

Projets européens

***Connecting Europe Facilities Transport 2014-2020
(CEF I)***

***Connecting Europe Facilities Transport 2021-2027
(CEF II)***

Other programs outside CEF

Connecting Europe Facilities Transport 2014-2020 (CEF I)

Project	Title
2018-BE-TM-0116-W	Technological migration of the tunnel safety systems of the North-South railway tunnel in Antwerp
2018-BE-TM-0108-W	Removal of 11 level crossings on 2 Core Network Corridors in Belgium
2018-BE-TM-0101-W	ETCS L2 track-side deployment on 4 sections of the Core Network Corridors
2019-BE-TA-0060-S	Study for the construction of a 2nd track between Balen Werkplaatsen and Neerpelt upgrading the 3RX cross-border link
2019-BE-TM-0320-W	Increasing the capacity on CNC Rhine-Alpine and North Sea Med by adding a 3rd and 4th track between Bruges and Ghent

2019-BE-TM-0316-W_100km: Increasing performance on 4 freight sections on all Core network Corridors in Belgium

Connecting Europe Facilities Transport 2021-2027 (CEF II)

OPEX / CAPEX	SAP	Project	Title	Union financial aid	Period of the Action
Capex	EX	21-BE-TG-ERTMS track side	ETCS Level 2 track-side deployment on several sections of the Core Network in Belgium	50%	01/01/2021-31/12/2024
Capex	EY	21-BE-TM-4 long tracks 750 m	Construction of 4 long tracks in Bundle of Montzen to accommodate 740 meter long trains between the Port of Antwerp and the German Border	50%	01/10/2021 - 31/12/2024
Capex	EZ	21-BE-TG-Elimination LC compr	Removal of 9 level crossings on the Comprehensive Network in Belgium	30%	01/11/2021 - 30/11/2025
Capex	G0	21-EU-TG-DCM IMP 22_24	Digital Capacity Management Implementation 2022-2024	50%	01/01/2022-31/12/2024
CAPEX	G1	21-EU-TG-BURDI	BeNe U-space Reference Design Implementation	50%	01/01/2022-30/09/2024
Capex	G2	22-BE-TM-Rail Port of Antwerp	Upgrade and electrification on Right Bank of Port of Antwerp with a focus on multimodal terminals	50%	01/10/2022 - 31/03/2026
Capex	G3	22-EU-TG-RGT	Upgrade of the Cross Border Railway Connection Ghent (BE) and Terneuzen (NL) - Integrated Preparatory Phase	40%	02/02/2023 - 01/11/2026
Capex	G4	22-EU-DIG-5G HSL EUROLINK	5G High Speed Line EURO LINK Paris – Brussels 5GHSL Eurolink	50%	01/01/2024 - 31/07/2024
Capex	G7	23-BE-TM-FRONT	Future-proof rail connections on the Antwerp port platform	50%	01/01/2024 - 31/12/2027
Capex	G6	2023-BE- TG- EuroCap-Rail	Upgrading works on two sections between Louvain-la-Neuve and Luxembourg on the North Sea-Mediterranean CNC (EuroCap-Rail) to increase speed	30%	01/02/2024 - 30/06/2026

1. 2021-BE-TM-4 long tracks 750 m

Project name: Construction of 4 long tracks in Bundle of Montzen to accommodate 740 meter long trains between the Port of Antwerp and the German Border

Scope:

The project is part of a global project to roll-out 750m side tracks that enable the running of 740m trains on key sections of the freight corridors going through Belgium.

In this context, the project aims at optimising the decommissioned rail bundle of Montzen on line 24, located on the Rhine-Alpine and North Sea- Baltic Core Network Corridors and Rail Freight Corridors, near the German border. It's also situated on the RFC North Sea-Mediterranean. The project comprises the construction of 4 new electrified tracks for 740 m trains and a new access to the main railway line 24.

The central location of the bundle of Montzen at a strategic position on the North Sea-Baltic and Rhine-Alpine CNC makes it an important logistic and economic hub, which is also of interest for military transport from the Port of Antwerp to the German border and the Eastern part of the continent. These 4 new electrified tracks will be built on the location of the old bundle 1 in Montzen, which was taken out of service several decades ago and partially dismantled. In addition, the project includes signalling and catenary works.

2. 2021-BE-TG-ERTMS track side

Project name: ETCS Level 2 track-side deployment on several sections of the Core Network in Belgium

Scope:

The Belgian network plays a significant role as a European railway hub, connecting the harbours of Antwerp, Ghent and Zeebrugge to the Europe's main industrial regions. It is part of the European high-speed rail network and includes three Core Network Corridors: Rhine–Alpine, North Sea-Mediterranean and North Sea–Baltic.

The project covers the deployment of ERTMS, Level 2, Baseline 3 (set #2) on 377 km double-track line equivalent, including 196 kilometres of underlying electronic interlockings type Simis W, on the following railway sections, located on the three Core Network Corridors:

- Line 34, section Hasselt – Glons: ETCS on 75 km double-track equivalent, including 66 km interlockings;
- Line 24 section Glons - Montzen (border not included): ETCS on 75 km double-track equivalent, including 22 km interlockings;
- Line 51(A) section Brugge – Zeebrugge : ETCS on 26 km double-track equivalent;
- Line 75 section Ghent-Sint-Pieters – Waregem: ETCS on 60 km double-track equivalent, including 60 km interlockings;
- Line 58/59 section Merelbeke – Ghent: ETCS on 30 km double-track equivalent;
- Line 59 section Ghent - Antwerp-South: ETCS on 111 km double-track equivalent, including 48 km interlockings.

The project belongs to the Belgian "Masterplan ETCS" on the implementation of ETCS on the entire Belgian railway network by 2025 and covers about 15% of the envisaged roll-out. Through the deployment of ETCS the Belgian government and the infrastructure manager Infrabel aim to create one of the safest railway networks in Europe, which fully complies with the European infrastructure requirements set out in the TEN-T Guidelines. By increasing the interoperability of the railway networks, the project supports the opening and the growth of the common European market.

3. 2021-BE-TG-Elimination LC compr

Project name: Removal of 9 level crossings on the Comprehensive Network in Belgium

Scope:

The scope of the Project concerns capacity and performance upgrade of existing railway lines, including the removal of level crossings located on three railway lines of the Comprehensive Network in Belgium.

The objective of the Project is to remove nine level crossings by constructing three bridges, two bicycle-pedestrian tunnels and one road tunnel. The Global Project aims at reducing the number of level crossings in the railway network in Belgium. The Project's scope includes Project Management and coordination, tendering, relocation of utilities, civil works construction, construction supervision and technical reception of the newly built infrastructures.

The Project is composed of five Work Packages:

- Work Package 1: Project Management;
- Work Package 2: Removal of level crossings 7 and 8 on railway line 43 Angleur - Marloie at Esneux;
- Work Package 3: Removal of level crossings 83 and 84 on railway line 125 Namur – Liège-Guillemins at Sclaigneaux;
- Work Package 4: Removal of level crossings 75, 76, 77 and 78 on railway line 125 Namur – Liège-Guillemins at Andenne;
- Work Package 5: Removal of level crossing 62 on railway line 15 Antwerp – Hamont at Herentals.

The removal of these nine level crossings on the Comprehensive Network will contribute to:

- Increase the safety for both road and rail users by reducing the number of accidents, serious and minor injured, and fatalities at level crossings;
- Increase efficiency and punctuality as a result of raising the reliability and regularity of traffic by decreasing traffic disturbance for train traffic and delays due to level crossing malfunctioning;
- Reducing the costs of the maintenance and renewal of level crossings;
- Increasing the capacity of the concerned railway lines by removing bottlenecks; - Increase the robustness of the Belgian railway network.

4. 2021-EU-TG-DCM IMP 22_24

Project name: Digital Capacity Management Implementation 2022-2024

Scope

The overall objective of this project 'Digital Capacity Management – Implementation 22-24 [DCM IMP 22_24]' (a study without physical interventions) is to continue the Europe-wide implementation of the programme 'TTR for a Smart Capacity Management' which was launched as a project in 2014 with the overall aim to increase international rail attractiveness and efficiency, so that rail can increase its competitiveness and market share on the European transport market.

This project intends to continue the valuable work started by previous EU-funded actions.

It will do so by:

- Supporting rail stakeholders in implementing the agreed and committed activities in the frame of the programme 'TTR for a Smart Capacity Management'
- Implementing an additional market-oriented application for Short Term Path requests – the so-called 'Automated Short Term Path Request' at international level (reduction of lead time from 2-3 weeks to 1-2 days)
- Adjusting IM legacy systems to allow cross-border data exchange, to facilitate integrated infrastructure capacity and traffic management
- Supporting rail stakeholders in developing common Telematics Reference Files, merging the existing TAF and TAP Reference File sets to be used in the telematics framework and by other registers managed by the ERA or the rail sector.
- Supporting Infrastructure Managers and Railway Undertakings in implementing and ensuring the compliance of the rail system and its sub-systems with the TAP and TAF TSI.

5. 2021-EU-TG-BURDI

Project name: BeNe U-space Reference Design Implementation

Scope

The BeNe-U-space Reference Design Implementation (BURDI) project will be implemented around cities of Antwerp, Liège and Brussels where the proximity of international Airports, an active maritime Port and the proximity of the border with The Netherlands are considered as a relevant factors of development for UAS operations in multiple domains like delivery of goods, inspections, support to medical as well as security operations.

The project objectives are:

- to implement a U-space airspace concept able to manage various, dense and complex UAS operations in controlled, uncontrolled and UAM environment;
- to make this implementation a reference to develop best practices, standardisation, harmonisation and/or interoperability requirements fostering operational deployment of U-space airspaces in Europe;
- to ensure that solutions to be deployed are economically sustainable and socially acceptable/supported for the benefit of the general public.

6. 2022-BE-TM-Rail Port of Antwerp

Project name: Upgrade and electrification on Right Bank of Port of Antwerp with a focus on multimodal terminals

Scope

This project will lead to greater efficiency and flexibility of rail traffic, with lower costs as a result, and making rail transport a more interesting transport method than it is today.

The project encompasses 4 activities:

- Signalling works on L223, section BASF/Combinant – Rail yard Oudendijk (fase 1 kanaaldokken)
- Installation of a safety system and electrification of 3 tracks within rail yard Oorderen
- Renewal of Antwerp-North hump yard **C** : control and train detection system
- Electrification of 10 tracks in one bundle head of rail yard South

7. 2022-EU-TG-Rail Ghent Terneuzen

Project name: Upgrade of the Cross Border Railway Connection Ghent (BE) and Terneuzen (NL) - Integrated Preparatory Phase

8. 2022-EU-DIG-5G HSL (CEF Digital)

Project name: 5G High Speed Line EURO LINK Paris – Brussels 5GHSL Eurolink

9. 2023-BE-TM-FRONT

Project name: Future-proof rail connections on the Antwerp port platform

10. 2023-BE-TG-EuroCap-Rail

Project name: Upgrading works on two sections between Louvain-la-Neuve and Luxembourg on the North Sea-Mediterranean CNC (EuroCap-Rail) to increase speed

Other programs outside CEF

OPEX / CAPEX	SAP	Project	Title	Call	Period of the Action
Capex	EV	PIONEERS	PORTable Innovation Open Network for Efficiency and Emissions Reduction Solutions' — 'PIONEERS'	Horizon 2020	10-2021 - 10/2026
Capex/opex	G7 of OPEX WBS	LIFE23-ENV-NL-LIFE NATURE-RAIL	New Alternative vegetation management Techniques for an environmentally friendly Railway infrastructure - Railway Vegetation Management	LIFE-2023-SAP-ENV	01/10/2023 - 30/06/2028

11. Pioneers

Project name: PORTable Innovation Open Network for Efficiency and Emissions Reduction Solutions' — 'PIONEERS'

12. Life

Project name: LIFE23-ENV-NL-LIFE NATURE-RAIL