

3. FUNDING PRIORITIES AND OBJECTIVES

3.1 Actions related to the funding objective “removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections”

The general objective is to implement transport infrastructure projects on the core network corridors.

Actions involving a cross-border section or a part of such a section shall be eligible to receive Union financial assistance only if there is a written agreement between the Member States concerned or between the Member States and third countries concerned relating to the completion or upgrade of the cross-border section.

3.1.1. Pre-identified projects on the Core Network

(Under General and Cohesion envelopes)

a) Railways

Under this priority, only Actions (studies or works) related to the following sections may be funded:

- Projects on the pre-identified sections of the Core Network Corridors, as stipulated in Annex I, Part I, point 2 of the CEF Regulation;
- Projects on the other sections of the Core Network as stipulated in Annex I, Part I, point 3 of the CEF Regulation.

Priority shall be given to eligible Actions addressing:

- Cross-border projects;
- Projects aiming at accelerating the removal of bottlenecks (in terms of capacity and service quality) which hinder the traffic flows;
- Interconnections between rail and other modes of transport, in particular inland waterway and maritime transport and actions aimed at the integration of the rail and air network to make the feeder network for long-haul flights more sustainable. Actions located exclusively within the perimeter of inland ports and maritime ports should be submitted under these priorities respectively.
- Connections of freight terminals to the Core Network, including connecting or siding tracks and adaptation for 740 m train lengths.

Specifically, Actions should address:

- High-speed and conventional railway lines, including sidings, tunnels and bridges;
- High speed lines: new lines equipped for speeds in the order of ≥ 250 km/h and upgraded conventional lines ≈ 200 km/h;
- Associated equipment (e.g. electrification systems, equipment for the boarding/alighting of passengers, automatic gauge-changing facilities ...);
- Full electrification of line tracks (plus sidings where required);
- Nominal track gauge for new railway lines of 1435 mm.

Actions shall be in line with Chapter III (Core Network) of the TEN-T Guidelines and with the provisions of Directive 2008/57/EC of the European Parliament and of the Council and of Directive 2016/797 of the European Parliament and of the Council¹.

Support will not be granted to railway stations, except for railway infrastructure components. If the Action includes such components, they shall be presented as a separate activity.

Support is not given to maintenance under this Priority.

b) Inland Waterways and Inland Ports

Under this priority, only Actions (studies or works) within the following categories may be funded:

- Projects on the pre-identified sections of the Core Network Corridors sections, as stipulated in Annex I, Part I, point 2 of the CEF Regulation, including water-side infrastructure development;
- Projects on other sections of the Core Network, as stipulated in Annex I, Part I, point 3 of the CEF Regulation, including water-side infrastructure development;
- Core inland ports as identified in Annex II point 2 of the TEN-T Guidelines.

Only Actions in line with Chapter III (Core Network) of the TEN-T Guidelines and the specific requirements of Chapter II, section 2 (Articles 14, 15 and 16) of the TEN-T Guidelines on transport infrastructure requirements for inland waterways may be funded.

Inland waterways and inland ports facilities and water-side infrastructure supported under the CEF must be accessible for use by all operators on a non-discriminatory basis.

For Inland Waterways, priority shall be given to the following:

- Upgrade of waterways in order to achieve stable or improved navigation conditions and/or more capacity for the passage of vessels in the meaning of Articles 15 and 16 of the TEN-T Guidelines;
- Creation of new waterways;
- Construction/upgrading/modernisation of locks (including the deployment of remote control systems), to improve the passage of vessels and pushed convoys;
- Increasing of under-bridge clearance;
- Ensuring year-round navigability by means of e.g. hydrological services and dredging;
- Creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway;
- Interconnection between inland waterways and other modes of transport, in particular rail and maritime transport.

For Inland ports, priority shall be given to providing or improving the following:

- Access to inland ports and connections between inland ports and rail and road sections of the Core Network;

¹ Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (OJ L 191, 18.7.2008, p. 1); Directive 2016/797 of the European Parliament and of the Council of 11 May 2016 (OJ L 138, 26.5.2016, p. 44) which will replace Directive 2008/57/EC as of 16 June 2020.

- Access, including safe access through navigational aids, of inland ports to inland waterways;
- Basic infrastructure in inland ports in accordance with point (g) of Article 16 of the TEN-T Guidelines;
- Water-side terminals/platforms infrastructure such as storage and stacking areas in accordance with point (g) of Article 16 of the TEN-T Guidelines;
- Reception facilities for oil and other waste, to support the sustainability of waterborne transport services;
- ICT applications, in particular pilot Single Window applications, as well as applications to streamline administrative formalities through a better use of information, communication and positioning technologies, particularly EGNOS and Galileo;
- Providing or improving road/rail access and connections within inland ports;
- Ensuring year-round navigability by means of e.g. hydrological services and dredging of the port and port approaches;
- Implementation of new facilities and technologies regarding provision and use of alternative fuels or energy, e.g. LNG bunkering and shoreside electricity, in line with Directive 2014/94/EU².

Support for ICT applications and facilities, in particular pilot Single Window applications, applications to streamline administrative formalities through a better use of information, communication and innovative positioning technologies like EGNOS and Galileo, for facilities for ice-breaking, hydrological services and dredging and for facilities to improve the digital accessibility of inland waterways and inland ports is eligible.

Water-side infrastructure development projects shall mean infrastructure that enhances the navigability capacity in the meaning of Articles 15 and 16 of the TEN-T Guidelines or improves the multimodal connection of waterborne transport operations. This excludes infrastructure that does not directly benefit waterborne transport operations.

As regards support to dredging activities for both inland waterways and inland ports, routine maintenance dredging shall not be funded; only capital dredging and rehabilitation dredging activities may be funded under this priority. Rehabilitation dredging may only be funded in connection with global Actions that provide for year-round good navigation status for a given section of the waterway.

c) Roads

Under this priority, only Actions (studies or works) located in Member States with no railway network established in their territory or located in Member States, or part thereof, with an isolated network without long-distance rail freight transport, may be funded.

Actions shall be in line with Chapter III (Core Network) of the TEN-T Guidelines and the specific requirements of Chapter II, section 3 (roads) of the TEN-T Guidelines and may address high-quality roads (motorways, express roads or conventional strategic roads) including bridges, tunnels, junctions, crossings, interchanges, hard shoulders and their associated equipment (e.g. equipment for traffic management, information and route guidance).

² Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014)

Support shall only be granted to Actions compliant with the road safety³ and tunnel safety⁴ Directives.

Support is not given to maintenance under this Priority.

d) Maritime Ports

Under this priority, only Actions (studies or works) related to core network ports as listed in Annex II, part 2 of the TEN-T Guidelines may be funded.

Actions shall be in line with Chapter III (Core Network) of the TEN-T Guidelines and the specific requirements of Chapter II, section 4 (maritime transport and motorways of the sea) of the TEN-T Guidelines.

Priority shall be given to eligible Actions addressing:

- Hinterland connections to the TEN-T Network (rail, inland waterway or road if other hinterland connections are not an option) with adequate capacity and efficiency;
- Port access aiming at providing safe maritime access in the form of breakwaters, access channels, fairways, locks and navigational aids;
- Basic infrastructure in the form of internal basins, quay walls, berths, jetties, backfills and land reclamation;
- Reception facilities for oil and other waste, including residues from exhaust gas cleaning systems, to meet environmental requirements;
- Ensuring year-round navigability by means of capital dredging;
- Implementation of new facilities and technologies regarding provision and use of alternative fuels or energy, e.g. LNG bunkering and shoreside electricity, in line with Directive 2014/94/EU⁵.
- Actions adapting the transport infrastructure for purposes of security and checks on external borders, including parking areas, in accordance with Regulation (EU) 2019/495⁶, provided this Regulation has entered into force before closure of the call for proposals.

Support is not given to maintenance, to construction, expansion and development of cargo and passenger terminals, and to superstructure, under this Priority.

Support is also not given to dedicated infrastructure and facilities for cruise ships, except as regards the provision and use of alternative fuels or energy as indicated above.

³ Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59) (currently under revision).

⁴ Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).

⁵ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014)

⁶ Regulation (EU) 2019/495 of the European Parliament and of the Council of 25 March 2019 amending Regulation (EU) No 1316/2013 with regard to the withdrawal of the United Kingdom from the Union (OJ L 851, 27.3.2019, p.16)