

3. OBJECTIVES AND PRIORITIES

3.1. Priorities for the objective of removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections

3.1.2. Cross-border sections on railways, roads and inland waterways on the comprehensive and core networks

(Priority open to all Member States under the general envelope)

General objectives

This priority covers all transport infrastructure projects (studies and works¹) addressing missing links and bottlenecks on cross-border sections of the comprehensive network and cross-border sections of the core network which are not included in the pre-identified sections and projects of Part I of Annex I of the CEF Regulation.

This priority also aims at increasing the use of private finance in trans-European transport infrastructure financing as an alternative and complement to the traditional grant funding. It aims at plugging financing gaps for strategic investments on TEN-T priorities such as projects on rail, road and inland waterways cross-border sections. It will support the development of a larger pipeline of structured projects using Public Private Partnership (PPP) or other forms of project finance models.

Specific objectives

In particular this priority covers:

- Cross-border actions for railways and roads;
- Technical, legal, financial or feasibility studies to assess the potential for private-public partnership (PPP) or other project finance schemes as well as the preparation of tender documentation and permission procedures for cross-border projects for railways, roads and inland waterways.

i) Railways

Under this specific objective, Actions related to cross-border sections of the comprehensive network and cross-border sections of the core network which are not included in the pre-identified sections and projects of Part I of Annex I of the CEF Regulation may be funded.

Actions to be selected under this Priority shall concern works or studies and shall be in line with Chapter II and, for the core network, Chapter III of the TEN-T Guidelines.

Priority will be given to proposed Actions addressing the following areas:

- Cross-border sections of the comprehensive network and cross-border sections of the core network. Cross-border sections that ensure connection between two Member States via a third country may also be supported.
- In Member States or regions that are eligible for support under the Cohesion Fund or the European Regional Development Fund, it shall be demonstrated that CEF funding shall be used in a complementary way so as to optimize the effect of the EU support as a whole and promote an efficient and timely implementation of the comprehensive and core network.

¹ For the inland waterways priority under section 3.1.2, iii, only studies will be supported.

Applicants are reminded to take due account of provisions of 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.

Proposed Actions covering railway 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.

Support is not given for maintenance.

ii) Roads

Under this priority, proposed Actions related to cross-border sections of the comprehensive network and cross-border sections of the core network which are not included in Part I of Annex I of the CEF Regulation, may be funded.

Proposed Actions to be selected under this priority shall concern works or studies and shall be in line with Chapter II and, for the core network, Chapter III of the TEN-T Guidelines.

The following interventions may be funded:

- Cross-border projects on the sections of the comprehensive network and cross-border sections of the core network which are not included in Part I of Annex I of the CEF Regulation.

In addition, for 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 the following interventions may be funded:

- Removal of bottlenecks;
- Coordinated development and management of road networks.

Applicants are also reminded of the fact that funds will only be granted to actions compliant with the road safety (ref. 2008/96/EC) and tunnel safety (ref. 2004/54/EC) Directives.

Support is not given for maintenance.

Studies should concern actions where the initial investment decision has already been taken before the application for CEF funding and in particular studies related to design, permits (including Environmental Impact Assessment), etc. that are close to the actual implementation of these actions.

iii) Inland waterways

Under this specific objective, proposed Actions (studies only) related to core network inland waterway cross-border sections which are not included in Part I of Annex I of the CEF Regulation as well as on the comprehensive network may be funded.

The specific objective is to increase the use of private finance in financing inland waterways as an alternative and complement to the traditional grant funding, as well as support the preparation of cross-border projects on inland waterways sections. It aims at plugging financing gaps for strategic investments on cross-border TEN-T inland waterways projects, in line with the Naiades II policy framework adopted by the Commission on 10 September 2013. It will support the development of a larger pipeline of structured projects using Public Private Partnership (PPP) or other forms of project finance models.

Proposed Actions to be selected under this priority shall concern only studies and shall be in line with the specific requirements of Chapter II, section 2 (Articles 14, 15 and 16) on

transport infrastructure requirements for inland waterways and Chapter III (Core Network) of the TEN-T Guidelines.

Priority will be given to technical, legal, financial or feasibility studies that assess the potential for private-public partnership (PPP) or other project finance schemes, as well as the preparation of tender documentation and permission procedures concerning projects 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 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;
- 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.

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

Studies concerning inland ports may not be financed under this call priority.

General observation for all priorities under section 3:

In addition to specific objectives, priority will be given to projects that include the use of private finance, in particular EU-backed finance instruments such as the European Fund for Strategic Investments.