PART A - Project summary

A.1 Project identification

Sub-programme		Southern Finland - Estonia
Programme priority		P3 Well-connected region
Programme priority specific objective		3.1. Improved transport flows of people and goods
Project acronym		FinEst Link
Project title		Finnish Estonian Transport Link
Project number		505
Name of the lead partner organisation/original language		Uudenmaan Liitto
Name of the lead partner organisation/English		Helsinki-Uusimaa Regional Council
Project duration 22 months 0 days	Start date	2016-07-01
	End date	2018-04-30

A.2 Project summary

Please give a short overview of the project and describe - the common challenge of the programme area you are jointly tackling in your project; - the main overall objective of the project and the expected change your project will make to the current situation; - the main outputs you will produce and who will benefit from them; - the approach you plan to take and why is cross-border/transnational approach needed - what is new/original about it - It has to be written in the style of a press release. (ComGroup) - Transnational added value â Why do you work in a transnational setting? (ComGroup)

The project will create comprehensive assessment of FinEst Transport Link and a plan for the future fixed link between Helsinki and Tallinn. The vision of the fixed link is already a reality. It has been discussed by experts, politicians and the general public for 20 years. The pre-feasibility study in TalsinkiFIX Seed Money project presented a result that the vision might be also technically and economically possible. All actors involved in Helsinki-Tallinn transports already have to take this vision into account when planning new investments.
The project focuses in wider Finnish-Estonian perspective, European TEN-T perspective, transport technology development, environmental aspects and in changing socio-economic context of the emerging twin-city region. Assessment and development of the fixed link option and its' impacts pave the way for deeper integration of regional economies, twin-city and regional co-operation, and for achieving better integration in the multimodal cross-border transport systems with significant impact on lowering the CO2 emissions.
The project will look and explore the required development needs of traffic between Helsinki and Tallinn in the long run. As a main result it will create preconditions and strategy for 80% saving on travel time of passengers and cargo in Helsinki-Tallinn link. The project will complement and support actions in other related projects by outlining, analyzing and assessing the fixed link. It will also assess alternative ways of developing transport operations and physical infrastructures in the era of digitalization of mobility.
The partnership is based on tri-lateral cross-border cooperation: cities responsible of actual transport nodes, regions responsible of regional spatial planning, including transport networks, and the state authorities responsible of national transport policy development and representing national interests towards TEN-T policies.

Budget per Partner

Total budget of the Project is 1 188 000 Euros. It is divided between the partners according to their roles and responsibilities in the Project: Helsinki-Uusimaa Regional Council, Lead Partner, 380 000 € City of Helsinki, 166 000 € City of Tallinn, 161 000 € Harju County Government, 66 000 € Ministry of Economic Affairs and Communications, Estonia, 205 000 € Finnish Transport Agency, 210 000 €

A.3 Project budget summary

Programm Co Financing			Contribution					Total Budget
			Public Co Financing					
Funding Source	Amount	Co Financing Rate(%)	Autom Public Contrib	Other Public Contrib	Total Public Contrib	Private Contribution	Total Contribution	
ERDF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total EU Funds	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ERDF Equivalent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Partner	Partner Abbreviation	Country	FUND	Co Financing Rate(%)	Of Total	Public Contribution	Private Contribution	Total Contribution	Total Eligible Budget	Partner Status
Uudenmaan Liitto	Uusimaa	SUOMI / FINLAND	0.00	75.00 %	100.00 %	0.00	0.00	0.00	0.00	public
Helsingin kaupunki	Helsinki	SUOMI / FINLAND	0.00	75.00 %	100.00 %	0.00	0.00	0.00	0.00	public
Tallinna Linnakantselei	Tallinn	EESTI	0.00	85.00 %	100.00 %	0.00	0.00	0.00	0.00	public
Harju Maavalitsus	Harju CG	EESTI	0.00	85.00 %	100.00 %	0.00	0.00	0.00	0.00	public
Liikennevirasto	FTA	SUOMI / FINLAND	0.00	75.00 %	100.00 %	0.00	0.00	0.00	0.00	public
Eesti Majandus- ja Kommunikatsiooniministeerium	MKM	EESTI	0.00	85.00 %	100.00 %	0.00	0.00	0.00	0.00	public
Sub Total For Partners Outside			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Total			0.00	0.00	500.00	0.00	0.00	0.00	0.00	

PART B - Project partners

B.1 Project partner

Project partner 1

Partner Role In The Project	LP
Partner Name	Uudenmaan Liitto
Partner Name Engl	Helsinki-Uusimaa Regional Council
Abbreviation	Uusimaa
Department	
Nuts Id0	FI, SUOMI / FINLAND
Nuts Id2	FI1B, Helsinki-Uusimaa
Nuts Id3	FI1B1, Helsinki-Uusimaa
Postalcode City	00240 Helsinki
Street Streetnumber	Esterinportti 2 B
Home Page	www.uudenmaanliitto.fi
Proj Partner Assimilated	no
Vat Number	0201296-1
Recover Vat	yes
Other National Identifying Number	
Type of Identifying Number	
Type of Partner	regional public authority
Co Financing Source	ERDF
Co Financing%	75.00
Legal Representative Firstname	Ossi
Legal Representative Lastname	Savolainen
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Sakari
Contact Lastname	Saarinen
Contact Email	sakari.saarinen@uudenmaanliitto.fi
Contact Telephone	+358406375934
Legal Status	public
Experiences	Helsinki-Uusimaa Regional Council is a joint regional authority for the Helsinki-Uusimaa Region.The tasks of the Council include regional and land-use planning and has set the improvement of the region's and whole Finland's transnational accessibility as one of the main goals for the future. The Council articulates common regional needs, long term development goals and conditions for sustainable development. Helsinki-Uusimaa Regional Council has vast experience in cross-border and transnational projects funded by different Interreg Programmes. The partner has strong competencies and has dealt with many transport, mobility and logistics initiatives and projects. Currently, the Council is involved several transport and mobility project initiatives; as the Lead Partner in the North Sea Baltic Connector of Regions (NSB CoRe) from BSR Interreg programme and as a project partner in Scandria2Act from BSR Interreg and PASSAGE from Interreg Europe. As the Lead Partner of FinEst Link project Helsinki-Uusimaa Regional Council will take care of establishing and organising Project management procedures and bodies, and the operational management and communication in the Project and between the Project and the programme bodies. Besides the Project management the partner is responsible for two other work packages, WP5 on Finance models and governance; and WP6 on Strategic framework and stakeholder dialogue.
Benefit	
Other International Projects	

B.2 Project partner

Project partner 2

Partner Role In The Project	PP
Partner Name	Helsingin kaupunki
Partner Name Engl	City of Helsinki
Abbreviation	Helsinki
Department	Economic Development
Nuts Id0	FI, SUOMI / FINLAND
Nuts Id2	FI1B, Helsinki-Uusimaa
Nuts Id3	FI1B1, Helsinki-Uusimaa
Postalcode City	00099 Helsinki
Street Streetnumber	PL 1 (Pohjois-Esplanadi) 11-13
Home Page	www.helsinki.fi
Assimilated Partner	no
Vat Numberr	FI02012566
Recover Vat	no
Other National Identifying Number	
Type Of Identifying Number	
Type Of Partner	local public authority
Co Financing Source	ERDF
Co Financing%	75.00
Legal Representative Firstname	Marja-Leena
Legal Representative Lastname	Rinkineva
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Ulla
Contact Lastname	Tapaninen
Contact Email	ulla.tapaninen@hel.fi
Contact Telephone	+358 9 310 37350
Legal Status	public
Experiences	City of Helsinki has developed traffic between Helsinki and Tallinn for decades. EU-funded projects comprise HTTT-P, BSR Transgovernance, Rail Baltic Growth Corridor, TalsinkiFix and Twinport I and II. During the projects Helsinki's knowledge and expertise in the development, opportunities and problems of the traffic have been cumulated, and next step is to have more detailed knowledge of the fixed link. In addition, Helsinki has deep and long-lasting co-operation with Uusimaa, Tallinn and Harju, mutual understanding of the importance of the development of the traffic. In FinEst Link City of Helsinki as project partner has the responsibility on WP3 on Fixed link comparative impact analysis together with City of Tallinn. This WP includes activities that are most relevant for the cities to study and coordinate in the partnership. The tasks within the WP3 will be divided between Tallinn and Helsinki. There will be 3-4 studies that will be procured. Tallinn and Helsinki will carry out themselves the analyses on development strategies with/without the fixed link, and benchmarking on impact assessment methods. Furthermore is City of Helsinki involved in WP1 with responsibility to organise administrative project meeting(s), and in WP 6 in the creation of the strategic framework and in organising the stakeholder dialogue, and the major project events.
Benefit	
Other International Projects	

Project partner 3

Partner Role In The Project	PP
Partner Name	Tallinna Linnakantselei
Partner Name Engl	Tallinn City Office
Abbreviation	Tallinn
Department	
Nuts Id0	EE, EESTI
Nuts Id2	EE00, Eesti
Nuts Id3	EE001, Põhja-Eesti
Postalcode City	15199 Tallinn
Street Streetnumber	Vabaduse Väljak 7
Home Page	www.tallinn.ee
Assimilated Partner	no
Vat Numberr	
Recover Vat	no
Other National Identifying Number	75014920
Type Of Identifying Number	State and Local Government Office National Registry Number
Type Of Partner	local public authority
Co Financing Source	ERDF
Co Financing%	85.00
Legal Representative Firstname	Arvo
Legal Representative Lastname	Sarapuu
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Priit
Contact Lastname	Villbach
Contact Email	priit.villbach@tallinnlv.ee
Contact Telephone	+3726404328
Legal Status	public
Experiences	City of Tallinn has close co-operation with City of Helsinki and with the regional authorities in Harju and Uusimaa in developing the traffic across the Gulf of Finland. Tallinn has strong competencies and experience in developing sustainable transport and mobility in European projects. In FinEst Link City of Tallinn as project partner has the responsibility on WP3 on Fixed link comparative impact analysis together with City of Helsinki. This WP includes activities that are most relevant for the cities to study and coordinate in the partnership. The tasks within the WP3 will be divided between Tallinn and Helsinki. There will be 3-4 studies that will be procured. Tallinn and Helsinki will carry out themselves the analyses on development strategies with/without the fixed link, and benchmarking on impact assessment methods. Furthermore is City of Tallinn involved in WP1 with responsibility to organise administrative project meeting(s), and in WP 6 in the creation of the strategic framework and in organising the stakeholder dialogue, and the major project events.
Benefit	
Other International Projects	

Project partner 4

Partner Role In The Project	PP
Partner Name	Harju Maavalitsus
Partner Name Engl	Harju County Government
Abbreviation	Harju CG
Department	
Nuts Id0	EE, EESTI
Nuts Id2	EE00, Eesti
Nuts Id3	EE001, Põhja-Eesti
Postalcode City	15077 Tallinn
Street Streetnumber	Roosikrantsi 12
Home Page	http://harju.maavalitsus.ee
Assimilated Partner	no
Vat Numberr	
Recover Vat	no
Other National Identifying Number	70002452
Type Of Identifying Number	State and Local Government Office National Registry number
Type Of Partner	regional public authority
Co Financing Source	ERDF
Co Financing%	85.00
Legal Representative Firstname	Ûlle
Legal Representative Lastname	Rajasalu
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Kaarel
Contact Lastname	Kose
Contact Email	kaarel.kose@harju.maavalitsus.ee
Contact Telephone	+3726118616
Legal Status	public
Experiences	Harju County Government is representative of Estonian Government on the regional level and will bring regional level development and land use planning expertise and a necessary link to official processes into the project. County administration participates in economic scenario building processes and helps to identify further regional stakeholders. Harju County Governor is responsible for organizing regional level public transport and is a founder of Harju Public Transport Centre. This is important to take different transport modes into account assessing the possibilities to save time for travelers between countries also in short term. Currently Harju County Government is responsible for Rail Baltic spatial planning process (Rail Baltic is one of the most vital preconditions for the fixed link). Harju County Government participated in carrying out the Pre-Feasibility study of Helsinki-Tallinn fixed link (TALSINKIFIX) acting as lead partner of EUSBSR Seed Money Facility project. Harju County Government has wide experience as a partner in projects financed from different programs in different financing periods. In this project the partner is responsible for WP 2 on communications to ensure along with the Finnish Lead Partner that the visibility of the project and active communication with all relevant stakeholders happens equally on both sides of the cross-border region. The partner has vast experience in communication activities and good relations with local and national media in Estonia. Lead partner will be actively involved in ensuring the equal activities on Finnish side.
Benefit	
Other International Projects	

Project partner 5

Partner Role In The Project	PP
Partner Name	Liikennevirasto
Partner Name Engl	Finnish Transport Agency
Abbreviation	FTA
Department	
Nuts Id0	FI, SUOMI / FINLAND
Nuts Id2	FI1B, Helsinki-Uusimaa
Nuts Id3	FI1B1, Helsinki-Uusimaa
Postalcode City	00521 Helsinki
Street Streetnumber	PL 33 (Opastinsilta) 12 A
Home Page	www.liikennevirasto.fi
Assimilated Partner	no
Vat Numberr	1010547-1
Recover Vat	no
Other National Identifying Number	
Type Of Identifying Number	
Type Of Partner	national public authority
Co Financing Source	ERDF
Co Financing%	75.00
Legal Representative Firstname	Rami
Legal Representative Lastname	Metsäpelto
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Anni
Contact Lastname	Rimpiläinen
Contact Email	anni.rimpilainen@liikennevirasto.fi
Contact Telephone	+358405061803
Legal Status	public
Experiences	The Finnish Transport Agency enables smooth, efficient and safe travel and transport. The Agency is responsible for the overall development of Finland's transport system and promotes an effective transport system, traffic safety and a sustainable development of the regions. Finnish Transport Agency operates under the jurisdiction of the Ministry of Transport and Communications and has vast experience and competencies in transport policies and projects. The role and specific contribution of the Acency in the Project is especially on transport planning and policies on large scale and thus the it is is responsible for WP4 together with the Estonian Ministry of Economic Affairs and Communications. This also ensures that the process goes forward in synchronized way in both Estonia and Finland in national transport and mobility plans and policies.
Benefit	
Other International Projects	

Project partner 6

Partner Role In The Project	PP
Partner Name	Eesti Majandus- ja Kommunikatsiooniministeerium
Partner Name Engl	Estonian Ministry of Economic Affairs and Communications
Abbreviation	MKM
Department	Transport Development and Investments Department
Nuts Id0	EE, EESTI
Nuts Id2	EE00, Eesti
Nuts Id3	EE001, Põhja-Eesti
Postalcode City	15072 Tallinn
Street Streetnumber	Harju 11
Home Page	www.mkm.ee
Assimilated Partner	no
Vat Numberr	
Recover Vat	no
Other National Identifying Number	70003158
Type Of Identifying Number	State and Local Government Office National Registry number
Type Of Partner	national public authority
Co Financing Source	ERDF
Co Financing%	85.00
Legal Representative Firstname	Ahti
Legal Representative Lastname	Kuningas
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Toomas
Contact Lastname	Hajdak
Contact Email	toomas.hajdak@mkm.ee
Contact Telephone	+3726256470
Legal Status	public
Experiences	The Ministry eloborates national transport policy and has thus competence and experience in both passenger and cargo transport planning on the macro level. It also represents Estonian governments position on national spatial planning. The role and specific contribution of the Ministry in the Project is especially on transport planning and policies on large scale and thus the Ministry is responsible for WP4 together with Finnish Transport Agency. This also ensures that the process goes forward in synchronized way in both Estonia and Finland in national transport and mobility plans and policies.
Benefit	
Other International Projects	

B.3 Project partner

PART C - Project description

C.1 Project relevance

C.1.1 What are the common territorial challenges that will be tackled by the project Please describe the relevance of your project for the programme area in terms of common challenges and/or joint assets addressed?

Gulf of Finland is one of the most heavily trafficked sea areas in the world crossed by more than 8 million people, 1,2 million passenger cars and 300 000 trucks annually. According to estimates the number of passengers between Helsinki and Tallinn could increase from 8 million today (2013) to over 20 million passengers in ten years. Estimates of passenger cars and cargo traffic are also huge. Today 30,000 people commute weekly or monthly from Estonia to Finland. Rail Baltica completed by 2025 will give a further boost to transport demand across the gulf.
On NSB TEN-T CNC Helsinki – Tallinn link is a bottleneck and will be more so in future because of strong growth of traffic and limited capacities in cities' terminals and hinterland connections. New terminals and urban transport investments will be made in Helsinki and in Tallinn. Ferry companies will bring new vessels and capacity to the line. In addition, new intelligent traffic systems are developed, f.e. for guiding of heavy goods vehicles and passengers with cars to and from the ferry terminals.
Merging of labour markets between Finland and Estonia is a reality. Benefits and impacts for both economies are substantial. Income difference is the driver of Estonian labour mobility to Finland. As the income difference will level out in future, also Finnish labour mobility will grow. There are already marks of this new trend. As economies integrate more the growth of mobility is no more dependent on income difference. Ferries as a transport system have a definite limit in shortening of the travel time. Shipping technology do not enable daily commuting. Only fixed link and fast rail can provide such a service.
The economic benefit from labour and business mobility for both capital regions and countries is significant. According to estimations the fixed link can directly contribute to the national economies as annual growth of GDP in Finland is expected to be 1-3% and 1% in Estonia.

C.1.2 What is the projectâs approach in addressing these common challenges and/or joint assets and what is new about the approach the project takes? Please describe new solutions that will be developed during the project and/or existing solutions that will be adopted and implemented during the project lifetime and in what way the approach goes beyond existing practice in the sector/programme area/participating countries.

The overall strategy of forming a strong cross-border urban node and an economic hub in Tallinn-Helsinki twin-city region focuses on improving accessibility and connecting the whole Eastern Baltic Sea area into operational transport network, thus improving economic potential of Helsinki-Tallinn-Riga axis. The fixed link to Helsinki would have a magnifying positive effect on Rail Baltica investment as well as enhancing the position of Riga as central urban node for Fenno-Baltic area. The project partnership is able to organize necessary studies and the interactive process resulting to well-justified assessment of fixed link.

The core of the approach is the comprehensive assessment on all transport modes and impacts of digitalization, including the fixed link feasibility study (following requirements set by DG Regio). It includes analysis of needs and potentials to combine other functions into the tunnel infrastructure, and analysis how digitalization of transports effects on the tunnel and the overall transport network as physical infrastructures. The comprehensive assessment and the resulting long term development plan aim to reduce overall uncertainty in the operating environment faced by the actors of the transport sector. Since the fixed link is a major change and long-term vision in the connections and accessibility of the cross-border Helsinki-Tallinn link, and more widely in Finnish-Estonian-Baltic-European connections, and the topic is highly political, well-grounded conclusions based on studies, assessments and benchmarks are required to feed the stakeholder dialogue involving wider Fenno-Baltic community.

C.1.3 Why is cross-border/transnational cooperation needed to achieve the projectâs objectives and result?Please explain why the project goals cannot be efficiently reached acting only on a national/regional/local level and/or describe what benefits the project partners/target groups/project area gain in taking a cross-border / transnational approach.

The project will create a common cross-border policy advice for large developments in infrastructure. Helsinki-Tallinn (Uusimaa-Harju) twin-region development and common strategies can only be executed via cross-border cooperation. The TALSINKIFIX pre-feasibility study showed a significant impact of the fixed link to the economy of Estonia and Finland and to Eastern Baltic Sea region. More detailed look to the impacts, changes in dynamics of the economy and transport flows as well as arising opportunities and threats serve to build best possible strategy for Helsinki-Tallinn regions to maximize the twin-city region effect. The emerging twin-city region has potential of becoming one of the leading economic centres in Northern Europe. The cross-border project will contribute to the increased cooperation in joint planning and implementation of infrastructure in the region.
This sort of project is impossible without strong cross-border cooperation. Past cross-border projects, like H-T TransPlan and TALSINKIFIX, have built the partnership and the agenda for this current project initiative. The project will improve two main transport nodes, Tallinn and Helsinki as international transport nodes and targeting TEN-T corridor North Sea – Baltic main corridor. Implementation of the project has especially strong impact on logistics sector by relieving bottleneck Tallinn-Helsinki, creating new routes and solving modality issues.
The partnership is based on tri-lateral cooperation from both sides of the Gulf of Finland: cities responsible of actual transport nodes, regions responsible of regional spatial planning, including transport networks, and the state authorities responsible of national transport policy development and representing national interests towards TEN-T policies. This partnership ensures the joint and equal process in both countries and the paves the way for active involvement of all relevant stakeholders to the dialogue on the fixed link.

C.1.4 Please select all cooperation criteria that apply to your project and describe how you will fulfil them.Cooperation criteria Please select all that applies to your project

Cooperation criteria	**Description**
Joint Development	The project has been initiated and developed in close co-operation with all counterparts. The partnership is built on tri-lateral cross-border cooperation; cities, regions and state authorities in order to ensure joint and equal process.
Joint Implementation	All partners will have own jointly agreed roles and responsibilities in carrying out the project activities. Tasks are divided between the partners according to their competencies and interests. WP leaders and Lead partner will coordinate all activities.
Joint Staffing	Project management and overall coordination responsibility will be on Lead partner organisation that will hire project manager and financial manager for the project. They will coordinate the work of all partners' staff on the project.
Joint Financing	Project budget is planned jointly and partner budgets are formed according to the roles and responsibilities of each partner. Partners will share the coordination tasks and financing of the outsourced studies that be will be conducted in the project.

C.2 Project focus

C.2.1 Project objectives, expected result and main outputs

Programme priority specific objective

Project main overall objective

What is the main overall objective of the project and how does it link to the programmeâs objective?Specify one project main objective and describe its contribution to the programme priority specific objective.
The project aims to maximize the potential of the Helsinki-Tallinn transport link on TEN-T North Sea Baltic Core Network Corridor. The main objective of the project is to provide comprehensive analysis covering all modes of transport and future prospects of digitalization, and a long-term development plan of the fixed link for political decision-making. Is there a reason to start to prepare implementation of the fixed link project? The plan itself reduces uncertainty in the operating environment faced by all players of the transport sector. With this main objective the project will address the following specific objectives: 1) removing mobility barriers and increasing cross-border labour market and business mobility; 2) reducing environmental impacts of transport; 3) assessing the costs, benefits and impacts of the fixed link between Helsinki-Tallinn, taking into account impacts and prospects of digitalization in transports and mobility; 4) prospects of fixed link as a multifunctional channel for cross-border flows and assessing new innovative financing models for transport infrastructure development; 5) creating a strategic development framework, with short and long time perspectives, able to incorporate Estonian and Finnish transport policy strategies, with stakeholders of national and regional levels, and aiming to coordinate with other related Finnish-Estonian cross-border projects in transport and mobility themes. (eg. TwinPort 2, FinEst Twins, FinEst SmartMobility, RBIZ). The main objective and specific objectives of project aim to identify and seek long term solutions to meet the challenges related to the improvement of Helsinki-Tallinn link as part of the wider TEN-T network. The fixed link as a core of the long-term strategy will be assessed in terms of improving multimodality, reducing CO2 emissions and exploiting benefits of digitalization in transport services.

Programme result

Select one programme result indicator your project will contribute to.
R3.1. Travel time of passengers

Project main result

What is are the projectâs main results and how does it they link to the programme result indicator? Specify your one or more projectâs main result and describe its their contribution to the programme result indicator.
The Project's contribution to the result indicators have to be seen in long perspective. Setting preconditions to reach the target of removing the bottleneck between Finland and Estonia in the long run when the fixed link and the fast rail connection is in operation, will reduce travel time of passengers from 2,5 hours to even 30 minutes, i.e. ultimately 80% reduction. Similarly the capacity in cargo transportation is very big in shortening delivery times when the fixed train link is in operation. The fixed link traffic is expected to triple in the first 10 years from 5 to 15 million trips and ferry transportation is expected to maintain its position and volumes. Potentially 25 000 daily commuters, 5 million business and leisure trips, 1.3 million passenger cars and 8.4 million tons of cargo is expected after first 10 years of operation. The impact on transport flows of goods can be considerable also in short run. A clear prospect of the fixed link encourages transport operators to develop their offers and transportation chains based on Rail Baltica (operative for cargo in 2017). The results of the studies, assessments and benchmarks conducted in the project, and the participatory process of stakeholders pave the way for the next steps in the long process of decision making, planning, and designing the fixed link. These activities are required as part of the comprehensive transport assessment and a plan which are the main result of the Project for the political decision-makers. The plan and strategy for decision-makers made by the Project will reduce uncertainty on long term transport and mobility options and developments in the cross-border region. A strategy and decision-making without well-grounded conclusions based on feasibility studies on the fixed link would not reduce risks and uncertainties faced by the investors in the transport sector. By reducing uncertainty the project contributes in short term improvements in passenger transports.

Project overall objectives

Which are the specific objectives the project will be working towards? Define max. 3 project specific objectives.

Title of specific objective	Please provide a short explanation on the defined specific objectives

Project main outputs Overview table on project outputs as defined in the work plan

Programme output indicators (s)	Programme output indicator targets	Project Target Sum	Measurment Unit	Project main output quantification (target)	Project main output number	Project main output (title)

C.2.2 Target groups

Target group/-s	Please further specify the target group/s (e.g., bilingual elementary schools, environmental experts, etc.).	Target value Please indicate the size of the target group you will reach.

C.2.3 Durability of project outputs and results

How does will the project ensure that project outputs and result/s have a lasting effect beyond project duration? Please describe concrete measures (including institutional structures, financial resources, etc.) taken during and after project implementation to ensure and/or strengthen the durability of the projectâs outputs and results. Explain how outputs will be further used once the project has been finalised and, iIf relevant, explain who will be responsible and/or who will be the owner of results and outputs.
no Answer given

C.2.4 Transferability of project outputs and results

How does will the project ensure that project outputs and results are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs and results to other organisations/regions/countries outside of the current partnership.
no Answer given

Overview information of the project activity plan
The activity plan to reach the project objectives include the following Work Packages and activities: WP1 MANAGEMENT; project management including administrative and financial management and internal communication. WP2 COMMUNICATION; external communication activities of the project, dissemination and promotion of the project results. WP3 FIXED LINK COMPARATIVE IMPACT ANALYSIS; social and economic feasibility study of the fixed link, including cities development strategies, regional and spatial development, geopolitical and demographic considerations, cost-benefit analysis. WP4 ECONOMIC AND FINANCIAL FEASIBILITY STUDY OF THE FIXED LINK; including detailed investment costs, demand estimations, risk evaluation, fiscal analysis. WP5 FINANCE MODELS AND GOVERNANCE; benchmarking study and evaluation of alternative business and financing models and governance in realizing mega projects. WP6 STRATEGIC FRAMEWORK AND STAKEHOLDER DIALOGUE; analysis and strategy framework of future development in cross-border transports and mobility, especially impacts of digitalization on the planning and development of physical infrastructure; forming a long-term Estonia-Finland mobility strategy and a plan as the basis for the political decision on the fixed link. This is achieved through extensive stakeholder dialogue and based on the results of studies. Division of responsibilities on WP's among the partners will be designed to assure commitment, expertise and balance between Finnish and Estonian interests. Participation of all relevant public authorities, local, regional and national, is a guarantee of credibility of the results, and thus the durability, further development of the project results after project life time.

C.3 Project context

C.3.1 How does the project contribute wider strategies and policies? Please describe the projectâs contribution to relevant strategies and policies; in particular, those concerning the project or programme area.

Indicate if the project contributes to a macro-regional strategy and describe in what way.
Description

C.3.2 Synergies

What are the synergies with other past or current EU and other -projects or EU-initiatives the project makes use of?
no Answer given

C.3.3 Knowledge
How does the project make use of build on available knowledge?
no Answer given

C.4 Horizontal principles

Please indicate which type of contribution to horizontal principles applies to the project, and justify the choice.

Horizontal principles	Description of the contribution	Type of contribution
Sustainable development (environment)		neutral
Equal opportunity and non-discrimination		neutral
Equality between men and women		neutral
Information and communication technologies		neutral
Low-carbon economy		neutral

C.5 Work plan per work packages

Type: Management

WP Nr	WP title	WP start date	WP end date	WP Budget
1	Management	2016-07	2018-04	
Partners Involvement				
WP responsible partner		Helsinki-Uusimaa Regional Council		
Describe how the management on the strategic and operational level will be carried out in the project, specifically: -structure, responsibilities and procedures for the day-to-day management and co-ordination;-communication within the partnership;-reporting and evaluation procedures;-risk and quality management-Indicate whether the management is foreseen to be externalised				
Please describe activities and deliverables within the work package				
Activity 1.1		03.07.2016	03.07.2016	0.00
Deliverable 1.1.1			0.00	03.07.2016

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
2		2016-07	2018-07	
Partners Involvement				
WP responsible partner				
Summary description and objectives of the work package including explanation of how will partners be involved.				
Please describe project main outputs that will be delivered based on the activities carried out in this work package. For each project main output a programme output indicator should be chosen. Please note that they need to have the same measurement unit.				

Project main output		Describe your project main output	Choose a programme indicator to which the project main output will contribute	Measurement unit	Quantify your distribution	Delivery Date
2.1						
			Number of developed and improved transport corridors and nodes	Number	$number.format('#0.00', $indicator.quantity)	2018-07

Target groups per main outputs	
Who will use the main outputs	
How will you involve target groups (and other shareholders) in the development of the project main outputs?	
Durability and transferability of main outputs	
How will the project main outputs be further used once the project has been finalised? Please describe concrete measures (including eg institutional structures, financial sources etc) taken during and after project implementation to ensure the durability of the project main outputs. If relevant, please explain who will be responsible and/or the owner of the output. NB. Take note of rules governing ownership of outputs linked to investments (items of infrastructure) in line with Art 71 CPR.	
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	

Please describe activities and deliverables within the work package

Activity 2.1		03.07.2016	02.07.2018	0.00
Deliverable 2.1.1			0.00	02.07.2018

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
3		2016-07	2018-07	

Partners Involvement	
WP responsible partner	

Summary description and objectives of the work package including explanation of how will partners be involved.

Please describe project main outputs that will be delivered based on the activities carried out in this work package. For each project main output a programme output indicator should be chosen. Please note that they need to have the same measurement unit.

Project main output		**Describe your project main output**	**Choose a programme indicator to which the project main output will contribute**	**Measurement unit**	**Quantify your distribution**	**Delivery Date**
3.1						
			Number of developed and improved transport corridors and nodes	Number	$number.format('#0.00', $indicator.quantity)	2018-07

Target groups per main outputs	
Who will use the main outputs	
How will you involve target groups (and other shareholders) in the development of the project main outputs?	
Durability and transferability of main outputs	
How will the project main outputs be further used once the project has been finalised? Please describe concrete measures (including eg institutional structures, financial sources etc) taken during and after project implementation to ensure the durability of the project main outputs. If relevant, please explain who will be responsible and/or the owner of the output. NB. Take note of rules governing ownership of outputs linked to investments (items of infrastructure) in line with Art 71 CPR.	
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	

Please describe activities and deliverables within the work package				
Activity 3.1		03.07.2016	02.07.2018	0.00
Deliverable 3.1.1			0.00	02.07.2018

Type: Communication

WP Nr	WP title	WP start date	WP end date	WP Budget
4	Communication	2016-07	2018-07	

Partners Involvement	
WP responsible partner	

Summary description and objectives of the workpackage including explanation of how will partners be involved of activities carried out and contribution of each partner.

Project specific objectives	Communication objectives - What can communications do to reach a specific project objective?	Approach/Tactics - How do you plan to reach the communication objective?

Please describe activities and deliverables within the work package				
Activity 4.1		03.07.2016	02.07.2018	0.00
Deliverable 4.1.1			0.00	02.07.2018

C.5.1 Periods

Period Number	Duration (month)	Start Date	End Date	Reporting Date
1	1	2016-07-03	2017-01-02	2017-01-02
2	1	2017-01-03	2017-07-02	2017-07-02
3	1	2017-07-03	2018-01-02	2018-01-02
4	1	2018-01-03	2018-07-02	2018-07-02

C.6 Activities outside the Union part of the programme area

If applicable, please list activities to be carried out outside (the Union part of) the programme area. Describe how these activities will benefit the programme area.What is the added value of activities to be carried out outside (the Union part of) programme area? If applicable, please list the relevant activities and describe how they will benefit the programme area.

Total budget of activities to be carried out outside (the Union part of) the programme area (indicative)	0.00

	(indicative)	0.00
	% of total (indicative)	---

C.7 Indicative time plan

section removed

PART D - Project Budget

D.1 Project budget per co-financing source (fund) - breakdown per partner

Partner		Programme Co-financing			Contribution			Total Elig
Partner Abbreviation	Country	ERDF	ERDF Co-Financing(percent)	Percentage of Total ERDF	Public Contribution	Private Contribution	Total Contribution	
Uusimaa	SUOMI / FINLAND	0,00	75,00 %	100,00 %	0,00	0,00	0,00	
Helsinki	SUOMI / FINLAND	0,00	75,00 %	100,00 %	0,00	0,00	0,00	
Tallinn	EESTI	0,00	85,00 %	100,00 %	0,00	0,00	0,00	
Harju CG	EESTI	0,00	85,00 %	100,00 %	0,00	0,00	0,00	
FTA	SUOMI / FINLAND	0,00	75,00 %	100,00 %	0,00	0,00	0,00	
MKM	EESTI	0,00	85,00 %	100,00 %	0,00	0,00	0,00	
Sub-total For Partners Inside		0,00	--	100,00 %	0,00	0,00	0,00	
Sub-total For Partners Outside		0,00	--	100,00 %	0,00	0,00	0,00	
Total		0,00	--	100,00 %	0,00	0,00	0,00	

D.2 Project budget - overview per partner/ per budget line

Partner Abbreviation	Co-financing Source	Staff costs	Office and administration	Travel and accomodation	External expertise and services	Equipment	Infrastructure & works	Total Budget	Net Revenue	Total Eli
Uusimaa	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Helsinki	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Tallinn	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Harju CG	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
FTA	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
MKM	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Total		0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Percentage Of Total Budget		100,00 %	100,00 %	100,00 %	100,00 %	100,00 %	100,00 %	100,00 %	100,00 % Of Total Budget	100,0 Total E

Co-financing Source	Staff costs	Office and administration	Travel and accomodation	External expertise and services	Equipment	Infrastructure & works	Sum Financed Budget	Decreasing Net Revenue	Total Fina Budge
ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

D.3 Project budget - overview per partner/ per period

Partner Abbreviation	Co-financing Source	Period 1	Period 2	Period 3	Period 4	Total Budget	Net Revenue	Total Eligi
Uusimaa	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
Helsinki	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
Tallinn	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
Harju CG	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
FTA	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
MKM	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
Total		0,00	0,00	0,00	0,00	0,00	0,00	
Percentage Of Total Budget		100,00 %	100,00 %	100,00 %	100,00 %	100,00 %	100,00 % Of Total Budget	100,00 % O E

Co-financing Source	Period 1	Period 2	Period 3	Period 4	Total Financed Budg
ERDF	0,00	0,00	0,00	0,00	

D.4 Project budget - overview per partner/ per WP

Partner Abbreviation	Co-financing Source	WP M	WP T1	WP T2	WP C	Total Budget	Net Revenue	Total Eligi
Uusimaa	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
Helsinki	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
Tallinn	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
Harju CG	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
FTA	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
MKM	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	
Total		0,00	0,00	0,00	0,00	0,00	0,00	
Percentage Of Total Budget		100,00 %	100,00 %	100,00 %	100,00 %	100,00 %	100 % Of Total Budget	100 % O E

Co-financing Source	WP M	WP T1	WP T2	WP C	Total Financed Budg
ERDF	0,00	0,00	0,00	0,00	

D.5 Project budget - overview per WP/ per period

WP Number	Staff costs	Office and administration	Travel and accomodation	External expertise and services	Equipment	Infrastructure & works	Total Budget	Net Revenue	Total Elig
WP M	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP T1	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP T2	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP C	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Total	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Percentage Of Total Budget	100,00 %	100,00 %	100,00 %	100,00 %	100,00 %	100,00 %	100,00 %	100,00 % Of Total Budget	100,00 % O E

Co-financing Source	Staff costs	Office and administration	Travel and accomodation	External expertise and services	Equipment	Infrastructure & works	Sum Financed Budget	Decreasing Net Revenue	Total Fina Budge
ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

D.6 Project budget - overview per WP/ per budget line

WP Number	Period 1	Period 2	Period 3	Period 4	Total Budget	Net Revenue	Total Eligib
WP M	0,00	0,00	0,00	0,00	0,00	0,00	
WP T1	0,00	0,00	0,00	0,00	0,00	0,00	
WP T2	0,00	0,00	0,00	0,00	0,00	0,00	
WP C	0,00	0,00	0,00	0,00	0,00	0,00	

Co-financing Source	Period 1	Period 2	Period 3	Period 4	Total Financed Budg
ERDF	0,00	0,00	0,00	0,00	
Total EU Funds	0,00	0,00	0,00	0,00	
ERDF Equivalent	0,00	0,00	0,00	0,00	

D.7 In-kind contribution

Partner Abbreviation	Amount
Uusimaa	0,00
Helsinki	0,00
Tallinn	0,00
Harju CG	0,00
FTA	0,00
MKM	0,00
Total	0,00
Percentage Of Total Budget	100,00 %

Co-financing Source	Amount
ERDF	0,00
Total E U Funds	0,00

PART E - Partner Budget

Name of partner organisation	**Uudenmaan Liitto**
Partner ID	**1**
Legal status	**public**
Type of partner	**regional public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**75.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Uudenmaan Liitto	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Helsingin kaupunki**
Partner ID	**2**
Legal status	**public**
Type of partner	**local public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**75.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Helsingin kaupunki	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Tallinna Linnakantselei**
Partner ID	**3**
Legal status	**public**
Type of partner	**local public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**85.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Tallinna Linnakantselei	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Harju Maavalitsus**
Partner ID	**4**
Legal status	**public**
Type of partner	**regional public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**85.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Harju Maavalitsus	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Liikennevirasto**
Partner ID	**5**
Legal status	**public**
Type of partner	**national public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**75.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Liikennevirasto	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Eesti Majandus- ja Kommunikatsiooniministeerium**
Partner ID	**6**
Legal status	**public**
Type of partner	**national public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**85.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Eesti Majandus- ja Kommunikatsiooniministeerium	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**