

3. OBJECTIVES AND PRIORITIES

3.2 Priorities for the objective of ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety

3.2.1 Freight Transport Services

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

General objective:

The general objective is to stimulate the deployment of innovative, efficient and sustainable freight transport services on both Core and Comprehensive Network sections.

Proposed Actions to be selected under this priority will include works or studies enhancing regular freight transport and logistic services in the market place.

Specific objectives:

Actions addressed with this programme shall lead to at least one of the following objectives:

- a) shifting cargo to more sustainable, energy-efficient modes to improve the environmental performance of the transport system and to reduce external costs of transport;
- b) improving the integration between the transport modes to increase reliability and efficiency of existing multimodal services in terms of time, quality and costs;
- c) improving the efficiency of supply chains to reduce empty runs, increase load factors and limit transport time through better management, organisation and integration of logistic activities. This may be achieved for instance, by the automation and optimisation of processes, systems and tools, and the development of know-how. Priority will be given to the following actions:

- collaborative approaches to logistics, aimed at cargo bundling, creating synergies and clustering of the services including the use of independent (neutral) trustees and intelligent management/organisational solutions,
- interoperable ICT systems,
- innovative solutions for last mile operations and customised logistics services,
- innovative approaches for loading and transporting goods, and optimising product/package volumes.

The actions shall lead to enhanced asset utilisation and/or better use of transport infrastructure.

The funding for works will be used for the purchase/rent of durable assets concerning small scale ancillary infrastructure, superstructures and equipment (including on-board equipment).

The infrastructure, superstructures and equipment should be directly linked to the freight service addressed in the action.

Studies should concern actions where the initial investment decision has already been taken before the application for CEF funding.

Large-scale infrastructure and research will not be funded under this priority.

Operational costs cannot be funded.

The nature of the proposals submitted should not result in an unfair or selective advantage for the beneficiary vis-à-vis other market players. The benefits of the results of the actions shall be accessible on a non-discriminatory basis.

European Union financial assistance must not be used to support business or production activities which bear no direct relation to logistics, transport or distribution, and should not adversely affect production output or workforce.

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.