

3. OBJECTIVES AND PRIORITIES:

3.3. Priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures

3.3.3. Connections to and development of multimodal logistics platforms

General objectives:

Multimodal logistics platforms cover maritime ports, inland ports, airports and rail-road terminals for the transshipment of freight between two or more modes of transport. Multimodal logistics platforms shall contribute to optimising the performance of multimodal logistics chains, which is key to the achievement of a competitive and resource efficient transport system, and to shifting freight transport from road to other more sustainable modes.

Actions addressed under this priority shall be related to freight terminals, as defined in Article 3 (s) of the TEN-T Guidelines, which form part of multimodal logistics platforms, as defined in Article 3 (r). Only freight terminals such as core maritime ports, core inland ports, core airports or core rail-road terminals listed in part 2 of Annex II of the TEN-T Guidelines may be funded.

Proposed Actions under this priority shall address either works or studies.

In addition, proposed Actions shall address one of the following specific objectives.

Specific Objectives:

Specific objective 14: connections by road, rail, inland waterways and short sea shipping to freight terminals and/or further development of these terminals

Actions addressing this specific objective shall aim at one or more of the following goals:

- Connections to existing freight terminals including access infrastructure and “last mile” connections, which contribute to the effective interconnection and integration of these terminals to the core network, including maritime core ports;
- Further development of existing freight terminals through small-scale ancillary infrastructure (e.g. connecting or siding tracks, power connections, adaptations for 740 m train length etc), ICT equipment and applications for the provision or improvement of information flows within the terminal and along the logistic chain.

In addition, priority will be given to:

- Coordinated actions along TEN-T core network corridors.

Detailed topical specifications and restrictions:

- Buildings, storage and warehouse facilities, cranes, conveyors and other devices for moving freight, and mobile assets such as locomotives shall not be supported;

- Actions shall not provide selective advantage to a particular operator or group of operators, and freight terminals shall be accessible on a non-discriminatory basis;
- Actions aiming at increasing the capacity of freight terminals shall not be supported;
- Connections to and development of new (i.e. not yet operational as of the date of publication of the call) freight terminals shall not be supported;
- Studies should concern actions where the initial investment decision has been taken and should be close to the foreseen implementation of the investment.

Specific objective 15: support infrastructure of terminals servicing combined transport operations

Combined transport of goods is a type of multimodal transport with a limited-length road leg and a leg on rail, inland waterways or short sea shipping. The development of combined transport in the EU depends on the availability of combined transport terminals and the facilities for transshipment of load units between two or more modes of transport. The development of combined transport infrastructure is key to the achievement of a competitive and resource efficient transport system, and to shifting freight transport from road to other more sustainable modes.

Actions addressed under this priority shall be related to freight terminals servicing combined transport operations as defined in Directive 92/106/EEC ("combined transport terminals") in areas where freight transport activity has potential to be shifted to rail, inland waterways or short sea shipping.

Actions addressing this specific objective shall aim at one or more of the following goals:

- Building or upgrading of "combined transport terminals" and building the "last mile" connections to such terminals allowing integration of such terminals to the comprehensive network;
- Building the necessary transshipment facilities for servicing of new mode of transport that was not available previously in an existing "combined transport terminal";
- Modernising the equipment of existing "combined transport terminals" in order to allow transshipment of different types of load units.

Detailed topical specifications and restrictions:

- Storage and warehouse facilities and mobile assets such as locomotives shall not be supported;
- Actions shall be accessible to operators on a non-discriminatory basis;

Any combined transport infrastructure and facilities receiving support from this programme shall be accessible to all operators of combined transport services without discrimination.