

3. OBJECTIVES PURSUED BY THIS WORK PROGRAMME AND THE FUNDING 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

3.3.6. Connections to and development of multimodal logistics platforms

Priority open to all Member States

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 shifting freight transport from road to other more sustainable modes.

Actions addressed with this programme shall be related to freight terminals, as defined in Article 3 (s) of the Regulation (EU) No 1315/2013, which form part of multimodal logistics platforms, as defined in Article 3 (r) of the Regulation (EU) No 1315/2013. Freight terminals shall comply with Chapter II, Section 6 of the Regulation (EU) No 1315/2013. 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 Regulation (EU) No 1315/2013 may be funded.

Actions addressed with this programme shall include works and/or studies concerning connections by road, rail, inland waterways and short sea shipping to freight terminals and/or further development of these terminals. Studies should concern actions where the initial investment decision has been taken and should be close to the foreseen implementation of the investment.

Specific objectives:

To support the general objectives of multimodal logistics platforms, the following measures shall be promoted:

- 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.
- Where relevant, Actions shall provide for interconnection between the existing freight terminals and other modes of transport, particularly rail, inland waterways and short sea shipping.
- 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.

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 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 freight terminals shall not be supported.