

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

Cross-border sections on railways, roads and inland waterways, connections to and the development of maritime ports

Description of the activities to be funded under the call for proposals:

2.1.1. General objective

This priority covers transport infrastructure Actions (studies and/or works) concerning:

- rail, road and inland waterway cross-border sections of the TEN-T Comprehensive network of Regulation (EU) No 1315/2013;
- connections to and the development of maritime ports of the TEN-T Comprehensive network of Regulation (EU) No 1315/2013.

This priority aims inter alia at increasing the use of public or private finance as a means of plugging financing gaps for TEN-T infrastructure projects on the comprehensive network with a focus on cross-border sections.

2.1.2. Specific objectives

In particular this priority covers:

- Works concerning cross-border infrastructure projects for railways, inland waterways and roads, as well as works concerning connections to and the development to maritime ports;
- Technical, legal or financial studies as well as the preparation of tender documentation and permission procedures (including Environmental Impact Assessment) for the construction or upgrade of such infrastructure. Such studies should concern actions for which the initial investment decision has already been taken prior to the application for CEF funding.

In addition, for Member States with no railway network established in their territory or in the case of a Member State, or part of thereof, with an isolated network without long-distance rail freight transport, actions concerning the removal of bottlenecks on the road network may also be supported.

- Railways

Actions to be selected under this specific objective shall concern studies and/or works and shall be in line with the requirements of Chapter II, section 1, of Regulation (EU) No 1315/2013.

Applicants are reminded to take due account of the provisions of Directive 2008/57/EC of the European Parliament and of the Council¹, as well as of Directive 2016/797 of the European Parliament and of the Council², which will repeal and replace Directive 2008/57/EC as from 16 June 2020.

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).

² Directive 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

Actions including railway station facilities, and in particular the station buildings, are of lower priority unless they concern the railway infrastructure component. If included in the application such facilities shall be clearly described, quantified and priced separately.

Proposals under this priority shall neither address ERTMS related activities nor maintenance activities.

- Roads

Actions to be selected under this specific objective shall concern studies and/or works and shall be in line with the requirements of Chapter II, section 3, of Regulation (EU) No 1315/2013.

Applicants are reminded of the fact that funds will only be granted to actions compliant with the Directives on road safety (Directive 2008/96/EC of the European Parliament and of the Council³) and tunnel safety (Directive 2004/54/EC of the European Parliament and of the Council⁴).

Maintenance activities shall not be eligible for support.

- Inland waterways

Actions to be selected under this specific objective shall concern studies and/or works and shall be in line with the requirements of Chapter II, section 2, of Regulation (EU) No 1315/2013.

Support is aimed at preparing strategic investments on cross-border inland waterways projects, in line with the Naiades II policy framework adopted by the Commission on 10 September 2013.

Actions shall concern one or more infrastructure improvements on cross-border sections as follows:

- 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 Regulation (EU) No 1315/2013;
- 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;
- Facilities for ice-breaking, hydrological services and dredging to ensure year-round navigability;
- Creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway.

The facilities concerned must be accessible for use by all operators on a non-discriminatory basis.

Studies and/or works concerning inland ports shall not be financed under this priority.

- Maritime ports

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).

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).

Actions to be selected under this specific objective shall concern studies and/or works and shall be in line with the requirements of Chapter II, section 4, of Regulation (EU) No 1315/2013.

Applicants are reminded to take due account of the provisions of Directive 2000/59/EC of the European Parliament and of the Council⁵, of Directive 2016/802/EU of the European Parliament and of the Council⁶, of Directive 2014/94/EU of the European Parliament and of the Council⁷, as well as of Regulation (EU) 2017/352 of the European Parliament and of the Council⁸.

Support is aimed at developing ports as efficient and sustainable entry and exit points fully integrated with the TEN-T Comprehensive Network.

Actions shall concern one or more infrastructure improvements as follows:

- hinterland connections to the TEN-T Comprehensive Network (rail, inland waterway, or road if other hinterland connections are not an option), with adequate capacity and efficiency, including digital solutions to improve connectivity, and the infrastructure necessary for transport operations within the port area;
- ports infrastructure, including safety, security and checks equipment and facilities;
- port access aiming at providing safe maritime access in the form of breakwaters, access channels, locks and navigational aids;
- reception facilities for oil and other waste, including residues from exhaust gas cleaning systems, to meet environmental requirements;
- implementation of new facilities and technologies regarding provision and use of alternative fuels or energy, e.g. LNG bunkering, shoreside electricity, etc., excluding any pilot actions.

Support will not be granted to Actions related to:

- construction and expansion of terminals as well as superstructure;
- maintenance;
- dedicated infrastructure and facilities for cruise ships.

Projects shall be planned and built based on a proper needs assessment, including if relevant an analysis of the market and of the possible impact at regional/basin level on competing ports. It is advised to demonstrate that the project is part of a long-term port strategy ensuring adequate links with the hinterland.

⁵ Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues (OJ L 332, 28.12.2000, p.81)

⁶ Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels (OJ L 132, 21.05.2016, p.58)

⁷ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L307, 28.10.2014, p.1)

⁸ Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L57, 03.03.2017, p.1)

2.1.3. Form of Union contributions

Union financial assistance shall take the form of reimbursement of eligible costs actually incurred in line with the co-funding rates outlined below, as provided in Article 125(1)(b) of Regulation (EU, Euratom) 2018/1046 ('the Financial Regulation').

2.1.4. Maximum possible rates of co-funding

According to Article 10(2) of Regulation (EU) No 1316/2013, the amount of the Union financial assistance in the form of grants based on the reimbursement of eligible costs actually incurred shall not exceed the following rates:

- (a) with regard to grants for studies, 50% of the eligible costs;
- (b) with regard to grants for works:
 - for railway networks: 40% of the eligible costs for actions concerning cross-border sections;
 - for road networks in the case of Member States with no railway network established in their territory or in the case of a Member State, or part thereof, with an isolated network without long-distance rail freight transport: 30% of the eligible costs for actions addressing bottlenecks and 40 % of the eligible costs for actions concerning cross-border sections;
 - for inland waterways: 40% of the eligible costs for actions concerning cross-border sections;
 - for connections to and the development of maritime ports: 20% of the eligible costs;
 - for actions to support cross-border roads sections: 10% of the eligible costs.