

**3.1.1. Pre-identified projects on the core network corridors, Annex I, part I point 2 of the CEF Regulation for the following transports modes: railways, inland waterways, roads, maritime and inland ports**

**3.1.2. Pre-identified projects on the other sections of the core network, Annex I, part I point 3 of the CEF Regulation for the following transports modes: railways, inland waterways, roads, maritime and inland ports**

**a) Railways (under funding priorities 3.1.1 and 3.1.2)**

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

- Pre-identified Core Network Corridor sections, as stipulated in Annex I, part I point 2 of the CEF Regulation; and
- Other sections of the Core Network, as defined in Annex I, part I point 3 of the CEF Regulation.

Actions shall be in line with Chapter III (Core Network) of the TEN-T Guidelines.

Priority shall be given to eligible Actions addressing:

- Cross-border pre-identified projects of the Core Network Corridors or other sections of Core Network Corridors;
- Cross-border pre-identified projects of the Core Network Corridors or other sections of the Core Network that ensure connection between two Member States via a third country;
- Projects aiming at accelerating the removal of bottlenecks (in terms of capacity and service quality) which hinder the traffic flows on the pre-identified sections or other sections as defined above, of the Core Network;
- Projects improving railway safety, including the deployment of the railway radio communication system (GSM-R) for safety-related voice communication, notably for emergency calls, compliant with the technical specifications laid out in Commission Regulation (EU) 2016/919<sup>1</sup>;
- Where relevant, interconnections between rail and other modes of transport, in particular inland waterway and maritime transport.

The "project pipeline" resulting from the corridor analysis shall be given due consideration.

Applicants are reminded to take due account of the provisions of Directive 2008/57/EC of the European Parliament and of the Council<sup>2</sup>.

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

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<sup>1</sup> Commission Regulation 2016/99 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1–79).

<sup>2</sup> 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).

Support is not given for maintenance.

**b) Specific conditions for combined projects referring to the pre-identified railway sections on the Core Network Corridors and track-side ERTMS works projects**

Under this priority projects addressing both following elements may be funded:

- pre-identified railway sections on the Core Network Corridors for railway implementation including interoperability elements (works only); and
- ERTMS implementation (track-side works only along the same sections of the railway implementation)

These project proposals shall be submitted as 'combined pre-identified railway and track-side ERTMS works projects' and present:

- railway works, and
- track-side ERTMS deployment activities

and specify, for each component, a cost estimation.

These projects shall contribute to the objectives for Railway as stipulated in 3.1.1 a) and to the ERTMS track-side deployment as stipulated in point 3.1.4.1.

The applicants of the 'combined pre-identified railway implementation – track side ERTMS works projects' proposals are requested to include in the application forms the information required for ERTMS track-side deployment relating to works specified in section 3.1.4.1.c, addressing at least:

- Identification of the specific line and its main characteristics, including location, length, single/double track, type of traffic i.e. freight, passenger, mixed, etc.;
- Characteristics and description of the ERTMS track-side subsystem to be installed including details of the CCS TSI, baseline, level, interoperability constituents and optional functions as for example the use of Euroloop;
- Expected date when the ERTMS track-side subsystem equipped section will be authorised to be placed in service.

**c) Inland Waterways and inland ports (under priorities 3.1.1 and 3.1.2)**

The specific objective is to reinforce the contribution of inland waterways and ports to a sustainable European freight transport network, in particular to core network corridors, in line with the Naiades II policy framework adopted by the Commission on 10 September 2013<sup>3</sup>.

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

- pre-identified Core Network Corridors sections, as stipulated in Annex I, part I point 2 of the CEF Regulation, including water-side infrastructure development; or
- other sections of the Core Network defined in Annex I, part I point 3 of the CEF Regulation, including water-side infrastructure development; or

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<sup>3</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee of the Regions, Towards quality inland waterway transport NAIADES II (COM/2013/0623 final).

- 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 Union 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;
- 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 for use and access to all on a non-discriminatory basis;
- Where relevant, proposed Actions shall provide for 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;
- 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;
- Providing or improving road/rail access and connections within inland ports;
- Facilities for loading/transshipment as well as for ice-breaking, hydrological services and dredging of the port and port approaches to ensure year-round navigability (facilities must be accessible for use by all operators on a non-discriminatory basis);

- Introduction or implementation of fixed infrastructure regarding alternative energy, e.g. LNG bunkering and shore-side electricity.

Support for water-side terminals/platforms superstructure, for ICT applications and facilities, in particular pilot Single Window applications, applications to streamline administrative formalities through a better use of information, communication and positioning technologies, 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 enhance 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 and facilities 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.

#### **d) Roads (under priorities 3.1.1 and 3.1.2)**

Under this priority, only Actions (works for cross-border sections) related to the following sections may be funded:

- pre-identified Core Network sections, as stipulated in Annex I, part I point 2 of the CEF Regulation; and
- other pre-identified sections of the Core Network, as defined in Annex I, part I point 3 of the CEF Regulation.

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.

Priority shall be given to actions addressing cross-border projects on the sections of the Core Network.

In addition, 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 and maritime infrastructure on the Core Network Corridors, priority shall be given to actions addressing:

- Removal of bottlenecks;
- Other infrastructure projects.

Applicants are also reminded of the fact that funds shall only be granted to Actions compliant with the road safety<sup>4</sup> and tunnel safety<sup>5</sup> Directives.

Support is not given for maintenance.

#### **e) Maritime Ports (under 3.1.1 and 3.1.2)**

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<sup>4</sup> 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).

<sup>5</sup> 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).

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

- pre-identified Core Network Corridors sections, as stipulated in Annex I, part I point 2 of the CEF Regulation; and
- other pre-identified sections of the Core Network, as defined in Annex I, part I point 3 of the CEF Regulation;

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.

All core network maritime ports in Member States are covered by Annex I, Part I of the CEF Regulation.

Specific objectives are to support the development of ports as efficient and sustainable entry and exit points fully integrated with the land infrastructure in line with the Communication "Ports: an engine for growth".<sup>6</sup>

Priority shall be given to eligible actions addressing the:

- Hinterland connections to the Core 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, locks and navigational aids;
- Basic infrastructure in the form of internal basins, quay walls, jetties, backfills and land reclamation;
- 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., in line with the Directive 2014/94/EU<sup>7</sup>, excluding any pilot actions.

Support to the Actions related to construction and expansion of terminals and to superstructure can be envisaged by means of financial instruments only.

Union financial support shall not be given to:

- Any 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.

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<sup>6</sup> COM(2013)295

<sup>7</sup> [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)