 2,5 mld PLN.<br>The total cost will be calculated in the *Development Program for the Odra Waterway*.<br>Identified potential sources of financing some of which are the<br>funds from: the Cohesion Fund, the Fund "Connecting | |

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| | | Europe Facility" (CEF), special-purpose assets e.g. funds of the National Fund for Environmental Protection and Water Management or funds from the projected Inland Waterways Development Fund as well as the state budget, local governments budget, investors. | |

**IDENTITY OF THE PROJECT – submitted by the Czech Republic**

| 1. | Name of project | **Water Corridor Danube-Oder-Elbe** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Czech Republic, Poland, Slovakia | |
| 4. | Participating countries (from the 3SI region) | Czech Republic, Poland, Slovakia | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | Proposal of the project of the multi-purpose water corridor Danube-Oder-Elbe. | |
| 8. | Short description of the project | Project of the multifunctional inland waterway corridor connecting Baltic Sea, Black Sea and North Sea including energy, water management functionalities. | |
| 9. | Calendar of implementation | Decision will be made later, following the outputs of the Feasibility study. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Project is not included in EU Priorities (TEN-T network Feasibility study is in preparation – the Ministry of Transport of the Czech Republic is waiting for the results after inter-institutional commentary process. After the Feasibility study, SEA and EIA processes are planned to be carried out. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the | Feasibility studies, including the impact of the project on the region, have been or are being prepared in each of the participating countries – i.e. the Czech Republic, Republic of Poland and Slovak Republic.<br>It turns out that the water corridor would bring positive | |

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| | region) | benefits not only in Central Europe, but also in other European areas (broader Central and South-Eastern Europe Connecting waterways, which are presently disconnected/blind, would be far-reaching stimuli for a further development of transportation in the Black, Baltic and Adriatic Sea Basins. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Project aims at constructing of the new transport infrastructure. New technologies are envisaged. The Czech Republic cooperates with the Slovak Republic and the Republic of Poland within the Monitoring Committee. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Description will be done in the Project documentation within the building procedure. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The budget, approximately 600 billion Czech crowns (23 billion EUR), is upon decision of the Czech Government. Construction could be financed with assistance of the EU funds if the Project was included in the TEN-T. | |

# 11 Sava IW section between Jaruge – Novi Grad

**IDENTITY OF THE PROJECT – submitted by the Republic of Croatia**

| 1. | Name of project | **Sava IW section between Jaruge – Novi Grad** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | Republic of Croatia | |
| 5. | Partner country(ies) (from outside the 3SI region) | Bosnia and Herzegovina | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Upgrading the Sava River waterway to international waterway class IV. | |
| 8. | Short description of the project | At this moment, the Sava river waterway does not meet the required navigation parameters of international waterway class IV and does not allow interrupted navigation during 300 days a year for vessels with a maximum draft of 2, 5 m. According to preliminary design, it is necessary to reconstruct existing waterway structures (revetments and groins) and to construct new waterway structures (revetments, groins and sills) which will reduce the width of the waterway and increase the depth of the river. | |
| 9. | Calendar of implementation | 2020-2023 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in | Preparation of EIA Study and Design Documentation for the river Sava IW section between rkm 329 to 315 and 312+200 to 300 is currently ongoing and co-financed from the CEF programme. | |

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| | particular concerning the Environment, Public Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Removal of the bottleneck will improve inland navigation, therefore directly influencing the interconnectivity of the region. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The exact image about the construction and upgrading of existing waterway structures will be known after the finalisation of design documentation. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | The implementing entity is the Agency for Inland Waterways- public body responsible for fairway maintenance, rehabilitation and upgrade. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Croatia 7.000.000,00€ and Bosnian and Herzegovina 7.000.000,00€ | |

Three Seas Initiative

Slovenia, 5 - 6 June 2019

# Bilateral and National Projects with International Potential

**Energy** *(pages 97-107)*

**Digital** *(pages 110- 113)*

**Transport** *(pages 117-148)*

# ENERGY PROJECTS

# 1 HU-SI gas interconnector

**IDENTITY OF THE PROJECT – submitted by the Republic of Slovenia**

| 1. | Name of project | **HU-SI gas interconnector** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Slovenia, Hungary | |
| 4. | Participating countries (from the 3SI region) | Republic of Slovenia, Hungary | |
| 5. | Partner country(ies) (from outside the 3SI region) | Expressed interest from Republic of Italy TSOs | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | **Objectives:**<br>a) **Establishing a new gas connection into the region:**<br>a. The gas project HU-SI enables the connection of gas markets of the NSI East Gas area (North-South gas interconnections in Central Eastern and South Eastern Europe) and SGC (Southern Gas Corridor) area with Italian gas market via Republic of Slovenia,<br>b. This create an efficient connection of gas sources from the Caspian region, the Black Sea region, new LNG sources in Adriatic sea as well as the Mediterranean region gas sources.<br>b) **Adjustment to the increasingly dynamic gas market in the region**, characterised by needs of the transit of the gas, whose quantities can not be reliably predicted, and increased tendency for the use of underground gas storage facilities and LNG terminals in the region. | |

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| | | c) **Fulfilling the criteria for the security of gas supply** (Regulation (EU) 2017/1938), which requires an interconnection between the Republic of Slovenian transmission system with multiple gas sources by different routes, and the possibility of storing and using the gas from the underground storage facilities in the region.<br>**The gradual convergence of gas markets** to more integrated regional gas market, which supports "ACER – gas target market model" search. Such a market integration is a condition for price convergence on broader gas market. | |
| 8. | Short description of the project | • It connects currently not connected national gas markets.<br>• It will contribute to the usage and development of underground gas storage capacities in South-Eastern Europe.<br>• It will contribute to diversification of gas sources (LNG sources from the Adriatic region, and any other sources, which are currently available in Republic of Slovenian gas market<br>It will improve security of supply for the existing Republic of Slovenian gas system as well as for the Hungarian gas market. | |
| 9. | Calendar of implementation | 2023; | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The SI-HU project has the status of a Project of Common Interest (PCI) in line with the Regulation 347/2013/EU and is currently included in the Union list of projects of common interest, point 6.23 of Commission delegated regulation (EU) 2018/540 of 23 November 2017. | |
| 11. | Relevance of the project for the region (the project's impact on the economic | • The project will create a gas route between Hungary, Republic of Slovenia and Republic of Italy.<br>• The project will couple Hungarian gas market with | |

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| | convergence and interconnectivity of the region) | Italian gas market via Republic of Slovenia.<br>• Market coupling will enable a gas price convergence in the region.<br>Due to the coupling of gas markets with diverse gas sources, the project will enhance the gas security supply. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Plinovodi, Družba za upravljanje s prenosnim sistemom, d.o.o.<br>FGSZ Natural Gas Transmission Private Company Limited by Shares. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | | |

# 2 SINCRO.GRID

**IDENTITY OF THE PROJECT – submitted by the Republic of Slovenia**

| 1. | Name of project | **SINCRO.GRID** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Slovenia, Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Croatia | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Main objectives of project: solving network voltage, frequency control and congestion issues and enabling further deployment of renewables (RES) and displacement of conventional generation by integrating new active elements in the transmission and distribution grids into the virtual cross-border control centre based on advanced data management and common system optimisation. | |
| 8. | Short description of the project | SINCRO.GRID is a smart grid project that enhances links between the electricity grids of Republic of Slovenia and Republic of Croatia and gives a boost to the use of renewable energy in the region.<br>The project will integrate several innovative technologies to ensure that grids have the capacity to efficiently transmit electricity across the border between the two countries. A new virtual cross-border control centre, that makes use of special IT infrastructure and software, will also regulate the flow of electricity from renewable sources. The project will also ensure that more energy can be generated by smaller, local power sources. In addition, it will increase energy | |

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| | | storage capacity in the region, so that energy generated can be kept in reserve for when it is most needed. | |
| 9. | Calendar of implementation | - 2015 studies;<br>- 2016 application preparation;<br>- 2017 tendering procedures;<br>- 2019 upgrading of the existing infrastructure;<br>- 2020 implementation of advanced tools in systems operation;<br>2021 system testing and optimization of all systems; | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Yes (PCI 3rd list, CEF | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | - Increased cross-border capacity;<br>- Deferred transmission investment;<br>- Financial & societal benefits;<br>Reduction of GHG emissions; | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | - Macro-regional security of supply: The connection of new RES-based electricity generation as well as provision of ancillary services is provided in a securely manner and has an impact on a wider- regional level;<br>- Solidarity with other countries: Security of supply benefits to neighbouring countries, increased cross border flow;<br>Technological innovation with replication potential: SINCRO.GRID delivers synergetic technology building blocks that meet some of the H2020 research and innovation specifications. Potential for replication; | |
| 13. | Description of entities | • ELES, Republic of Slovenian Electricity | |

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| | involved (promoter, implementing entities, bene ficiaries) | Transmission System Operator;<br>• HOPS, Republic of Croatian Electricity Transmission System Operator;<br>• SODO, Republic of Slovenian Electricity Distribution System Operator;<br>HEP ODS, Republic of Croatian Electricity Distribution System Operator; | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | - Overall investment costs amount to 88, 6 million Euro. € 40, 5 million of EU funding from the CEF (51% | |

# 3 Commissioning of the regional LNG terminal in Paldiski, Estonia

**IDENTITY OF THE PROJECT – submitted by the Republic of Estonia**

| 1. | Name of project | **Commissioning of the regional LNG terminal in Paldiski, Estonia** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Estonia | |
| 4. | Participating countries (from the 3SI region) | Republic of Estonia | |
| 5. | Partner country(ies) (from outside the 3SI region) | Republic of Finland | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | To ensure long-term security and diversification of the gas supply to the Republic of Finland and to the Baltic States on the most competitive terms, to enable access to the global LNG markets, to increase competition among suppliers and promoting LNG use as an alternative fuel in marine and transport sectors as well as for off-grid gas consumers. | |
| 8. | Short description of the project | With BEMIP studies and member states' agreements, the most feasible location for the regional LNG import terminal was determined to be on the landfall of Balticconnector (gas interconnector between Estonia and Finland) in the middle of the existing and future regional Baltic and Finnish gas market. After the Republic of Finland decided to withdraw its own plans for a regional terminal in 2015, it was agreed that the regional terminal will be built in the Republic of Estonia. A regional LNG terminal project has been developed in Paldiski (Republic of Estonia) where the Balticconnector landfall is located. All requisite planning and FEED is completed, all building and environmental | |

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| | | permits have been obtained. On-site preparatory works of infrastructure have started. | |
| 9. | Calendar of implementation | 2018 Q3 – 2024 Q4. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project has been agreed upon within the BEMIP framework, identified in TEN-E strategy and included by the European Commission in the previous PCI list as a regional cluster, together with the Balticconnector. The project is consistent with the EU law and contributes to the implementation of the EU priorities and agreed policy targets in the energy sector (namely security of supply, diversification, competitiveness and sustainability | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Studies completed within BEMIP framework (Booz&Co 2012 etc.) and by the regional TSO's (Frontier 2014) have identified the positive impact for the regional gas market development when the regional LNG terminal project either in Finland or in Estonia is commissioned. Practice has shown that an LNG terminal located in the southern border of the future regional gas market would not be able to satisfy the needs of the northern part of the regional gas market. Therefore, a regional LNG terminal that will complement the GIPL, Balticconnector pipelines and Inčukalns UGS, is needed in the middle of the future regional gas market. The GIPL, Balticconnector pipelines and Inčukalns UGS altogether will be able to create a long-term and most competitive gas supply security and a diversification infrastructure in the Finnish-Baltic region.<br><br>According to the CBA of the regional LNG terminal in the Republic of Estonia, the commissioning of the Paldiski LNG terminal generates approximately 1 billion euros socio-economic net benefits (reduction of GHG emissions etc.) to the Republic of Finland, the Republic of Estonia and the Republic of Latvia within the first 15 years of operations. | |
| 12. | Whether innovative, safe and sustainable new | By building this new infrastructure at the landfall of the Balticconnector existing pipeline gas, the consumers of | |

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| | technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | the region and the rapidly developing new off-grid maritime and transport markets will enjoy the cost-benefits of centrally located and logistically most feasible regional LNG hub. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Alexela Group (promoter of Paldiski LNG terminal, developer/operator of the Hamina LNG terminal in Finland, Slovaag Oil terminal in Norway, Paldiski LPG and Sillamäe Oil terminals in Estonia) www.alexela.ee. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Total cost 344 mln. EUR<br>Financing gap 123 mln. EUR | |

# 4 Construction of the 500MW Estonian Pumped-Hydro Energy Storage (Estonian PHES)

**IDENTITY OF THE PROJECT – submitted by the Republic of Estonia**

| 1. | Name of project | **Construction of the 500MW Estonian PHES** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Estonia | |
| 4. | Participating countries (from the 3SI region) | Republic of Estonia | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The Project boosts the European power system transition (by providing storage possibilities and enabling large scale RES-power into the grid An additional benefit can be seen to the synchronization of the Baltic power systems with Continental European power network (by providing system inertia, improving system flexibility and developing balancing market | |
| 8. | Short description of the project | The Project is a unique energy solution, the economic benefit lies in the synergy of deep granite mining and large-scale energy storage. The Project has been developed since 2009. The environmental impact assessments have been evaluated and the area planning process is in the final stage. | |
| 9. | Calendar of implementation | 2020 Q2 – 2028 Q1.<br>**NB**! The schedule is market-driven. The schedule could be significantly shortened if the relevant order appears. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included | The Project is the EU PCI (projects of common interest) 3rd list (project 4.6.), consistent with EU law and contributes to the implementation of the EU priorities and policy targets in | |

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| | in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | energy sector (namely security of supply, diversification, competitiveness and sustainability | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The Project has the following impacts on the economic conversion and interconnectivity of the region:<br>- Improves regional power system robustness by adding system inertia and improving system flexibility and developing balancing market;<br>- Develops power market development by developing power balancing market;<br>- Accelerates the regional power generation transition towards more sustainable system by enabling large-scale RES-power into the grid without addition network reinforcements<br>- Improves resource efficiency of the Baltic domestic material consumption by partly replacing limestone aggregates in the Baltic road construction market with more resilient chrystalline aggregates<br>- generates significant socio-economic benefits to the East-Baltic region. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The Project is a unique energy solution, combining synergies from deep granite mining and large-scale energy storage. | |
| 13. | Description of entities involved (promoter, | Project Promoter: Energiasalv Pakri OÜ, TSO: Elering AS | |

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| | implementing entities, bene ficiaries) | | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | 350 mill EUR | |

# 5 „Compressor station 1“ at the Croatian gas transmission system

**IDENTITY OF THE PROJECT – submitted by the Republic of Croatia**

| 1. | Name of project | **„Compressor station 1“at the Croatian gas transmission system** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | Republic of Croatia | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The construction of the „Compressor station 1“ at the Croatian gas transmission system, together with the implementation of the phase I and the construction of the connecting gas pipeline Omišalj-Zlobin will provide the transport of gas in the direction of Hungary by the existing 75-bar system with an annual capacity of 1,7 bcma. | |
| 8. | Short description of the project | Capacity 201,000 m3/h, power 4.5 MW, 2 operating and 1 stand-by compressor unit.<br>Compressor stations will significantly increase the efficiency of the Croatian gas transmission system. Compressor stations are an integral part of the transmission system, integrated in a way that increases the flexibility in managing the existing transmission capacities of the system and provides rational increase of transmission capacities according to user needs, which are the requirements of the market, as well as satisfy market conditions arising from the application of new legal regulation. | |
| 9. | Calendar of implementation | Construction 2018-2019. Commissioning: end of 2019 | |

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| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Full compliance with EU Priorities, Policies and Directives. The project is on PCI List No 6.5.5. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The construction of such facilities is necessary due to the opening of the gas market and the need to provide sufficient transmission capacities and optimal conditions for natural gas delivery pressure, as well as for the development of the gas market in the Republic of Croatia and the neighbouring countries. It will facilitate the gas transmission from LNG Terminal on the Island of Krk and IAP to the 3SI countries. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Plinacro – Croatian Gas Transmission System Operator. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Total cost: 25 mil EUR.<br>100% own sources. | |

# 6 Purchase of the FSRU INDEPENDENCE (Klaipėda LNG terminal)

**IDENTITY OF THE PROJECT – submitted by the Republic of Lithuania**

| 1. | Name of project | **Purchase of the FSRU INDEPENDENCE (Klaipėda LNG terminal)** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>X Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Lithuania | |
| 4. | Participating countries (from the 3SI region) | Republic of Lithuania | |
| 5. | Partner country(ies) (from outside the 3SI region) | N/A | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | To ensure security and diversification of the gas supply to the Baltic States, to enable access to the global LNG markets, to increase competition among suppliers and promoting LNG use as alternative fuel in marine and transport sectors as well as for off-grid gas consumers' needs. | |
| 8. | Short description of the project | FSRU is currently owned, operated and managed by Leigh Höegh LNG (Norway) and is under a 10-year time charter party (TCP) contract to Klaipėdos nafta (KN) which will expire at the end of 2024. As part of the contract, KN holds a purchase option that would transfer the ownership of the FSRU after the exercise.<br>Republic of Lithuania is planning to purchase the FSRU.<br>Project contains preparatory works for FID and relevant contractual agreements with Leigh Höegh LNG. | |
| 9. | Calendar of implementation | 2017 Q4 – 2019 Q4. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and | The project is consistent with EU law and contributes to the implementation of the EU priorities and policy targets in energy sector (namely security of supply, diversification, competitiveness and sustainability Klaipėda LNG terminal | |

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| | project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | project is included EU LNG and Storage strategy. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Klaipėda LNGT has already proven to be a reliable alternative gas supply route in the region. FSRU "Independence" capacities are sufficient for the regional LNG import needs. GIPL, Balticconnector together with Klaipėda LNGT, Inčukalns UGS and the removal of remaining internal bottlenecks are fully sufficient to create a long-term gas supply security and a diversification infrastructure in the East-Baltic region.<br><br>Since the opening of the Klaipėda LNGT in December 2014, the terminal has strengthened Baltic States' negotiation position with the dominant gas supplier and currently serves as the only alternative gas supply route. Klaipėda LNGT sets a gas price cap in the regional market and acts as a safeguard preventing the dominant supplier from abusing its dominant position.<br><br>Acquisition of the ownership of the FSRU INDEPENDENCE generates significant socio-economic benefits to Republic of Lithuania and the East-Baltic region. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | N/A | |

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| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Klaipėdos nafta (operator of the Klaipėda LNG terminal) www.kn.lt ; | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | 120–160 mln. EUR | |

# DIGITAL PROJECTS

# 1 Pilot Project 5G PPDR – Public Protection Disaster Relief

**IDENTITY OF THE PROJECT – submitted by the Republic of Slovenia**

| 1. | Name of project | **Pilot Project 5G PPDR - Public Protection Disaster Relief** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | ☐ Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Republic of Slovenia | |
| 4. | Participating countries (from the 3SI region) | Hungary | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | In Europe, we are exposed to public safety challenges like managing the Schengen border, natural disasters, securing critical infrastructure, terrorist threats. We need cross-border and multi-agency collaboration<br>By **improving safety with more efficient preventive and operational activities** for all stakeholders, we contribute to a better life, work and business environment.<br>We must **improve current Public Safety and Emergency Services** by the following means:<br>- Improved operational efficiency and faster emergency response through innovative usage of standardized ICT technologies;<br>- Save more lives and lower the damage (cost) on infrastructure and property;<br>Contribution to **increased efficiency of responders** will have impact to number of saved lives, better property protection and therefore to GDP. | |
| 8. | Short description of the project | **5G PPDR ecosystem** environment consists of:<br>- PPDR users (Police, Military, Public protection);<br>- Cooperation between Industry, Government, NRA, | |

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| | | Faculty;<br>- Development Environment (excellent LTE coverage, excellent next-generation access (NGA) networks);<br>- Regulatory environment (Electronic Communications Act, harmonised frequencies, prioritisation for first responders);<br>- Extensive technical knowledge and PPDR best practice cases;<br>**5G PPDR is based on 5G network, Advanced Operational Centre and Multi-agency collaboration and interoperability mechanisms,** which means:<br>- Enhanced communication among stakeholders, (Police, Army, Rescue);<br>- Supportive regulatory environment (1st responder prioritization);<br>- Advanced services (video surveillance – extreme broadband (BB), flying unmanned aerial vehicle (UAVs) – real time control, self-controlling UAVs – massive IoT, data analytics);<br>- Interoperability with other technologies (TETRA, DMR, 4G/LTE | |
| 9. | Calendar of implementation | Phase 0 was completed in **October 2017** with:<br>- basic functionalities implemented in 4G/LTE network,<br>- secure live video streaming over 4G/LTE.<br>**In December 2017,** we signed a Memorandum of cooperation between the Ministry of Interior of Hungary and the Ministry of Public Administration of the Republic of Slovenia on cross-border cooperation in the development and testing of the 5G pilot project in relation to the public protection and disaster relief – PPDR.<br>Horizon 2020, ICT-19-2018: Advanced 5G validation trials across multiple vertical industries (Opening: 23 Jul 2018, Closing: 14 Nov 2018<br>From **November 2018** – lab testing;<br>**Mid of 2019**: Presentation of results;<br>**2020:** End of pilot project: handover to the Republic of Slovenian and International PPDR „end users“. | |
| 10. | Coherence with EU Priorities and Policies (if the | European Commission has expressed in **« 5G for Europe Action Plan»** that public services may be an early adopter | |

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| | project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | and promoter of 5G. Further, it recommends use of 5G infrastructure **to improve and enrich the performance of communications services used for public safety.** | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | We will build a 5G Centre of Excellence for the Public safety domain.<br>- The roadmap is **from the national territory via cross-border European collaboration:** Develop new business models of deployment and operations; Public-Private Partnership (PPP), Mobile Virtual Network operator (MVNO) for PPDR, consolidation of PPDR networks, Multi-agency collaboration;<br>- Establish a complete value **chain of stakeholders** and seek further partners that will add value;<br>- **Transfer** the model to other countries and gain further insights to develop and enhance services/applications through the cooperation with international partners. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Enabling development and integration of heterogeneous technologies within 5G testbed will pave the way to digital transformation including key use cases as Internet of Things (IoT), public safety communications support (PPDR), cloud services, artificial intelligence etc.<br>• Gigabit-level bi-directional throughput to achieve high capacity video upstream capabilities / New spectrum usage / Exchange of media-rich information during mission critical situation;<br>• Converged 5G communications in emergency situations / Multi Access network integration/ Overlay coexistence with legacy TETRA, DMR and GSMR systems;<br>• Easy cross-border and international on-site cooperation with 5G international roaming (GRX/IPX);<br>• Use of drones in emergency service;<br>• Ultra reliable communications (latency, reliability, availability); | |
| 13. | Description of entities | **Republic of Slovenia:** | |

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| | involved (promoter, implementing entities, bene ficiaries) | - AKOS - National regulatory agency, which will provide 5G test frequencies (3400-3800 MHz);<br>- Ministry of Public administration, which is responsible for digitalization;<br>- Research and Development institution (Faculty of Electrical Engineering in Ljubljana);<br>- Equipment manufacturers (Ericsson Kingdom of Sweden with their representative office in Ljubljana, Iskratel as Republic of Slovenian ICT vendor);<br>- Operator (Telekom Slovenije);<br>- 1st line response partner (end users): Slovene Ministry of Defence, Administration of the Republic of Republic of Slovenia for Civil Protection and Disaster Relief, Slovene Army, Slovene Police, UKC rescue service)<br>**Hungary:**<br>- Ministry of Interior of Hungary;<br>- NMHH - National regulatory agency;<br>- Research and Development institution (Budapest University of Technology and Economics, Faculty of Electrical Engineering and Informatics | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Total cost, Republic of Slovenia:<br>- Phase 0 (demonstration): 25.000,00 EUR (realized)<br>- Phase 1 (PPDR in 4G/LTE environnement): 790.000,00 EUR ;<br>Phase 2 (PPDR in 5G environment): 5.100.000,00 EUR. | |

# 2 National Programme for the Development of Broadband Backhaul Infrastructure in Areas Lacking Sufficient Commercial Interest for Investments (NP-BBI Programme)

**IDENTITY OF THE PROJECT – submitted by the Republic of Croatia**

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| 1. | Name of project | **National Programme for the Development of Broadband Backhaul Infrastructure in Areas Lacking Sufficient Commercial Interest for Investments (NP-BBI Programme)** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
| 2. | Sector | ☐ Transport<br>☐ Energy<br>X Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The first objective of the NP-BBI Programme is to provide sufficient NGN backhaul capacity to serve the access networks in white NGA areas approved by the Commission in State aid SA.38626. (ONP programme for access networks) by the construction of the national NGN broadband backhaul passive infrastructure, as an infrastructural prerequisite for implementation of backhaul networks that will interconnect NGA networks and national core networks.<br><br>The implementation of the NP-BBI is a prerequisite for the full implementation of the ONP in all areas of the Republic of Croatia without an NGN backhaul infrastructure. The program supports only passive multi-fibre cables infrastructure for ultra-high speed internet access and aims to cover at least 540 settlements, which are initially prioritized and set as targeted settlements, located in | |

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| | | suburban and rural areas of the Republic of Croatia.<br><br>The second objective of the Programme is to ensure infrastructural prerequisites for connecting the public administration bodies (public users) to NGA networks with symmetric speed above 100 Mbit/s (ultra-fast access | |
| 8. | Short description of the project | The NP-BBI Programme formally includes two programme units: The Programme Unit A (PU-A), comprising the construction of the NGN backhaul infrastructure, and the Programme Unit B (PU-B), comprising the construction of NGA infrastructure to public users.<br><br>The targeted areas for the construction of the NGN backhaul infrastructure by PU-A in this Programme comprise areas currently without one, or where an incumbent owns the only available backhaul network. This Programme is necessary because the capacities and technological characteristics of existing backhaul network do not allow neither the development of NGA networks, nor the competitive supply of NGA services in suburban and rural areas of the Republic of Croatia. Such a situation hinders the uniform development of NGA broadband at a national level.<br>The infrastructure connecting public users within the PU-B will be implemented by passive Fibre to the Premises (FTTP) links between the backhaul termination node and the locations of public users.<br>The Programme will be carried out through a public investment model. The passive fibre infrastructure will be designed and built by the Republic of Croatia and retained in permanent public ownership. After the Program's infrastructure is built, it will be offered to operators on the market at equal terms (IRU | |
| 9. | Calendar of implementation | - Preparation of project documentation for approval in the European Commission (until 2019)<br>- Design of the project infrastructure (2020-2021)<br>- Build-out of project infrastructure (2021-2023) | |
| 10. | Coherence with EU Priorities and Policies (if the | NP-BBI Program is aligned with:<br>- Digital Agenda for Europe targets | |

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| | project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | - Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society;<br>In order to address future broadband needs, the Commission proposes, among others, that all European households, rural or urban, should have access to networks offering a download speed of at least 100 Mbps, which can be upgraded to 1 Gigabit;<br>- State aid SA.41065 (2016/N) - National Programme for broadband aggregation infrastructure – Republic of Croatia;<br>In the Operational Programme under the Investment for Growth and Jobs Goal - Competitiveness and Cohesion 2014-2020 on Croatia, the Commission found that the investment subject to this Programme contributes to the Union's strategy for smart, sustainable and inclusive growth and the achievement of economic, social and territorial cohesion. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | By the implementation of the NP-BBI Programme for backhaul infrastructure and ONP programme for access networks, the Republic of Croatia will be fully integrated in the Digital Single Market of the European Union.<br>General benefit will be:<br>- modern communication infrastructure coverage in the entire Croatian territory, as a fundamental infrastructure for further development of the digital services which can be used in a cross-border manner (e-Government, e-Health, e-School, e-Procurement and other e-services), as well as general positive impact on electronic communications market competitiveness.<br>The infrastructure implemented by the NP-BBI Programme will also support deployment of 5G networks, by ensuring sufficient backhaul capacities for connection of 5G sites, especially along terrestrial traffic corridors, which should have uninterrupted 5G coverage by 2025 (based on EGS objectives Thus, the project will contribute to the development of a new digital ecosystem based on 5G networks, including all use cases and services which will be deployed over 5G networks. | |

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| | | By ensuring fibre connections to public users, advanced digital infrastructure will become available to critical public services throughout the Republic of Croatia, such as the police, the fire departments, as well as rescue and seaport authorities. This is particularly important, considering the geographical position of the Republic of Croatia along the external border of EU and Adriatic Sea, with several important European traffic corridors passing through the Republic of Croatia.<br>Overall, the project will bring advanced digital infrastructure for Croatia, with opportunity that the best project practice is spread to other countries in the Balkans, including the ones that will become EU members in the future. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The NP-BBI program supports only new passive multi-fibre cables infrastructure for ultra-high speed internet access and aims at covering at least 540 settlements in areas lacking sufficient commercial interest for investments, without the possibility of upgrading copper infrastructure. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | - the Ministry of the Sea, Transport and Infrastructure (Competent Authority)<br>- Transmitters and Communications Ltd. (Technical implementation of the NP-BBI Programme and operation of the infrastructure<br>- the Ministry of Regional Development and EU Funds (Managing Authority and Intermediate Body level 1)<br>- SAFU (Intermediate Body level 2)<br>- HAKOM – National regulatory agency | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The overall estimated budget of the NP-BBI Programme is EUR 101.4 million, of which EUR 86.2 million (85%) will be funded by ERDF and the remaining EUR 15.2 million (15%) by national funds. The maximum aid intensity is 100%. | |

# TRANSPORT PROJECTS

# 1 Tunnel under Petrohan Pass

**IDENTITY OF THE PROJECT – submitted by the Republic of Bulgaria**

| 1. | Name of project | **Tunnel under Petrohan Pass** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Bulgaria | |
| 4. | Participating countries (from the 3SI region) | Romania | |
| 5. | Partner country(ies) (from outside the 3SI region) | The Hellenic Republic (Greece) will also benefit from the construction of the tunnel under Petrohan Pass.<br>In addition, the Republic of Serbia will also benefit directly from the tunnel, since the beginning of road II-81, along which the tunnel will be constructed, will almost coincide with the end of the future Kalotina motorway. In September 2017, public procurement procedures were launched for the selection of contractors for the motorway section from km 1+000 to km 32+477.20. The section from km 1+000 to km 15+500 is already supported by funding under the Connected Europe Facility. Thus, the implementation of the tunnel under Petrohan Pass will provide for the most direct link of Pan-European Transport Corridor N 10 through Sofia Ring Road with Transport Corridor No. 4. | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The alignment of national road II-81 Sofia – Petrohan – Berkovitsa – Montana – Lom provides for the shortest distance between Sofia and Montana and from there by road I-1 /E-79/ to Vidin (Danube Bridge 2<br>The idea to build a tunnel under Petrohan Pass existed for years. The aim of the project for tunnel under Petrohan Pass is to facilitate the trip to North-Western Republic of Bulgaria and shorten the distance to Romania. It will also shorten the trip between the Greek port Thessaloniki and | |

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| | | the Bulgarian port Lom.<br>The tunnel will achieve two more strategic goals – it will considerably shorten the distance from the Aegean Sea to the Danube Bridge 2 at Vidin – Kalafat by about 100 km and will provide an alternative for diminishing the intense traffic on Hemus Motorway in the Botevgrad – Sofia section.<br>The Petrohan Tunnel project is relevant also in the context of Pan-European Transport Corridor No. 4. | |
| 8. | Short description of the project | A public procurement will be launched at the end of May 2018 for prefeasibility study of national road II-81 Sofia – Petrohan – Berkovitsa – Montana. The project calls for an in-depth pre-investment studies in which the following aspects shall be investigated and motivated:<br>- The transport traffic to be attracted by the new alignment, based on which the road width will be determined;<br>- The funds needed as well as future costs for maintenance of both the road and the road structures;<br>- Comparative analysis of the new alignment with the currently existing route, including investments for construction and maintenance costs.<br>The most viable option for the alignment will be based on an in-depth technical and economic analysis. | |
| 9. | Calendar of implementation | Up to the year 2022, a procedure under the Environmental Protection Act will be conducted. The Ministry of Environment and Water will approve the selected variant based on the results and conclusions of the EIA Report.<br>The approved variant will be further developed within the conceptual design stage.<br>After approval of the Detailed development plan – Parcel plan land acquisition procedure will commence. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in | N/A | |

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| | particular concerning the Environment, Public Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The project will facilitate the traffic along Pan-European Transport Corridor No 4, thus contributing to better interconnectivity between the Balkan countries. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | At this stage, there is no information in this matter. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | The Road Infrastructure Agency (RIA) of the Republic of Republic of Bulgaria will be the implementing entity of the Project, as well as also beneficiary (RIA is the state institution responsible for development, management and maintenance of the national road infrastructure /motorways, speedways, I, II and III class roads/ and is directly subordinated to the Minister of Regional Development and Public Works | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | At this early stage, there is no information on this matter. The total cost will be determined after having detailed technical design and bill of quantities.<br>No funds are secured at this stage. | |

# 2 Modernisation of railway line Devínska Nová Ves – state border SK/CZ

**IDENTITY OF THE PROJECT – submitted by the Slovak Republic**

| 1. | Name of project | **Modernisation of railway line Devínska Nová Ves – state border SK/CZ** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Slovak Republic | |
| 4. | Participating countries (from the 3SI region) | Czech Republic | |
| 5. | Partner country(ies) (from outside the 3SI region) | - | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The objective is to build a unified transport system with such the parameters and technical equipment that the railway system will be able to provide safe, high quality and efficient transportation services, considering the needs and requirements of the target users and last but not least, being environmentally friendly. The harmonisation of the technical and operational specifications of the trans-European railway system is of key importance for the free movement of trains in the internal European market from this perspective. The project implementation shall contribute to the fulfilment of the objectives set by the EU Transport Policy.<br>Objectives of the project:<br>• Improved security and reliability of rail infrastructure;<br>• Comfort and prestige of the railways;<br>• Reduction of operational and maintenance costs;<br>• Reduction of noise and air pollution;<br>• Reduction of travelling time;<br>• Reduction of accidents;<br>Fulfilment of international norms agreed within the frame; | |

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| | | of AGC and AGTC agreements (TSI/TEN-T) for the improvements of competitiveness on transport trade. | |
| 8. | Short description of the project | The Projects entails upgrading Bratislava-SK/CZ border railway line, located entirely on the Orient-East Med Core Network Corridor/Rail Freight Corridor 7. All three segments - Devinska Nova Ves-Zohor-Malacky (20.5 km), Malacky – Kúty (26 km) and Kúty-SK/CZ border (6.6 km) - are integral parts of the pre-identified Bratislava-Breclav cross-border section (as set out in Annex I to the CEF Regulation The foreseen activities are engineering works a project documentation, construction works, supervision and project management. Once implemented, conventional express trains will be able to travel at 200 km/h instead of currently 120-140 km/h.<br><br>The modernisation of the railway track proposes the modification of the routing of the railway sections for the speed up to 200 kph (where possible) for the passenger transport in line with national regulations and standards TSI NTR=200kph. In the framework of the modernisation, the following measures will be undertaken:<br>• complex renewal of the ground body railway substructure and superstructure, reduction of obsolete tracks and operation equipment, protection devices, basic construction of platforms or half-platforms, main through tracks not in contact with platforms;<br>• modification of the traction line and heavy current devices in the train stations corresponding to the configuration of station throats, complex renewal of traction and power supply system to the required level in the section between stations;<br>• elimination of all level crossings and their replacement with grade separated interchanges or their removal without replacement;<br>• reconstruction of the tracks and station throat respectively in order to increase the through speed, through tracks without platforms, with the useful length of side tracks of 750 m in the selected | |

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| | | stations equipped with transport technology;<br>renewal of the railway bridge structures in order to provide standard spatial possibility and D4 load capacity. | |
| 9. | Calendar of implementation | 2016 – 2022 (Malacky – Kúty section: TBD) | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | <u>Coherence with EU Priorities and Policies</u><br>Project is integral part of the pre-identified Bratislava-Breclav cross-border section (as set out in Annex I to the CEF Regulation<br>Project as a part of the Orient-East Med Core Network Corridor is included in the Orient / East-Med Corridor Work Plan.<br><br>Consistency with EU principles/directives<br>Project is consistent with EU law on Environment, Public Procurement and State Aid. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The implementation of the project activities will help to reach equivalence of the Slovak transport system with the transport systems of the EU, connect the Slovak transport infrastructure with the infrastructure of neighbouring countries and bridge missing interconnections and remove bottlenecks, particularly in cross-border sections.<br>The modernisation shall connect this section to the modernised rail network in the Czech Republic. The bottleneck on the border between CZ-SK shall be removed. The section state border ČZ/SK - Kúty – Devínska Nová Ves shall be connected in the cross-border area to the Corridor No. 1 in the network of Czech Railways which also belongs to the TEN-T core network.<br>The track section is located in the fast developing region lying on the m naheain line of the freight corridor between the Czech Republic and Bratislava - capital of Slovak Republic with the subsequent connection to Budapest. The construction of modern transport infrastructure is an indispensable condition for further development and competitiveness of the border region. Investments into the transport infrastructure will improve accessibility and mutual interconnection of the cross-border regions. Their | |

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| | | attractiveness as well as competitiveness, business development and job creation and overall economic growth will increase as a result. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The proposed Action will be implemented in conformity with the applicable Interoperability legislation, in particular Technical Specifications of Interoperability currently in force and Directive 2008/57/EC on the interoperability of the rail system within the Community.<br>Project involves upgrading existing infrastructure.<br>Projects helps build safe, high-quality rail connections for the speed up to 200 kph with Czech Republic and Hungary. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Promoter: Ministry of Transport and Construction of the Slovak Republic.<br>Beneficiary: Railways of Slovak Republic. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Sections Devínska Nová Ves – Malacky and Kúty - SK/CZ border - secured financing through Connecting Europe Facility - CEF (project documentation, construction works), cost: 273 079 195 Eur.<br>Section Malacky – Kúty - secured financing through CEF only for project documentation, cost: 15 176 629 Eur. For this section will be necessary to secure financing for construction works. | |

# 3 Construction of A5 Motorway, Section: Hungarian border - Beli Manastir

**IDENTITY OF THE PROJECT – submitted by the Republic of Bulgaria**

| 1. | Name of project | **Construction of A5 Motorway, Section: Hungarian border - Beli Manastir** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | Hungary | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The uncompleted parts of the road network are obstacles for the transport of cargo and passengers between the neighbouring countries, especially in the border zones.<br>The construction of the motorway between the border with Hungary and Beli Manastir will remove a bottleneck in the road traffic between the Republic of Croatia and Hungary, by ensuring the functionality of the border road network and by connecting both parts of the corridor Vc (the one in the Republic of Croatia with the one in Hungary With the completion of the project, there will be more benefits for the users in the field of mobility and transport, both within the EU and in relation to third countries.<br>Completion of this project will make:<br>• the travel route shorter,<br>• time of travel shorter,<br>• construction of the new road infrastructure possible<br>In the transport network of the Republic of Croatia, this route is a mainstay of the eastern part of the country and links Osijek-Baranya County with the corridor X, where a | |

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| | | motorway is already built Bregana – Zagreb – Lipovac (A3 | |
| 8. | Short description of the project | The project includes the construction of the 5,0 km long section between Hungarian border and Beli Manastir as the northern end of the Croatian A5 motorway Beli Manastir - Osijek – Svilaj, which is 88,6 km long part of the Comprehensive TEN-T network and pan-European corridor Vc Budapest - Osijek – Sarajevo – Ploče. Croatian-Hungarian border is the connection point between Croatian A5 and Hungarian M6 motorways.<br><br>The project implies the construction of a full-scale motorway with two traffic lanes and an emergency lane for each direction. Carriageways are separated with a central reserve. Project includes construction of 2 crossings (grade-separated intersections with the existing roads), 2 bridges, drainage system, road furniture and utilities.<br>The last section to be completed on the A5 motorway before the construction of the border section is Beli Manastir - Osijek and it is scheduled for completion in 2020. | |
| 9. | Calendar of implementation | - environmental assessment procedure has been completed along with the notification and assessment of the cross-border impact of the subject project with the competent entity in Hungary in line with the ESPO Convention and the Decision on environmental acceptability of the project on the condition of application of the prescribed and stipulated environmental measures and the implementation of the environmental monitoring issued in 2017;<br>- design-engineering compliance of routes in Hungary and the Republic of Croatia 2018;<br>- procurement and design development along with implementation of the administrative procedure (2018 - 2020);<br>- construction works procurement;<br>- construction starts at the end of the year 2020 or beginning of the year 2021. with completion time of 2 years. | |
| 10. | Coherence with EU | The section Hungarian border - Beli Manastir is a part of | |

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| | Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Comprehensive TEN- T Network - Completion of the Croatian part of Vc Corridor. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | In line with the EU policy regarding the strengthening of border collaboration between the neighbouring countries in the region, it is important to note the importance of the regional border corridors between the EU and the non-EU countries. The Vc corridor, running from Budapest via Sarajevo to Ploče, is a complex link between the north - central and south Europe and represents a special value in the context of economic and transport integration of the Central European area.<br>In order to achieve full traffic functionality of the Corridor Vc from Budapest to Ploče sea port, a motorway shall be built through the Hungary, the Republic of Croatia and Bosnia and Herzegovina. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The Hungary has built a motorway from Budapest to Boly interchange and it is necessary to build further 20 km to the border with the Republic of Croatia. The design-engineering compliance of routes in Hungary and the Republic of Croatia is underway to allow further development of the design documentation. This activity is being carried out by a joint Croatian-Hungarian expert group in meetings that were held several times in 2018. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | The project promoters - Hrvatske Autoceste d.o.o. (Republic of Croatia); Hungary; | |
| 14. | Budget (Total cost, Secured | Total investment value 35,0 mil. € | |

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| | financing and its sources, Financing gap) | Application for Operational Program will be submitted in order to use the financial resources available under the next EU budget cycle | |

# 4 Motorway D3 Čadca, Bukov - Svrčinovec

**IDENTITY OF THE PROJECT – submitted the Slovak Republic**

| 1. | Name of project | **Motorway D3 Čadca, Bukov - Svrčinovec** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Slovak Republic | |
| 4. | Participating countries (from the 3SI region) | None<br>Project with cross-border potential (Slovak Republic - Czech Republic - Republic of Poland) | |
| 5. | Partner country(ies) (from outside the 3SI region) | - | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The objective of this project is to construct the motorway D3 Čadca, Bukov - Svrčinovec, which provides a safe, high capacity road link with a higher level of comfort. The motorway section D3 Čadca, Bukov - Svrčinovec is 5.79 km long and it will substitute overloaded road I/11, which runs across city Čadca. The project will reliably, securely and continuously transfer regional, sub-regional and transit traffic throughout the affected area.<br><br>The section of motorway D3 Čadca, Bukov – Svrčinovec will carry long-distance traffic in the north-south direction between Republic of Poland (Bielsko-Biała, Katowice), Slovak Republic (Žilina, Bratislava) and Hungary/Republic of Austria. | |
| 8. | Short description of the project | The objective of the motorway corridor D3 is to increase the facilitation of traffic (passenger and freight traffic) through the Slovak territory. The current location of the 1st class road (I/11) is not suitable, as it crosses built-up areas of municipalities and towns, which has a negative impact | |

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| | | on fluency and speed of transit traffic as well as it represents a bottleneck. It also causes danger to its inhabitants because of noise, exhaust gases and increased risk of collision of pedestrians with cars.<br><br>The Action comprises:<br>- work for the improvement of the subgrade for the entire 5.67 km section;<br>- work for the construction of selected structures along the section, such as bridges, retaining walls and relocations of existing roads and utility networks. | |
| 9. | Calendar of implementation | December 2016 to December 2020. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | <u>Coherence with EU Priorities and Policies</u><br>The Motorway D3 Čadca, Bukov – Svrčinovec forms a part of the Operational Programme Integrated Infrastructure 2014 – 2020, whose general policy, specific goals and types of activities are set to support fulfilment of the priorities of the Europe 2020 Strategy.<br>Project as a part of the core TEN-T Baltic - Adriatic corridor.<br><br><u>Consistency with EU principles/directives</u><br>Project is consistent with EU law on Environment, Public Procurement and State Aid.<br><br><u>Environment</u><br>The environmental policy was considered in particular steps of the project preparation – SEA and EIA, where potential impacts of the project on inhabitants, fauna, flora, soil and rock environment, water etc. were assessed. Particular elements of the environment regulated the project development up to its final version.<br>The project contributes to the goal of the environmental sustainability due to the fact that it will relieve the 1st class road routed through the built-up area of the town Čadca and municipality Svrčinovec by redirecting the traffic to the quality and modern infrastructure. Improved quality of the environment near the existing roads, decreased accident | |

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| | | rate, noise and emissions and a decrease in time and energy losses will be the benefits of the motorway section, which will be reflected also in the economy positively. In addition to that, oil separators will be built within the motorway sewage construction, which is not built on the existing road I/11.<br><br><u>Public Procurement</u><br>The procurement is concluded and the contract implementation started.<br><br><u>State Aid</u><br>The project is dealing exclusively with the construction of road infrastructure. The operator of the project is the National Motorway Company (NDS), offering open and equal access to the Slovak road network. NDS is a state-owned joint-stock company and a legal entity on its own. Its role as the sole motorway and express road developer and operator in Slovak Republic is well defined. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The project will contribute to the general strategic objective of Slovak Republic to interconnect its regions and connect with neighbouring countries with a high capacity motorway network. The D3 motorway will greatly improve the capacity, reliability, and safety of the road connection to southern Republic of Poland and Moravia in the Czech Republic. It will increase accessibility to the region and reduce the negative impacts of traffic in the urban areas along the corridor. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners | Motorway section D3 Čadca, Bukov - Svrčinovec is a completely new section of the road network with dominant international importance including the importance for completion of the TEN-T. The works will contribute to the compliance with TEN-T standards, i.e. a 2-lane double-carriageway motorway, with emergency lane, separation of directions, grade separated junctions and a maximum speed of 130 km/h. | |

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| | from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Promoter: Ministry of Transport and Construction of the Slovak Republic.<br>Beneficiary: National Motorway Company (Národná diaľničná spoločnosť a.s. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Total investment cost: €265 million.<br>Building cost: €239 million.<br><br>The construction of the motorway stretch is being co-financed by the EU, with almost €74 million earmarked for the project from the Connecting Europe Facility (CEF Moreover, as much as €84 million will be allocated from the Operational Programme Integrated Infrastructure 2014 – 2020 (EU Funds and national contribution The remaining project costs will be financed from national sources. | |

# 5 Construction of the 2nd railway track between Koper and Divača

**IDENTITY OF THE PROJECT – submitted by the Republic of Slovenia**

| 1. | Name of project | **Construction of the 2nd railway track between Koper and Divača** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Slovenia | |
| 4. | Participating countries (from the 3SI region) | This railway line is a part of the Mediterranean and Baltic Adriatic TEN-T core network corridors, which serves to all central Europe countries (Republic of Austria, Czech Republic, Slovak Republic, Hungary … It connects Port of Koper with the above-mentioned countries and it represents the main port for Republic of Austria and Hungary as well as an important port for others. Therefore, the Republic of Austria, Czech Republic, Slovak Republic, Hungary and Republic of Poland signed the letter of support for this project. Hungary expressed its willingness to financially support the project. | |
| 5. | Partner country(ies) (from outside the 3SI region) | This railway line connects Western and Central Europe countries with Eastern Europe countries as well (Ukraine, Belarus, Russia, …) | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | Construction of the 2nd railway track to assure capacity and reliability of traffic from/to Port of Koper. | |
| 8. | Short description of the project | Construction of the 2nd railway track. | |
| 9. | Calendar of implementation | 2017 - 2025 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and | The project is part of CEF (Regulation EU 1316/2013) pre-identified projects (Annex 1 of CEF Regulation) and it already gets EU financial support. For this purpose all EU legislation was respected. | |

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| | project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The Construction permit was already issued for the project accompanied with the Environmental impact assessment. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | This railway line is a part of the Mediterranean and Baltic Adriatic TEN-T core network corridors, which serves to all central Europe countries (Republic of Austria, Czech Republic, Slovak Republic, Hungary… It connects Port of Koper with these countries and it represents the main port for Republic of Austria and Hungary and is an important port for others as well. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The new railway track that will be built will improve connectivity, capacity and reliability of the connection between 3SI countries as listed above. | |
| 13. | Description of entities involved (promoter, implementing entities, bene ficiaries) | Ministry of Infrastructure of the Republic of Republic of Slovenia, 2TDK company (SPV - Special Purpose Vehicle | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | 1 billion EUR<br>550 million is assured, while the financial gap represents 450 million EUR. | |

# 6 Reconstruction of the Ljubljana railway junction (LRJ)

**IDENTITY OF THE PROJECT – submitted by the Republic of Slovenia**

| 1. | Name of project | **Reconstruction of the Ljubljana railway junction (LRJ)** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Slovenia | |
| 4. | Participating countries (from the 3SI region) | LRJ represents the crossroad of the EU TEN-T core network corridors (Mediterranean, Baltic Adriatic) as well as the EU rail freight corridors (RFC 5, 6, 10 and 11 It connects South-Eastern Europe with North-Western Europe countries and North-Western Europe with South-Eastern Europe countries. This is a new project and participating countries are not specified yet. | |
| 5. | Partner country(ies) (from outside the 3SI region) | LRJ connects Western and Central Europe countries with Eastern Europe countries (Ukraine, Belarus, Russia, …) and Western Balkan countries as well (Bosnia and Herzegovina, Republic of Serbia, Montenegro, … | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | To assure capacity for passenger and rail freight transport, environmental protection, increase logistic activities and improve passenger services. | |
| 8. | Short description of the project | Reconstruction of the existing railway lines and bypasses construction of new station, logistic facilities and noise protection.<br>Project is divided in several phases:<br>- Reconstruction and upgrading of the existing tracks and noise protection;<br>- Construction of new Ljubljana railway station;<br>- Construction of new logistic facilities;<br>Rail bypasses. | |

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| 9. | Calendar of implementation | 2020 - 2040 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Project is part of CEF (Regulation EU 1316/2013) pre-identified projects (Annex 1 of CEF Regulation<br><br>Project is in the process of getting the Construction permit where all EU legislation is to be respected as well as in the construction process. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | LRJ represents the crossroad of the EU TEN-T core network corridors (Mediterranean, Baltic Adriatic) as well as EU rail freight corridors (RFC 5, 6, 10 and 11 It connects South-Eastern Europe with North-Western Europe countries and North-Western Europe with South-Eastern Europe countries. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Regarding passenger services (information, schedules, accessibility …) the latest technologies will be used.<br>The new main Ljubljana railway station will be built as well as railway bypasses.<br>The existing railway tracks will be reconstruct<br>ed and upgraded. With this LRJ will improve capacity and quality of the service which will serve to improve the traffic all of 3SI countries as well. | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Ministry of Infrastructure of the Republic of Republic of Slovenia. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Rough estimation: 2 billion EUR<br>Project has not started yet, so funding is not fixed except for the 1st phase – 350 million EUR, where financing is secured. | |

# 7 Restoration of the design parameters of Ruse-Varna railway line

**IDENTITY OF THE PROJECT – submitted by the Republic of Bulgaria**

| 1. | Name of project | **Restoration of the design parameters of Ruse-Varna railway line** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Bulgaria | |
| 4. | Participating countries (from the 3SI region) | Republic of Bulgaria | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The implementation of the project shall contribute to the improvement of the quality of rail transport services by reducing the traveling time, increasing the capacity, improving operational performance in terms of reliability, maintainability and technical readiness, increasing the safety of transport operations, and reducing the environmental impact. The project shall stimulate the economic development at national and regional level. It will provide a river-sea connection between Ruse and Varna.<br><br>The modernization of the Ruse – Varna railway line shall create conditions for the optimal combination and integration of different transport modes, optimizing the capacity and the efficient usage of the existing railroads.<br><br>The implementation of the project should contribute to the increase of traffic along the following main directions in the framework of 3SI:<br><br>o Bulgaria – Romania – Ukraine | |

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| | | ○ Bulgaria – Romania – Belarus – Baltic countries<br><br>Bulgaria – Romania – Hungary – Czech Republic – Poland. | |
| 8. | Short description of the project | The strategic role of the railway line Ruse-Varna is determined by the fact that it is the most direct link between the Port of Ruse, on the Rhine-Danube Core Network Corridor, and the Black Sea Port of Varna. The construction of a logistic transport connection between the Danube River – railway transport – Black Sea has a significant role for the development of intermodal transport. Moreover, the construction of Intermodal terminals in Ruse and Varna is another important issue related to the establishment of that connection.<br><br>The total length of the line is 227 km and the project is divided into three sections:<br><br>• Ruse Marshalling – Ruse Passengers – 6,662 km, electrified single-way railway line<br>• Ruse Marshalling – Kaspichan – 136,643 km electrified single-way railway line<br>• Kaspichan – Varna – 83,698 km electrified double-way railway line.<br><br>The current state of the infrastructure installations along this railway section causes difficulties to the regional and the national railway transport. In this sense, the railway section Ruse-Varna can be labelled as a “bottleneck”, because the average weighted speed is 66.5 km/h for the passenger trains and 62 km/h for the freight trains, with an average design speed of 79.3 km/h for this section.<br><br>The investment proposal is classified as rehabilitation of the railway infrastructure for passengers’ and freight transportation. As a result, the travelling time will be reduced, providing technical speed between 75 km/h and 130 km/h for different sections, and the capacity of the line will be increased, whilst the harmful effects of | |

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| | | the traffic noise will be reduced.<br><br>A Technical Assistance project, related to the restoration of the design parameters, was implemented in the period 2009 – 2011 and revised in 2014. | |
| 9. | Calendar of implementation | According to the Integrated Transport Strategy for the period until 2030, the project implementation has been envisaged in the timeline 2018 – 2022. Due to the lack of ensured financing, the Restoration should be postponed. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The railway line Ruse – Varna is part of a comprehensive Trans-European transport network and provides the transport link between the Rhine-Danube and Orient/East-Med Core Network Corridors (through Sindel-Karnobat railway line The section should be completed until 2050 in order to comply with the TEN-T technical standards and requirements. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The railway line serves domestic as well as import and export traffic through the Black Sea port of Varna and the Danube port of Ruse. The transport demand analysis and forecast, carried out in different studies, proved that the improvement of the technical characteristics of the railway line will reflect positively on passenger and freight traffic. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Main construction activities:<br><br>• design and construction works for the rehabilitation of the railway structures and renewal of superstructures<br>• rehabilitation of the catenary<br>• rehabilitation of five power substations and five sectioning posts<br>• station buildings rehabilitation<br>• implementation of ERTMS and GSM-R<br>• construction of Dispatching Centre for Centralised Traffic Control and Electric Traction Power Supply Control in Gorna Oryahovitsa, with two workplaces/warehouses for the railway line Ruse- | |

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| | | Varna<br>• construction of Monitoring Control Systems, security level “SIL4” and telecommunications equipment for dispatching connections.<br><br>Once completed, the line will be in compliance with the requirements of European legislation in the field of railway transport. | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Beneficiary: National Railway Infrastructure Company | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Indicative value: € 383 M **(there is no ensured financing currently** | |

# 8 UGS Chiren Expansion

**IDENTITY OF THE PROJECT – submitted by the Republic of Bulgaria**

| 1. | Name of project | **UGS Chiren Expansion** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Bulgaria | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The project for UGS Chiren expansion aims, on one hand, to create conditions that guarantee the security of supply to the Bulgarian users and to the users of the countries of the region. On the other hand, the UGS Chiren aims to develop as a commercial gas storage on an interconnected regional and pan-European market, as UGS Chiren is an integral part of the regional gas system consisting of interconnections, LNG terminals and storage facilities.<br><br>UGS Chiren is the only gas storage on the territory of Bulgaria. It is a key instrument for the functioning of the gas market in Bulgaria, covering seasonal fluctuations in natural gas consumption in the country by securing the necessary flexibility caused by the differences between the supplies and consumption, and ensure emergency reserve. UGS Chiren is a crucial instrument guaranteeing the security of gas supplies. | |
| 8. | Short description of the project | The project for UGS Chiren expansion (PCI 6.20.2) envisages a capacity increase in stages of the only gas storage on the territory of Bulgaria in order to allow | |

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| | | larger gas volumes stored, increased gas reservoir pressure and higher daily average withdrawal and injection rates. The project provides for increase of the working gas volume up to 1 bcm and increase of the withdrawal and injection rates up to 8-10 mcm/day.<br><br>The project is at the stage of conducting surveys. | |
| 9. | Calendar of implementation | Scheduled commissioning of the project – 2024. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project for UGS Chiren expansion was included in the EC list of Projects of common interest of 18 November 2015 under number PCI 6.20.2. The project was included under the same number in the Third PCI list of the EC, published on 23 November 2017. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The planned development of gas projects in the region is a prerequisite for market development, diversification and market integration increase and is directly related to the expansion of the only gas storage in Bulgaria. In the medium term, Chiren UGS is emerging as a commercial storage facility playing an important role in developing competition on the regional gas market and securing additional flexibility of gas transmission networks at a regional level, with considerable contribution to congestion management and seasonal optimization of the use of gas transmission systems. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks | Overall replacement of the above-ground facilities, as well as of some of the underground ones, is planned for Chiren UGS expansion. The project provides for construction of a new compressor station, drilling new wells and implementation of new process management software. | |

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| | between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | The project promoter and beneficiary is the Bulgarian gas transmission operator and operator of a storage facility - Bulgartransgaz EAD. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | The project of UGS Chiren expansion is co-funded under the Connecting Europe Facility (CEF<br>Bulgartransgaz EAD signed Grant agreement № INEA/CEF/ENER/M2015/1029442 for "Conduct of 3D filed seismic surveys in the area of Chiren structure, part of the project 6.20.2 UGS Chiren expansion, covering implementation of the activities: Activity 1: Conduct of 3D filed seismic surveys in the area of Chiren structure and Activity 2: Quality control in conduct of 3D field seismic surveys and processing of data acquired. The amount of the grant under the Grant agreement is 50% | |

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| | | of the project cost - up to EUR 3 900 000.<br>A contract was signed with the selected contractor in connection with the Grant Agreement - Geofizyka Torun S.A. (Poland Currently, contract activities are in the process of implementation.<br>So far, the total investment cost of the project is envisaged to amount to EUR 226.4 million (CAPEX | |

# 9 Rehabilitation of rail section Čakovec – Varaždin - (Koprivnica) (63,32 km), railway line Zaprešić - Čakovec and railway line Varaždin – Dalj

**IDENTITY OF PROEJCT – submitted by the Republic of Croatia**

| 1. | Name of project | **Rehabilitation of rail section Čakovec – Varaždin - (Koprivnica) (63,32 km), railway line Zaprešić - Čakovec and railway line Varaždin - Dalj** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The project encompasses the rehabilitation of the sections of the two regional railway lines, R201 and R202, in order to retain the speed of 100 km/h (designed speed), allowed axle mass of 22,5 t /axle and 8,0 t/m. | |
| 8. | Short description of the project | The rehabilitation of the rail section includes rehabilitation of the permanent way and substructure, adaptation of the track structures and harmonization of the signaling and interlocking equipment. The works have been planned through the four subsections, as follows:<br>• I subsection (length 18,92 km): Koprivnica (excluding) 208+440,03 – Ludbreg (excluding) 227+360,55<br>• II subsection (length 10,81 km): Ludbreg (including) 227+360,55 – Jalžabet (excluding) 238+168,08<br>• III subsection (length 11,27 km): Jalžabet (including) 238+168,08 – Varaždin (excluding) 249+437,55<br>• IV subsection (length 11,77 km): Varaždin (including) 88+358,52 – Čakovec (including) 100+127,76 | |

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| 9. | Calendar of implementation | 2019 - 2022 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Railway line R201 is very important for regional transport between the Central and North-western Croatia. Mixed traffic operations take place on the line, including the international passenger trains. Stations on the rail section are Varaždin and Čakovec.<br>Railway line R202, connecting corridors RH2 and RH3, is highly significant both for the passenger and freight transport.<br>Following stations and stops are situated along the section: stations Koprivnica (not the subject of rehabilitation), Rasinja, Ludbreg and Jalžabet; and stops Kunovec-Subotica, Čukovec, Martijanec, Novakovec and Zbelava. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, | HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.) is responsible for implementation of the project. HŽ Infrastruktura d.o.o. is the infrastructure manager of railway | |

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| | beneficiaries) | infrastructure in Croatia. According to the Railway Act (Official Gazette 94/13, 148/13, 120/14, 73/17), infrastructure manager is a legal entity responsible for the construction, operation, renewal and maintenance of railway infrastructure, including organizing and regulating traffic. HŽ Infrastruktura d.o.o. is the infrastructure manager of railway infrastructure in the Republic of Croatia. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Total costs and Financing gap – 58,7 mil. Euros | |

# 10 Construction of the second track, renewal and modernization of the rail section

**IDENTITY OF PROEJCT – submitted by the Republic of Croatia**

| 1. | Name of project | **Construction of the second track, renewal and modernization of the rail section Škrljevo - Rijeka - Jurdani** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The basic aims of the Construction of the second track, renewal and modernization of the rail section Škrljevo-Rijeka-Jurdani project are divided into two groups:<br>a) general aims: they are the result of new transport policy and strategy of EU and the Republic of Croatia, based on the White Book „Plan for the Single European Transport Space“, 2011, Regulation 1315/2013 on the Guidelines for Development of the TEN-T Network , Strategy of Transport Development of the Republic of Croatia (2017– 2020), further development of the Croatian part of the TEN-T network (Core and Comprehensive), a shift in the distribution of the passenger transport in favor of the public transport and modes of transport with the zero emission of harmful gases, which includes the public transport in the agglomerations and the local regional context, the shift in distribution of the freight transport in favor of the rail and maritime transport and transport via inland waterways; decrease of impact of the transport system on the climate | |

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| | | changes, decrease of impact of the transport system on the environment (environmental sustainability), increase of safety of the transport system, improvement of the integration of the transport modes in Croatia (management, ITS, VTMIS, P&R etc.), further development of the potentials of one of the main logistic centers of the Republic of Croatia, the Port of Rijeka, improvement of the freight transport Corridor from the Port of Rijeka towards the markets with the biggest potential for the Port (Hungary, Bosnia and Herzegovina, Slovakia, Italy, south Poland and Serbia); complement through adequate development of transport, especially in favor of the public transport complement, the development of the tourist sector of the Primorje-Gorski Kotar County, as an important economic factor.<br><br>b) specific aims:<br>the capacity increase on the rail section, increase of the transport demand in the rail passenger and freight international transport, increase of the modal distribution of the transport demand from the road to the rail transport in freight and passenger transport, better integration of the railways into the systems of local transport in the City of Rijeka and within the functional region, through inclusion of the railways into the public urban and suburban passenger transport, including reconstruction of the existing and construction of the new stops, reduction of the journey times and enhancement of quality of the transport service in the urban and suburban passenger; relief of the urban and suburban passenger transport by reducing the congestion and elimination of the bottlenecks; reduction or delay of the planned financial investments into the urban road infrastructure due to the lesser road transport volumes as a result of the new modal distribution; increase of safety on the rail-road and passenger crossings, increase of safety by introducing of the new electronic signaling and interlocking equipment and automatic blocks, increase of the efficiency of the Croatian railway system by introduction of the transport control system (ETCS), and | |

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| | | building of the Operational Control Centre for the Western Croatia in the area of the Rijeka Station, reduction of the transport costs, which are considerably smaller for the rail transport compared to the road transport, reduction of emission of the greenhouse gases and external costs of transport. | |
| 8. | Short description of the project | The project includes the reconstruction and rehabilitation of the existing rail section and the construction of the second track next by the existing one on the rail section Škrljevo-Rijeka-Opatija/Matulji, including reconstruction of the track on section Opatija/Matulji-Jurdani, reconstruction of station Šapjane and stop Permani and reconstruction of the signaling and interlocking equipment on section Jurdani-Šapjane. Besides the reconstruction of the pertinent stations and stops, the project includes the reconstruction/construction of all railway infrastructure subsystems and construction of the new stops. Plans also include the relevelling/reconstruction of the crossings of the railway line and other transport routes (existing 10 rail-road level crossings and 15 passenger crossings), construction of the access and parking lots by the stops by the stops, construction/reconstruction of the tunnels Baudine and Kalvarija. | |
| 9. | Calendar of implementation | Planned beginning of construction: approximately 2021.<br>Planned finalization of construction: approximately 2025.<br>Until then, the aim is to finalize the activities of preparation of the Feasibility study, Cost-benefit analysis, Environment Impact Assessment, Preliminary design, Main design, and issuance of the location and construction permit. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public | The project takes into account the harmonization with the EU regulatory framework:<br>EU Directives ,Technical Specification for Interoperability (TSI), Europe 2020 – European strategy for a smart, sustainable and inclusive growth, European Commission, March 2010, Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight, White Paper 2011 „Roadmap to a Single European | |

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| | Procurement and State Aid) | Transport Area“, European Commission, 2011, Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area , Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the transport-European transport network and repealing Decision No 661/2010/EU, Commission Delegated Regulation (EU) 2017/849 of 7 December 2016 amending Regulation (EU) No 1315/2013 of the European Parliament and of the Council as regards the maps in Annex I and the list in Annex II to that Regulation, Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010, Commission Delegated Regulation (EU) 2016/1649 of 8 July 2016 supplementing Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility , The European Rail Traffic Management System, RFC Rail Freight Corridor 6, Business Decision of the European Commission (EU) 2012, ADB Adria-Danube-Black Sea multimodal platform, Program for South-East European Transport Cooperation, (South-East Europe- SEE) 2012-2014, European Union, Regulation on confirmation of the European Agreement on the main international lines of the combined transport and similar installations (OG-International contracts 08/04 | |
| 11. | Relevance of the project for the region (the project’s impact on the economic convergence and interconnectivity of the region) | The favorable geo-transport position of the Primorje – Gorski Kotar County has enabled it to generate significant flows of the goods and passengers which play an exceptional part in the integration of the wider Danube regions with Adria, and of the Central European (Alp) regions with the South East Europe. Rijeka transport node is the intersection point of these corridors, as the key component of the overall economic development of the county, and city of Rijeka and Port of Rijeka, respectively. | |

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| | | Rijeka is situated in the farthest northern part of the Bay of Kvarner, of the Adriatic Sea, which, as the large bay of the Mediterranean Sea, retracted into the European land most deeply. Due to its favorable geostrategic location and natural conditions (70 m deep bay which enables the safe entering of the biggest and most up-to-date ships) the Port of Rijeka features the most convenient natural exit to the open sea for also for Hungary, Slovakia, the Czech Republic, southern part of Germany, southern part of Poland, western part of Ukraine, even northern parts of Serbia, and the south and southeastern parts of Austria. The Port of Rijeka features the shortest sea link between the Central European countries with the Near, Middle and Far East. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Providing the sustainable and effective rail system is a prerequisite for acceptance of the future enhanced freight and passenger transport and for enabling the transition to the innovative and energy-efficient transport technologies with low levels of carbon emissions, while raising the safety level. | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd.) is responsible for the implementation of the project.<br>HŽ Infrastruktura d.o.o. is the infrastructure manager of railway infrastructure in Croatia.<br>According to the Railway Act (Official Gazette 94/13, 148/13, 120/14, 73/17), an infrastructure manager is a legal entity responsible for the construction, operation, renewal and maintenance of railway infrastructure, including organizing and regulating traffic. | |
| 14. | Budget (Total cost, Secured financing and its sources, | Total costs and financing gap: EUR 305,07 mil. | |

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| | Financing gap) | | |

# 11 Regulation works on the Danube river on km 1,322 (Sotin)

**IDENTITY OF PROEJCT – submitted by the Republic of Croatia**

| 1. | Name of project | **Regulation works on the Danube river on km 1,322 (Sotin)** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | Republic of Croatia | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | This project will prevent the formation of sandbars, which are an obstacle for navigation, while simultaneously protecting the coast from collapsing. | |
| 8. | Short description of the project | The Danube River near the village of Sotin (at 1322 km) threatens the removal of extremely dilapidated right coastline, which might result in the undermining and collapse of a high bank on which is the village and the local church. Beside the village, with the removal of the coast, the Danube would directly endanger the archaeological site of the old Roman settlement. | |
| 9. | Calendar of implementation | 2018-2020 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in | The project is on the list of projects of Priority Area 1A — To improve mobility and multimodality: inland waterways of the EU Strategy for the Danube Region. | |

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| | particular concerning the Environment, Public Procurement and State Aid) | | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | Removal of the bottleneck will improve inland navigation, thus it will directly influence the interconnectivity of the region. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | Construction of one longitudinal structure and two "T-groins" is planned in order to prevent further erosion. | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Implementing entity is Agency for Inland Waterways- public body responsible for fairway maintenance, rehabilitation and upgrade. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | 4.800.000 € | |

# 12 Oil and Gas Terminal in Port of Ploče

**IDENTITY OF PROEJCT – submitted by the Republic of Croatia**

| 1. | Name of project | **Oil and Gas Terminal in Port of Ploče** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | Republic of Croatia | |
| 5. | Partner country(ies) (from outside the 3SI region) | - | |
| 6. | Project stage | X New project<br>☐ Existing project | |
| 7. | Main objectives of project | The construction of the petroleum and liquefied petroleum gas jetty in Ploče port will expand and modernize the port infrastructure and ensure increased flow of liquid cargo through the port of Ploče and the Corridor Vc, increase Port Authority's revenue, as well as significantly increase the efficiency of the transshipment and reduce transport costs per unit of cargo for users of port capacities. | |
| 8. | Short description of the project | The existing 63m long liquid cargo jetty in the Vlaska channel is connected to the "Luka Ploče Trgovina", Ltd. and "Naftni Terminali Federacije", Ltd. terminals, and it is equipped with all necessary equipment for the transshipment of liquid cargo as well as fire equipment and equipment for the protection of the sea from the spillage of liquid cargo. It accommodates ships of up to 25,000 tones.<br><br>Bearing in mind the growth of liquid cargo traffic in Ploče port in recent years, as well as private sector investments in construction of significant capacities for petroleum products and liquefied petroleum gas in the port area, Port of Ploče Authority aims at increasing liquid cargo | |

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| | | transshipment capacities.<br><br>This project refers to the construction of a modern petroleum and liquefied petroleum gas (LPG) jetty. The northwest side of the new jetty with two mooring dolphins for petroleum products (CPP), for tankers up to 88,000 dwt. The south-eastern side of the jetty is for LPG for tankers up to 58,000 dwt. | |
| 9. | Calendar of implementation | Project documents and obtaining permits by Dec 31, 2019.<br>Construction works from July 1, 2020 – Dec 31, 2021. | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Project is proposed to be listed in the list of strategic investment projects of the Republic of Croatia.<br>It is consistent with the general measures of the Transport Development Strategy of the Republic of Croatia.<br>It is consistent with the main goal of EU transport policy, which is the development of the port infrastructure as the basic prerequisite for the development of the transport system, aiming to equalize the development, quality and safety of the whole transport system and making it competitive and compatible with the surrounding systems. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The project has European and international importance.<br>Since the port is a seaport of the branch C of the Fifth European Transport Corridor (''Vc'') the project will set preconditions for improving cross-border transport connectivity and coordination between Italy, Bosnia and Herzegovina, Serbia, Croatia, Hungary and Slovakia. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners | Project involves building new infrastructure. It will connect the following 3SI countries: Croatia, Hungary and Slovakia. | |

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|---|---|---|---|
| | from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Implementing agency is Port of Ploče Authority.<br>Beneficiaries are port concessionaires and countries gravitating towards the port of Ploče. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | 25 mil. euros (VAT included) construction works.<br>0.4 mil. euros for project documents.<br>The Port of Ploče Authority secures financing for the project documents.<br>The Port of Ploče Authority will seek financing for the construction works from the EU funds. | |

# 13 Project of Rijeka

**IDENTITY OF PROEJCT – submitted by the Republic of Croatia**

**Form nr. 1**

| 1. | Name of project | **Upgrade of the Rijeka Port infrastructure - Bakar bulk cargo terminal (POR2CORE-BCTB)** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The Bakar Basin is a part of the Port of Rijeka. Its existing railway infrastructure is aging, severely damaged and unsafe, hindering the efficiency of daily port operations. The project's main objective is the reconstruction of the railway infrastructure connecting the Podbok terminal to the existing Bakar freight railway station.<br>Specific objectives of the project are rehabilitation of damaged infrastructure, improved interoperability, faster port operations, increased safety and better quality of service. | |
| 8. | Short description of the project | The project aims to improve efficiency of cargo handling at Podbok terminal and improve connectivity of Bakar basin (and consequently of the whole Rijeka port) with the TEN-T railway network. The project is developed in parallel with other railway infrastructure-upgrading project at the Port of Rijeka co-financed by CEF, which contribute to the improvement of port operations as well as the facilitation of the transport of goods. The project is focused on reconstruction activities that include removal of the existing | |

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| | | infrastructure, reconstruction of installations, drainage and waste water system, reconstruction of the pavement surface and reconstruction of railway tracks. | |
| 9. | Calendar of implementation | 2017 to 2019 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project contributes to Funding Objective 1: bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections, in particular to the priority Pre-identified projects on the Core Network Corridors (railways, inland waterways, and roads, maritime and inland ports The project contributes to removing a significant bottleneck on transport network. In the context of the global project, this project will contribute to the better organization of cargo handling in port of Rijeka and it will contribute to the creation of more operational space in terminal areas. Reconstructions and rehabilitations of existing railway tracks in terminal areas will enable better connection to cargo railway station. In this way, the time of storing the cargo in the terminal area will be significantly shortened and circulation of cargo will be faster and more efficient. This is especially important taking into account that Rijeka port is a port of international significance and represents a traffic entry and exit point for Europe. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The project significantly contributes to free trade and free movement of goods, which are in the core of the internal market idea. Infrastructure improvement will speed up connection of the terminal area to the Bakar railway station and contribute to a faster, safer and more efficient transportation of cargo from and to Rijeka port. This is not only significant to Croatia, but also to other countries without or with limited sea access (Hungary, Austria, Slovenia and other), which are dependent on connections to maritime ports.<br>The project will improve quality of interconnection of the Union regions, support regional development, and contribute to a sustainable and efficient transport system within the EU. Additionally, the project will reduce the quality gap between Member States and contribute to | |

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| | | improving balance of cargo traffic intensity between north and south-European ports. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | One of the important expected results of the project is the achievement of technical parameters of the rail tracks that would be complementary with the European requirements. The works comprised in the project are intended to improve accessibility to the Port of Rijeka and develop hinterland connections, which will create a solution for addressing existing and potential bottleneck issues and therefore enhance freight transport in the entire region. The project promotes and contributes to modal split and interoperability, as the linking infrastructure between maritime and railway traffic will be strengthened and modernized. The rail tracks will be reconstructed in accordance with European standards applied on other sections of the rail network, which will enable safe transportation of cargo on the whole railway line and all the way to the terminal part. | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Port of Rijeka Authority (PRA) is initiator and promoter of the project.<br>Implementing entities: Port of Rijeka Authority, Luka Rijeka j.s.c. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Project budget – 6.094.664 EUR<br>Co-financing by CEF – 5.180.464 EUR<br>Port of Rijeka Authority – 0.03 mio EUR<br>Luka Rijeka j.s.c. – 0.9 mio EUR | |

**Form nr. 2**

| 1. | Name of project | **Upgrade of the Rijeka Port infrastructure - Rijeka Basin (POR2CORE-Rijeka Basin)** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The main objective of the project is to improve the efficiency of cargo handling in the Rijeka basin and to improve connectivity of the Rijeka basin (and consequently of the whole Rijeka port) with the TEN-T railway network. Specific objectives of the project are the rehabilitation of damaged infrastructure, making unused infrastructure functional and creating wider operation space in rail tracks and crane tracks area, improved interoperability, faster port operations, increased safety and better quality of service. | |
| 8. | Short description of the project | The Rijeka Basin is part of the Port of Rijeka. Its existing railway infrastructure is aging, severely damaged and unsafe, hindering the efficiency of daily port operations. The aim of the project is the creation of a larger operational area by the reconstruction of the railway infrastructure connecting the quays and piers of the Rijeka basin. The activities include dismantling and removal of the existing infrastructure, reconstruction of installations, drainage and waste water system, reconstruction of pavement surface and reconstruction of railway tracks and crane rails. The project is developed in parallel with other railway infrastructure upgrading Actions at the Port of Rijeka co-financed by CEF, which contribute to the improvement of | |

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| | | port operations as well as the facilitation of the transport of goods. | |
| 9. | Calendar of implementation | 2017 to 2020 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project contributes to Funding Objective 1: bridging missing links, removing bottlenecks, enhancing rail interoperability, and improving cross-border sections, in particular the priority of pre-identified projects on the Core Network Corridors (railways, inland waterways, and roads, maritime and inland ports Reconstructions and rehabilitations of existing crane and rail tracks in terminal areas will enable better connection to Rijeka cargo railway station. In this way, the time of storing the cargo in terminal area will be significantly shortened and the circulation of cargo will be faster and more efficient. This is especially important taking into account that Rijeka port is a port of international significance and represents a traffic entry and exit point for Europe. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The Project will enable utilization of full capacity of Rijeka basin to up to the extent of its full capacity (3,100,000 tonnes p.a.) due to higher capacity of railways, which are currently perceived as bottleneck. The increased throughput and additional demand may contribute to creating new business and employment opportunities in the Rijeka region in related industries. The Project will save the consumers' cost (as consumers shipping companies are assumed) due to economies of scale of the train freight transportation compared to the road freight transportation | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners | The Project will shift the considerable amount of traffic from road to rail. The modal shift should contribute to eliminating significant traffic from roads. Road freight transport pollutes the environment more than rail freight transport. Moreover, additional road congestion carries an economic cost, as it adds to journey times and makes logistics less predictable. This complicates supply chain management.<br>By shifting the freight from road to rail, positive externalities will be realised in the areas of lowering probability of accidents, decreasing pollution and | |

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| | from the 3SI countries | greenhouse emissions and decreasing the noise. | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Port of Rijeka Authority (PRA)<br>Luka Rijeka j.s.c. | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Budget value - 33.383.604 EUR<br>CEF co-financing - €28.762.813 EUR<br>Port of Rijeka Authority – 0.2 mio EUR<br>Luka Rijeka j.s.c. – 4.9 mio EUR | |

**Form nr. 3**

| 1. | Name of project | **Port of Rijeka infrastructure upgrading and development, development of multimodal platforms and interconnections – Adriatic Gate container terminal (POR2CORE-AGCT)** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The trend of container traffic through the port of Rijeka has been increasing in the last couple of years, therefore the receiving and shipping capacity of the port needs to be increased. The project offers a simple, but highly effective answer to this need. It includes the construction of a quay and the reconstruction of the existing infrastructure at Rijeka railway station, which would significantly increase the port capacity in a short period.<br>The main objective of the project is to support the development of the port of Rijeka into a part of North Adriatic Multiport Gateway, as efficient and sustainable entry and exit points for container and other cargo traffics, fully integrated with the land infrastructure. Specific objectives of the project include the improvement of land infrastructure in order to support the growth of the container and other cargo traffics and enable ports' hinterland connection to the Core Network. | |
| 8. | Short description of the project | The project aims at upgrading the railway connection between Rijeka and the Adriatic Gate Container Terminal, also known as Brajdica, one of five basins of the port of | |

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| | | Rijeka.<br>The project consists of construction of a railway intermodal terminal and reconstruction of the existing infrastructure at Rijeka-Brajdica railway station. More precisely, the activities include Construction of an intermodal terminal for loading/unloading of containers, reconstruction of the railway station Rijeka-Brajdica, and the construction of a new track in the connecting tunnel. | |
| 9. | Calendar of implementation | 2016 - 2020 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project is addressing the objective of bridging missing links and removing bottlenecks in order to implement the core network corridors. Specifically, it aims at developing maritime infrastructure on the core network corridors.<br>The project foresees works that shall lead to the increase of maritime accessibility and land accessibility of the port of Rijeka and thus to remove existing bottlenecks (in particular berth congestion and port railway network limitations) and supporting their interconnection with the Mediterranean, Rhine-Danube and Baltic-Adriatic corridors by railway and by road. The planned activities are all part of wider projects, which are focused on upgrading basic infrastructure and will be accessible to all shipping lines on a non-discriminatory basis. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The project will significantly contribute to the modernization of the port infrastructure and improvement of the service quality. This will increase the competitiveness of the port and make it more attractive to investors; therefore, the EU funding would help the port attract investments from other sources. In addition, the visibility of the project increased on both national and European level, and the importance of development of North-Adriatic ports is emphasized. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing | The project takes into account European standards, especially EU Regulation 1315/2013 and EU Regulation 1316/2013; therefore, the expected results follow the principles of intermodality and interoperability as set out in the given regulations. This is an important step towards the homogeneity of Croatian transport system and the complementation of different transportation modalities. | |

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| | infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Port of Rijeka Authority<br>HŽ Infrastruktura d.o.o. (Croatian Railways Infrastructure Ltd) | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Project budget: 35.556.000 EUR<br>Co-financing by CEF – 30.222.600 EUR<br>Port of Rijeka Authority: CEF . 8.1 mio EUR<br>PRA - 0.6 mio EUR<br>State: 0.8 mio EUR<br>HŽ infrastructure Ltd: CEF: 22.1 mio EUR<br>State: 3.9 mio EUR | |

**Form nr. 4**

| 1. | Name of project | **Port of Rijeka infrastructure upgrading - General cargo terminal (POR2CORE-GCT)** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The main objective of the project is to ensure continuation of timber cargo traffic in the port of Rijeka. The specific objectives of the Project are to keep the full operational capacity of the quay and to increase safety of timber cargo operations on the quay. There has been a growing trend in wood export on a national level and on the timber cargo quay in port basin Raša, which exceeded the expectations and is envisaged to continue growing in the upcoming years. The Project will significantly increase the safety of the operations at the quay as bearing capacity has been decreasing during the recent years and will continue without making the investment. | |
| 8. | Short description of the project | The project activities include the reconstruction of the quay in the Raša basin, in order to enable the port of Rijeka to adequately respond to the current growing trend of timber traffic. The reconstruction of the 164-meter quay will be done in two phases, i.e first 90 metres and then the remaining 74 metres, while keeping the alternate part operational. The project covers the executive design and works for: a) dismantling and removal of the existing equipment; b) reconstruction works of the quay; c) installation of crane tracks on the reconstructed quay structure; d) installation of rail tracks on the reconstructed | |

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| | | quay structure; e) installation of equipment on the reconstructed quay structure. The upgrade of the port infrastructure at the general cargo terminal Raša, is part of the Masterplan for development of the port of Rijeka and its implementation contributes to improvement of port operations as well as facilitation of the transport of goods. | |
| 9. | Calendar of implementation | 2018 - 2019 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project is addressing the Funding Objective 1, i.e. it contributes to realisation of pre-identified projects on the corridors of the core network since Raša-Baršica basin is part of the core network port.<br>The project directly contributes to the following expected results from the financial assistance in timely and efficient development of Core Network Corridors, support to the realisation of a robust and resource efficient European transport system and addressing climate change and contribution to the important EU transport policy objectives. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | At the national level, the reconstruction of the timber cargo quay at Raša-Baršica basin contributes to the overall goal of development and modernization of the port, which will result in a more efficient and dynamic exchange of goods within the national territory, but also towards the borders. Modernisation of the main Croatian port will contribute to inclusion of the country in the European and international cargo traffic flows and contribute to its competitiveness in the European framework.<br>At the European level**,** implementation of the project will contribute to a more balanced socio-economic development in Europe, especially in comparison between the North and South European port cities and their hinterland. In this way, the project contributes to achievement of the Cohesion policy goals. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure | It promotes the efficient and sustainable use of the infrastructure and highly contributes to efficient and sustainable use of the port infrastructure since it aims at keeping the timber cargo traffic at Raša-Baršica basin and specializing this part of the port of Rijeka in that direction, while other basins would specialize in handling other | |

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| | or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | types of cargo. In this way, each port basin will have its own development path with the overall aim of sustainable development of port of Rijeka.<br>It improves and maintains the quality of infrastructure in terms of safety, security, efficiency and climate and reconstructs the timber cargo quay, which is crucial for improvement of safety of cargo operations since at current state it cannot carry big amounts of cargo and the risk of structure collapsing is getting higher. If the quay could carry bigger amounts of cargo, that would improve the efficiency of operations because loading/ unloading of cargo would be faster and cargo operations would be easier and faster. As for the climate impact, without an adequate timber cargo quay at port of Rijeka, timber cargo will have to be transported to other ports by road, which would have a negative environmental impact. | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Port of Rijeka Authority | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Project budget: 6.914.000 EUR<br>CEF co - founding: 3.132.042 EUR<br>Port of Rijeka Authority CEF 3.1 mio EUR<br>PRA 3.0 mio EUR<br>State: 0.8 mio EUR | |

**Form nr. 5**

| 1. | Name of project | **Upgrade of the Rijeka Port infrastructure - Port Community System (POR2CORE-PCS)** | **2019 UPDATE** (to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Republic of Croatia | |
| 4. | Participating countries (from the 3SI region) | | |
| 5. | Partner country(ies) (from outside the 3SI region) | | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The main objective of the project is to implement the unique PCS ICT solution in the Port of Rijeka and the Port of Ploče areas, as well as their integration to NSW, CIMIS and eCustoms system. PCS ICT solution will ultimately optimize business processes, and help their users to simplify and speed up business processes in the logistics chain. PCS ICT solution provides to users timely and reliable distribution of data between participants.<br><br>Specific objectives for Port Authority of Rijeka as the core port is reaching state-of-the-art PCS ICT solution, technologically and logically upgraded version of the original PCS ICT solution. For Port Authority of Ploče, as the originator of PCS ICT, solution gets upgraded, technologically and logically compliant version of the original PCS ICT solution. Afterwards, the other Croatian cargo ports will have the opportunity to use PCS ICT solution as an instance of existing or completely separated PCS ICT solution. It is reasonably assumed that business logic implemented in PCS ICT solution covers completely their business rules and protocols. | |
| 8. | Short description of the | The project aims to develop and modernize rail infrastructure in the port and to modernize port operations | |

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| | project | through usage of ICT systems and new management methods.<br>The project aims to develop an ICT solution for a Port Community System (PCS) at the Port of Rijeka based on the Port Community System (PCS) ICT solution already developed in the Port of Ploče, which will also be used by other Croatian cargo ports, once developed. This action is a necessary first step in order to proceed with the works afterwards. In the long term, the proposed Action will contribute to an improvement of regional transport flows and better multimodal integration and interoperability. | |
| 9. | Calendar of implementation | 2017 to 2020 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU principles/directives in particular concerning the Environment, Public Procurement and State Aid) | The project contributes to Funding Objective 3.3. Priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructure; in particular to the Priority 3.3.5.connections to and development of multimodal logistics platforms. The project specifically contributes by following measures to provide for interconnection between the existing freight terminals and other modes of transport, particularly rail and short sea shipping. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | The project will contribute to solving the congestion bottleneck that currently exists in Rijeka port because of lack of unique PCS ICT solution in the Port of Rijeka and the Port of Ploče areas as well as their integration to NSW, CIMIS and eCustoms system and by inefficient business environment, with slow business processes in the logistics chain. PCS ICT solution will provide to users timely and reliable distribution of data between participants speeding up exchange of information on traffic flaw allowing better organization of intermodal logistics.The project promotes and contributes to modal split as it increases capacity of freight terminals connected to core TEN-T network by rail. As for improvement in terms of service quality, safety and security**,** the project will enable faster handling of cargo | |

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| | | and therefore much better service quality. There will be no need for temporary solutions for accessing the cargo on the ship, such as temporary floating installations, which are less safe. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | The investments in the development of the port of Rijeka are in line with the EC Communication paper ˝Ports: an engine for growth˝, which pursue to boost growth and competitiveness of the European ports in European Single Market. By providing balanced transport coverage of all European regions, the project will contribute to enhancing the internal market and the cohesion within the EU. The project contributes to developing efficiency; attract investments, encouraging sustainability and connecting ports. | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | Rijeka Port Authority, Port of Ploče Authority, Ministry of Sea, Transport and Infrastructure | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Budget value: 1.660.000 EUR<br>CEF co- financing: 1.411.000 EUR<br>State budget: 0.8 mio EUR | |

**Form nr. 6**

| 1. | Name of project | **Zagreb Deep Sea Container Terminal** | **2019 UPDATE**<br>(to be released on 5 June 2019) |
|---|---|---|---|
| 2. | Sector | X Transport<br>☐ Energy<br>☐ Digital | |
| 3. | Country(ies) proposing the project | Croatia | |
| 4. | Participating countries (from the 3SI region) | - | |
| 5. | Partner country(ies) (from outside the 3SI region) | - | |
| 6. | Project stage | ☐ New project<br>X Existing project | |
| 7. | Main objectives of project | The Port of Rijeka has experienced healthy growth of container volumes, with almost 250,000 TEU handled in 2017. The growth in the container segment has been mainly attributed to further containerization of general cargo in the region, upgraded inland and hinterland road and rail access, modernized port facilities, and improved Customs facilitation procedures that allowed the Port of Rijeka to compete against other Northern Adriatic ports for both domestic traffic and trade volumes of land locked hinterland countries.<br><br>Because of the increased trade volumes, a port modernization project (Rijeka Gateway Project) financed by the loan from the World Bank, is being implemented. The overall objective of the port component of the project is to support the transformation and modernization of the port of Rijeka, thereby increasing both its competitiveness and traffic. The project involves transforming the port from a service port model to a landlord port model, thereby increasing the private sector involvement and capital in the port. As a part of Rijeka Gateway Project, **the Government of Croatia has nominated the Zagreb Deep Sea Container Terminal as Strategic Project**. | |

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| | | PRA intends to concession the operations of **the Zagreb Deep Sea Container Terminal** in a way that the PRA will finance the infrastructure and the Concessionaire (private investment) should finance the equipment and superstructure as well as operate and maintain the terminal facilities.<br>The new **Zagreb Deep Sea Container Terminal** will have pier length of 680 m, of which PRA will finance the construction of the first 400 m, and the Concessionaire (private investment) will optionally finance an additional 280 m. | |
| 8. | Short description of the project | For the purpose of developing and modernizing the port of Rijeka, the concession grantor the Port of Rijeka Authority intends to ensure additional capacities for container handling in the western part of the port of Rijeka, at the location where the new **Zagreb Deep Sea Container Terminal** is to be built in phased manner:<br><br>**Phase 1:** construction of a 400-metre quay wall with the associated landfill financed by the concession grantor based on a World Bank's loan. The new pier shall be adequate for latest generation of container ships.<br>**Phase 1A:** construction of terminal infrastructure and superstructure and installation of terminal equipment to be financed based on the concessionaire's capital investment.<br>**Phase 2:** construction of a 280-metre extension of the quay wall with the associated landfill (680 m of pier in total) - option. | |
| 9. | Calendar of implementation | 2014 - 2021 | |
| 10. | Coherence with EU Priorities and Policies (if the project is already included in the EU programs and project priority lists and if it is consistent with EU | The Port of Rijeka is the Core port of the TEN-T core network, part at the Mediterranean corridor (Regulation EU 1315/2013<br>Two of the pre-identified sections including project have been listed in Annex I of the Directive EU 1316/2013.<br>• Rail – Rijeka – Zagreb – Budapest | |

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| | principles/directives in particular concerning the Environment, Public Procurement and State Aid) | Port – Rijeka Project - **Upgrade of the Rijeka Port infrastructure - Zagreb Pier container terminal (POR2CORE-ZCT)** intended to develop multimodal platform and interconnection to Zagreb Deep Sea Container Terminal has been approved for co-financing by the INEA, EC Agency, in the year 2016. Implementation of the project has already started. | |
| 11. | Relevance of the project for the region (the project's impact on the economic convergence and interconnectivity of the region) | In the European context, the port of Rijeka lies on the TEN-T core network corridor (Mediterranean corridor) and is defined as **TEN-T core network port**. Port of Rijeka is listed as a pre-identified section of the Mediterranean corridor, which means that the EU supports projects contributing to its development. Infrastructure upgrading and development, development of multimodal platforms and interconnections within Rijeka port are recognized as CEF project of common interest.<br>On a national level, port of Rijeka is defined as a **port with international economic significance**. Its development is supported and planned in the national strategic documents:<br>The development of the project **Zagreb Deep Sea Container Terminal** is fully aligned with the **Transport Development Strategy for the Republic of Croatia for the period 2014-2030** and the **Strategy for Maritime Development and Integrated Maritime Policy of the Republic Croatia for the period 2014-2020**. A main priority within maritime sector are improving the sustainability of the system and improving access to ports and their connection with other modes of transport in order to develop intermodal transport system and recognizes sustainable growth and competitiveness of maritime economy. | |
| 12. | Whether innovative, safe and sustainable new technologies are to be used<br><br>If the project involves building new infrastructure or upgrading existing | In terms of absolute growth, the Port of Rijeka has to exploit its full geographic potential, assuming the full coverage of its potential market by providing good railway access for the hinterland. In fact, the major economic driver of demand and market share through the **Zagreb Deep Sea Container Terminal** is the introduction of ships of about 12,000 to 14.000 TEU and even bigger, making | |

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| | infrastructure<br><br>If it helps build networks between project partners from the 3SI countries | direct calls in the North Adriatic, supported by efficient rail freight services for inland distribution. In these circumstances, the Port of Rijeka becomes more competitive and gain as significant additional market share.<br><br>**Reaching the above described goals will benefit not only to the port and city of Rijeka, but also to the national economy in general, and all stakeholders in the cargo transport process, since the foreseen activities will result in cheaper naval routes, reduction in CO2 emission and more efficient use of land and infrastructure in both maritime and railway transport.** | |
| 13. | Description of entities involved (promoter, implementing entities, beneficiaries) | **Promoter**: Port of Rijeka Authority (PRA) is initiator and promoter of the project. PRA is also investor to the Phase 1by construction of 400 meters of the pier at the new Zagreb Deep Sea Container Terminal.<br>PRA intends to concession the operations of a new container terminal in a way that the PRA will finance the infrastructure and the Concessionaire should finance the equipment and superstructure as well as operate and maintain the terminal facilities.<br>**Implementing entities**: Port of Rijeka Authority, HŽ Infrastructure, Croatian Roads, Concessionaire (Shipping and terminal operating companies from EU but also from all around the world | |
| 14. | Budget (Total cost, Secured financing and its sources, Financing gap) | Total costs Euro 265 Mio.<br>WB loan Euro 85 Mio. – secured<br>State budget Euro 20 Mio. – secured<br>Private investment Euro 60 Mio. – secured by concessionaire<br>Private investment Euro 100 Mio. – optional investment of concessionaire | |