

Application Form Part A



EUROPEAN COMMISSION

CONNECTING EUROPE FACILITY
TRANSPORT SECTOR

A1

Proposal TENtec nr.

2014-FI-TM-0142-M (26195427)

MAP Call 2014 F01

Priority 1: (F01) Pre-identified projects on the Core Network corridors

- Railways
- Inland Waterways and Ports
- Roads
- Maritime Ports

Priority 2: (F01) Pre-identified projects on the other sections of the Core Network

- Railways
- Inland Waterways and Ports
- Roads
- Maritime Ports

Priority 3: (F01) Rail interoperability

- Railway system compliance with interoperability and Safety Directives
- Rail Freight Corridors
- Technical Specifications for Interoperability and Safety Directives

Priority 4: (F01) European Rail Traffic Management System (ERTMS)

- ERTMS track-side deployment
- ERTMS on-board deployment
- Simplification and facilitation of placing in operation
- ERTMS training
- ERTMS specifications maintenance
- Operational rules

Proposal type

Please select the proposal type:

- Study and Work
- Work
- Study

General Information On The Proposal

Title of the proposed action	The Planning of the Core Network Railway Corridors in Helsinki		
Transport mode	Rail (Conventional)		
Network type	Core		
Core network corridor	Scandinavian - Mediterranean	Pre-identified core network corridor section	Helsinki
Consideration of PPP	NO	Co-financing type	SINGLE
Co-financing percentage	50.0	Start date of the action	19/12/2014
End date of the action	31/12/2018	Summary	

The Global Project is the improvement of the Mediterranean–Scandinavian corridor in Finland. The Global Project in Helsinki is located in the node of two core network corridors: the Mediterranean–Scandinavian corridor and the North Sea–Baltic corridor, serving as a connection between Helsinki Airport and the centre of Helsinki and making the flow of passenger transport smoother to Helsinki's harbours. Traffic in Helsinki has increased 40 % in last 10 years and the growth continues. The infrastructure and structures of the Pasila district are strongly developing in the coming years as the city of Helsinki constructs a new city centre block and terminal (Tripla-project).

Helsinki is the departure or arrival stations of the most long-distance trains (70 %) in Finland. The traffic distractions at the Helsinki reflect on the train traffic of whole Finland. All the local and long distance trains in the Helsinki region stop at the two stations in Helsinki (Helsinki main station and Pasila). The rail capacity is nearing its maximum, thus weakening the punctuality and reliability of the traffic. The traffic is very vulnerable to distractions and delays. Because the Helsinki is the railhead of the Finnish railway network, all trains must change directions at the cramped railway yard of Helsinki. This makes congestion even worse. It is not possible to increase the capacity of the train traffic using the current tracks and track layout.

The proposed Action consists of the Construction Plans of the Helsinki Rail Loop, the Helsinki railway yard and the additional western track of Pasila (2nd phase). The objective of the Action is a completion of studies. The objective of the studies is to provide maturity for construction and for proceeding to the actual implementation phase.

The Helsinki Rail Loop is a new underground double-track rail line beneath Helsinki city centre (8 km, 3 stations). It increases capacity by allowing commuter trains to use the new loop link without using the congested overground Helsinki main station as their end station. It is estimated that after implementing the Helsinki Rail Loop, 70 % of the traffic decreases in the railway yard of Helsinki. This relief capacity for the long distance trains and makes the train traffic management more efficient.

The functionality and the capacity of Helsinki railway yard will be improved by increasing the number of the signals, switches and by modernizing technical systems. After implementing the project it is possible to increase the number of trains and trains can be operated in a tighter schedule. The disturbances decreases as the number of the alternative routes used increases. The project makes the train operations more effective.

To improve to capacity an additional track (1,5 km) and platform will be built at Pasila and track arrangements will be improved. Building a new terminal (Tripla-project) upon the railway bridge requires improvement and enlargement of the current railway bridge of Pasila.

The Action is very important to Finland. The improvement of this nodal point is essential as it affects reliability of the whole Finnish long-distance train traffic operations, as the timetables and transfer connections of the almost all long-distance traffic operations also elsewhere in Finland depend on the trains starting from Helsinki region. The Action produces European added value as serves as a connection to Helsinki airport, which is the major international and domestic airport in Finland and it's one of the main hubs in the European connections to China and Japan. The Action also makes the flow of passenger transport smoother to Helsinki's harbours (North Sea–Baltic Corridor).

Study aims at removal of bottlenecks and bridging missing link which hinder the traffic flows. The project is ongoing and the financing of the Action is secured (cost estimate 32,61 M€). Financial aid is requested for the period 19.12.2014-31.12.2018.

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A2.1

Proposal TENtec nr.	2014-FI-TM-0142-M (26195427)	Applicant nr.	1
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APPLICANT

Applicant's legal name	Republic of Finland, the Ministry of Transport and Communications
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Administrative Data

Legal address			
Street name	Eteläesplanadi	Number	16-18
Town / city	Helsinki		
Postal code	00023 Government		
Country	Republic of Finland		

Legal Status Of The Applicant

Member State

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EUROPEAN COMMISSION

CONNECTING EUROPE FACILITY
TRANSPORT SECTOR**A2.2**

Proposal TENtec nr.	2014-FI-TM-0142-M (26195427)	Applicant nr.	1
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Contact Points

Person in charge (the person who will be contacted by the EU in the first instance)			
Family name	Tevajärvi	First name(s)	Arto
Function	Project Coordinator		
Is the address different from the legal address (of section A2.1)?			YES
Street name	Opastinsilta	Number	12A
Town / city	Helsinki		
Postal code	00520		
Country	Republic of Finland		
Phone	+358 29 534 3917		
Fax	+358 20 637 3700		
Email	arto.tevajarvi@fta.fi		

Representative authorized to sign this application			
Family name	Hilska	First name(s)	Lassi
Function	Senior Adviser		
Is the address different from the legal address (of section A2.1)?			NO
Street name	Eteläesplanadi	Number	16-18
Town / city	Helsinki		
Postal code	00023 Government		
Country	Republic of Finland		
Phone	+358 295 34 2497		
Fax	+358 9 160 28595		
Email	lassi.hilska@mintc.fi		

Date	
Stamp + signature	

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A2.3

Proposal TENtec nr.	2014-FI-TM-0142-M (26195427)	Applicant nr.	1
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IF THE APPLICANT IS A MEMBER STATE OR AN INTERNATIONAL ORGANISATION, FILL IN THE BELOW SECTION ON THE PUBLIC OR PRIVATE UNDERTAKING OR BODY(IES) WHICH WILL IMPLEMENT THE ACTION

Implementing body's legal name	Finnish Transport Agency
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Administrative data

Legal address			
Street name	Opastinsilta	Number	12A
Town / city	Helsinki		
Postal code	00520		
Country	Republic of Finland		

(*) If there is more than one implementing body, indicate them all.

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A2.4

Proposal TENtec nr.

2014-FI-TM-0142-M (26195427)

Applicant nr. 1

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A3.1

Proposal TENtec nr.

2014-FI-TM-0142-M

LOCATION(S) OF THE ACTION

Member State(s)	Finland
Region(s)(1)	Helsinki-Uusimaa
Third country	

(1) NUTS 2 nomenclature will be used for the regions.

ACTIVITIES OF THE ACTION

Activity number	Activity name	Activity description	Start date	End date	Verifying milestone
1	The Construction Plan of the Rail Loop: The Project management	The Activity includes the project management of the construction planning (services of the developer consultant, communications consultant, risk management and Independent Safety Assessor –consultants and other expert tasks, Building Information Model and the costs of the project office etc).	01/01/2015	30/06/2017	1, 10, 11
2	The Construction Plan of the Rail Loop: Töölö	The Activity includes construction planning of the underground railway station of Töölö, 2 km of track line in two parallel tunnels in Töölö section and emergency / maintenance / working tunnel of 2-3 km. The Activity also includes planning of the Vauhtitie (Area 1 “Vauhti street”) area at end of the tunnel section (for example 150 m bridge and other traffic arrangements).	01/01/2015	30/06/2017	1, 2, 3
3	The Construction Plan of the Rail Loop: The City Centre	The Activity includes construction planning of the underground railway station of City Centre and 2 km of track line in two parallel tunnels in City Centre section and emergency / maintenance tunnel.	01/01/2015	30/06/2017	1, 4, 5
4	The Construction Plan of the Rail Loop: Hakaniemi	The Activity includes construction planning of the underground railway station of Hakaniemi, 2 km of track line in two parallel tunnels in Hakaniemi section and emergency tunnel and maintenance / working tunnel. The Activity also includes planning of the Nordensköldintie (Area 2 “Nordensköld Street”) area at end of the tunnel section (50 m bridge and traffic arrangements).	01/01/2015	30/06/2017	1, 6, 7

5	The Construction Plan of the Rail Loop: Technical track and special field planning	The activity includes technical track planning and special field planning (safety devices, electrified track, HPAC, duct transfer etc).	01/01/2015	30/06/2017	1, 8, 9
6	The Construction Plan of the Rail Loop: The geological investigations	The geological investigations include for example rock and soil samples and geographical measurements. The activity also includes traffic arrangements needed during the investigations and the monitoring of ground water levels.	01/01/2015	31/12/2016	1, 10
7	The Construction planning of the Helsinki railway yard	<p>The functionality and the capacity of the railway yard will be improved by increasing the number of the railway signals, switches and switch lanes, by modernizing the safety devices and by making the train operations more effective. The construction project will be divided in four phases which will be also planned in phases. The Activity includes three of these plans (ABI, CDEF and GH). The 1st phase (J) has already been planned.</p> <p>The Activity includes construction plans, supplementary studies (for example geological investigations and measurements of the track) and project management of the Helsinki railway yard planning phase.</p>	01/08/2015	31/12/2018	12, 13, 14, 15
8	The Construction Plan of the additional track of Pasila 2nd phase	<p>The Activity includes the Construction Plan of the 2nd phase works. The 2nd phase includes planning of the new additional track of 1,5 km and new platform. The activity also includes planning of the widening of the railway bridge of Sörnäinen (length of 80 m, width at maximum 3,2 m), lengthening of the northern underpass bridge (10 metres) and new pedestrian underpass bridge of Haarakallio (length of 75 m, width at maximum 7,2 m).</p> <p>The planning of the track, electrified track and safety devices of the 1st and 2nd phase is done during this Activity. The Activity also includes planning of the technical room and systems.</p>	19/12/2014	31/12/2016	16, 17, 18

MILESTONES OF THE ACTION

Milestone number	Milestone name (including milestones at start and end date of the Action)	Expected date	Means of verification
1	The meeting of the steering group	12/02/2015	minutes of the meeting signed by FTA
2	The Construction Plan of Töölö delivered to FTA	31/10/2016	plan delivered to FTA
3	The Construction Plan of Töölö completed	30/06/2017	acceptance and final financial review signed by FTA
4	The Construction Plan of City Centre delivered to FTA	31/10/2016	plan delivered to FTA
5	The Construction Plan of City Centre completed	30/06/2017	acceptance and final financial review signed by FTA
6	The Construction Plan of Hakaniemi delivered to FTA	31/10/2016	plan delivered to FTA
7	The Construction Plan of Hakaniemi completed	30/06/2017	acceptance and final financial review signed by FTA

8	The Construction Plans of technical track and special field planning delivered to FTA	31/10/2016	plan delivered to FTA
9	The Construction Plan of technical track and special field planning completed	30/06/2017	acceptance and final financial /technical review signed by FTA
10	The geological investigations completed	31/12/2016	Inspection report signed by the FTA
11	All the Construction Plans completed	30/06/2017	acceptance and final financial review of activities 25 signed by FTA
12	The contract of 2nd phase (ABI)	15/08/2015	signed contract
13	The Construction Plan of 2nd phase (ABI) completed	30/09/2016	acceptance and final financial review signed by FTA
14	The Construction Plan of 3rd phase (CDEF) completed	31/08/2017	acceptance and final financial review signed by FTA
15	The Construction Plan of 4th phase (GH) completed	31/12/2018	acceptance and final financial review signed by FTA
16	The contract of the main planning of the technical room and systems signed	19/12/2014	signed contract
17	The contract for the construction plan of the 2nd phase signed	01/06/2015	signed contract
18	The construction plan of the 2nd phase completed	31/12/2016	inspection report signed by the FTA

Contribution Of The Action To The TEN-T Policy Objectives

If the Action is part of a Global Project previously supported under CEF (after 2014) or TEN-T (before 2014) budget, please specify:

Decision number	Title
2011-FI-93125-S	Improving punctuality and reliability of passenger train traffic
2013-FI-12010-S	Planning of the railway section Helsinki–Riihimäki

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FINANCIAL INFORMATION

Global Project

Sources of financing	* Financial Contribution (in euros)
1. State budget(s)	2,911,795,000
2. Regional/local budget(s)	0
3. Applicant	0
4. EIB loan	0
5. Other loans	0
6. CEF financing	16,305,000
7. Other EU funds (ERDF, CEF, FPR)	0
8. Public/private partnerships	0
9. Other sources	0
Total	2,928,100,000

For multi-beneficiary projects, please give only the total amounts per category.

For the definition of Global Project, please see the Guide for Applicants. It is not required to enter information beyond the Global Project, for example regarding an entire Core Network Corridor, in this table

Proposed Action

Sources of financing	(*) Total financial contribution	2014	2015	2016	2017	2018	2019	2020
1. State budget(s)								
Republic of Finland, the	16,305,000	0	7,300,000	7,055,000	1,450,000	500,000	0	0
2. Regional/local budget(s)								
Republic of Finland, the	0	0	0	0	0	0	0	0
3. Applicant								
Republic of Finland, the	0	0	0	0	0	0	0	0
4. EIB loan	0	0	0	0	0	0	0	0
5. Other loans	0	0	0	0	0	0	0	0
6. CEF financing	16,305,000	0	7,300,000	7,055,000	1,450,000	500,000	0	0
7. Other sources	0	0	0	0	0	0	0	0
Total	32,610,000	0	14,600,000	14,110,000	2,900,000	1,000,000	0	0

(*) contribution to eligible costs only

For multi-beneficiary actions, please split state, regional budgets and applicant's self-financing by applicant.

All amounts must be in euros.

If applicable, please indicate the exchange rate used for preparing the applications:

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INDICATIVE BREAKDOWN OF ESTIMATED ELIGIBLE COSTS OF THE PROPOSED ACTION BY ACTIVITY

Activities	2014	2015	2016	2017	2018	2019	2020	Total eligible costs	Co-financing Rate	CEF transport financing
1. DIRECT COSTS										
Activity 1	0	1,800,000	1,060,000	150,000	0	0	0	3,010,000	50.0	1,505,000
Activity 2	0	1,600,000	1,390,000	150,000	0	0	0	3,140,000	50.0	1,570,000
Activity 3	0	2,210,000	2,180,000	200,000	0	0	0	4,590,000	50.0	2,295,000
Activity 4	0	1,410,000	1,250,000	150,000	0	0	0	2,810,000	50.0	1,405,000
Activity 5	0	3,380,000	4,170,000	250,000	0	0	0	7,800,000	50.0	3,900,000
Activity 6	0	1,600,000	1,360,000	0	0	0	0	2,960,000	50.0	1,480,000
Activity 7	0	1,000,000	2,000,000	2,000,000	1,000,000	0	0	6,000,000	50.0	3,000,000
Activity 8	0	1,600,000	700,000	0	0	0	0	2,300,000	50.0	1,150,000
TOTAL (*)	0	14,600,000	14,110,000	2,900,000	1,000,000	0	0	32,610,000		16,305,000

Please give an indicative breakdown of the estimated eligible costs of the proposed Action (i.e. the action for which a financial contribution from the CEF-Transport is requested in this proposal) by activity (as defined in section A3.1) and year (all amounts must be in euros).

(*) Costs which are not identifiable as direct costs, but which have nevertheless been incurred in connection with the action(as defined in section A3.1) and year (all amounts must be in euros).

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A4

Proposal TENtec nr.

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Please specify, for each Part of the Application Form, the language in which it is being submitted. If the language is not English, indicate whether you will provide an English translation before the deadline specified in the respective call text.

Will an English translation of the proposal be provided?

Annexes do not need to be translated unless the applicant deems this necessary.

Application Form Part A

In what language have you completed the project summary in Application Form Part A?	English
If the project summary in Application Form Part A is not in English, will you submit an English translation before the deadline specified in the respective call text?	N/A

Application Form Part B

In what language have you completed Application Form Part B?	English
If Form Part B is not in English, will you submit an English translation before the deadline specified in the respective call text?	N/A

Application Form Part C

In what language have you completed Application Form Part C?	English
If Form Part C is not in English, will you submit an English translation before the deadline specified in the respective call text?	N/A

Application Form Part D

In what language have you completed Application Form Part D?	English
If Form Part D is not in English, will you submit an English translation before the deadline specified in the respective call text?	N/A

Translation cost

If you will submit any English translations, please give an estimate of the total cost of the translation.	0
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