

2017 CEF TRANSPORT BLENDING CALL
FREQUENTLY ASKED QUESTIONS – Nodes of the Core Network
Last update – 11 December 2017
(new or updated questions in blue)

1. Which nodes are eligible under the CEF Transport 2016 calls addressing this priority?

As stated in section 7.2 of the call text and section 3.3.4 of the multi-annual work programme, the eligible nodes are those listed in Annex II part 1 of the TEN-T Guidelines and /or those listed in Annex II part 2 of the TEN-T Guidelines which are located on a Core Network Corridor.

The condition to be located on a Core Network Corridor is applicable only to the nodes listed in Annex II part 2 of the TEN-T Guidelines. All nodes listed in Annex II part 1 are eligible under the priority "Nodes of the Core Network" of the call.

2. Are all nodes listed in Annex II part 2 of the TEN-T Guidelines with at least one airport, maritime port, inland port or RRT listed as "core" eligible?

For the infrastructure element to be eligible under the "Nodes of the Core Network" priority it is not sufficient to be listed in the list of Annex II part 2 to the TEN-T Guidelines; either as "core" or "comprehensive". As stated in FAQ 1 above, nodes listed in Annex II part 2 to the TEN-T Guidelines must be located on a Core Network Corridor in order to be eligible for the 2017 CEF Transport Blending call.

3. Can you clarify under which priority (between "Innovation and new technologies" and "Nodes of the Core Network") a proposal concerning alternative fuel solution in a Core Network node may be submitted?

It is the responsibility of the applicant to assess which priority is better addressed by the nature of the proposal.

In general, proposals submitted under the "Innovation and new technologies" priority have innovation as primary feature or integrate innovation on transport infrastructure for the long distance as a necessary element.

In case innovation is a secondary feature or the proposal focuses on the use of a given innovation in a particular context, the proposal may be more relevant under other priorities.

However, if the primary element of the proposal is the establishment of an innovative alternative fuel solution on the Core Network and the context of the particular node is of secondary significance, the proposal may be more relevant under the "Innovation and new technologies" priority.

4. Can the interconnection between two nodes be funded under the "Nodes of the Core Network" priority?

The main objective of the "Nodes of the Core Network" priority is to ensure a smooth last mile connection and streamline interface between the TEN-T network and the local transport network within a core urban area. Therefore, the interconnection between two nodes is not covered by this priority.

5. Can electric vehicles be funded under the "Nodes of the Core Network" priority?

Electric vehicles may be funded under the "Nodes of the Core Network" priority under certain conditions, as stated in section 3.3.4 of the multi-annual work programme:

"the eligible costs of mobile equipment must only relate to the financial difference between a conventional solution and the use of a new technology (e.g. the additional financial effort between a diesel propulsion and a fuel-cell hydrogen propulsion). It shall be evaluated individually and applicant(s) shall provide thorough financial information substantiating the unit costs presented. The mobile equipment supported by the grant component must remain for at least 5 years registered and operated in a Member State."

6. Is there a specific level of administration that is associated with the nodes of the core and comprehensive network indicated in Annex II to Regulation (EU) No 1315/2013 (e.g. city, region, etc.)?

No specific level of administration is associated with the nodes indicated in Annex II. Pursuant to Article 3(p) of Regulation (EU) No 1315/2013, 'urban node' means an urban area where the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, logistic platforms and freight terminals located in and around an urban area, is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic.

7. In some cases, two node names are listed side by side in Annex II part 2 of the TEN-T Guidelines. In such cases, should the proposal cover both cities in order to be eligible?

Not necessarily, but the proposal should address at least the node which respects the eligibility criteria stated in FAQ 1 (meaning that this node should be located along a core network corridor on top of being listed in Annex II part 2 of the TEN-T guidelines).

8. Under the priority "Nodes of the Core Network" could a metro project be funded?

The relevance of any urban public transport project will be assessed according to the specific objectives of the "Nodes of the Core Network" priority, as stated in section 3.3.4 of the multi-annual work programme, and more specifically the fact that any project of this kind needs to streamline the connection between the transport modes of the TEN-T as well as TEN-T long distance network and urban/local transport system (e.g. by connecting transport terminals such as international airport/railway stations).