

## ANNEX 1

### **PRIORITY "PRE-IDENTIFIED PROJECTS ON THE CORRIDORS OF THE CORE NETWORK (RAILWAYS, INLAND WATERWAYS, ROADS, MARITIME AND INLAND PORTS)"**

The overall objectives and priorities are set out in chapter 3.1.1 of the Multi-annual Work Programme.

[http://inea.ec.europa.eu/download/calls2014/cef\\_transport/map\\_311\\_core\\_network\\_corridors.pdf](http://inea.ec.europa.eu/download/calls2014/cef_transport/map_311_core_network_corridors.pdf)

#### *a) Railways*

Under this priority, only Actions related to pre-identified Core Network Corridor sections, as stipulated by Annex I, part I.2 of the CEF Regulation, may be funded.

Actions to be selected under this Priority shall include works or studies and shall be in line with Chapter III of the TEN-T Guidelines.

Proposed Actions related to other Core Network sections should be submitted either to Priority "Pre-Identified Projects On Other Sections Of The Core Network (Railways, Inland Waterways, Roads, Maritime And Inland Ports)" of this call for proposals<sup>1</sup>, or to Priority "Railways, inland waterways and roads projects on the core network including connections to inland and maritime ports and airports, as well as development of ports" of the 2014 annual transport call for proposals<sup>2</sup>.

Proposed Actions related to Comprehensive Network sections shall be submitted to Priority "Projects on the comprehensive network (railways, inland waterways, roads, maritime and inland ports)" of the 2014 annual transport call for proposals<sup>3</sup>.

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

- Cross-border sections of Core Network Corridors. Cross-border sections that ensure connection between two Member States via a third country may also be supported.
- Works or studies aiming at accelerating the removal of bottlenecks (in terms of capacity and service quality) which hinder the traffic flows on Core Network Corridors.
- Studies that shall contribute to the start-up of the implementation of works on sections or parts which are most critical to the success of the respective Core Network Corridor as a whole, i.e. which are of vital importance for smooth traffic flows along the entire axis and would, if not completed within the agreed period of time, reduce the benefits drawn from investments made on other sections of the axis. First priority will be given to those studies where the Member States directly involved have given due priority to the respective sections in their political decision making process and in their investment planning. Priority will also be given to studies where activities have been

---

<sup>1</sup> Corresponding to section 3.1.2 of Multi-annual Work Programme

<sup>2</sup> Corresponding to section 3.1.1 of the Annual Work Programme

<sup>3</sup> Corresponding to section 3.1.2 of the Annual Work Programme

coordinated across national borders, financing schemes optimised and which shall result in launching procurement for execution of construction works.

The "project pipeline", which will come out of the ongoing corridor analysis and is foreseen to constitute a key element of the corridor work plans, shall be given due consideration.

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 related solely to ERTMS deployment or railway interoperability shall be submitted to this call for proposals under Priority "European Rail Traffic Management System (ERTMS)"<sup>4</sup>.or under Priority "Rail Interoperability" of the 2014 multi-annual transport call for proposals, Funding Objective 1<sup>5</sup>.

Proposed Actions covering stations, and in particular the station buildings, are of lower priority unless they concern the railway infrastructure component. If included in the application, they should be clearly described, quantified and priced separately.

Where relevant, proposed Actions should provide for interconnection between rail and other modes of transport, in particular inland waterway and maritime transport.

#### *b) Inland Waterways*

The general objective is to reinforce the contribution of inland waterways and ports to a sustainable European freight transport network, in particular to core network corridors, in line with the Naiades II policy framework adopted by the Commission on 10 September 2013<sup>6</sup>.

Proposed Actions to be selected under this Priority shall include works or studies and shall be in line with Section 2 of the TEN-T Guidelines.

Under this priority, only the following actions may be funded:

- actions pertaining to pre-identified sections and projects, listed in Annex I, Part I.2 of the CEF Regulation. Actions pertaining to core inland ports as identified in Annex II point 2 of the TEN-T Guidelines and located on these sections may be funded.
- actions pertaining to waterside infrastructure development of inland ports located on these pre-identified sections

Waterside infrastructure development projects shall mean development projects that enhance the capacity or improve the multimodal connection of waterborne transport operations.

---

<sup>4</sup> Corresponding to section 3.1.4 of the Multi-annual Work Programme

<sup>5</sup> Corresponding to section 3.1.3 of the Multi-annual Work Programme

<sup>6</sup> See in this respect the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee of the Regions, Towards quality inland waterway transport NAIADES II /\* COM/2013/0623 final \*/

Priority will be given to pre-identified projects addressing the following areas:

1) Inland waterways<sup>7</sup>

- Upgrade of waterways in order to achieve stable or improved navigation conditions and/or more capacity for the passage of vessels (deepening, widening, water regulation measures, etc.);
- Creation of new waterways;
- Upgrade/modernisation of locks to allow easy 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 waterside operations along a waterway for use and access to all on a non-discriminatory basis.

These actions must be carried out in line with Article 15 of the TEN-T Guidelines on transport infrastructure requirements for inland waterways.

2) Inland ports

- Providing or improving access to inland ports and connections between inland ports and rail and road sections of the Core Network;
- Improving access, including safe access through navigational aids, of inland ports to inland waterways;
- Upgrading basic infrastructure in inland ports (such as dredging, quay walls, jetties, backfills, land reclamation etc.);
- Providing water-side terminals/platforms with or improving infrastructure such as storage and stacking areas. Infrastructure must be open for use by all operators on a non-discriminatory basis;
- Reception facilities for oil and other waste, to support the sustainability of waterborne transport services;
- ICT applications, in particular pilot Single Window applications, as well as applications to streamline administrative formalities through a better use of information, communication and positioning technologies. However, proposed Actions related to measures for the deployment of RIS shall be submitted to Priority "River Information Services" of the 2014 multi-annual transport call for proposals, Funding Objective 3<sup>8</sup>;
- Providing or improving road/rail access and connections within inland ports;
- Facilities for loading/transshipment as well as for ice-breaking, hydrological services and dredging of the port and port approaches to ensure year-round navigability (facilities must be accessible for use by all operators on a non-discriminatory basis);
- Introduction or implementation of fixed infrastructure regarding alternative energy, e.g. LNG bunkering and shore-side electricity.

As regards support to dredging activities for both inland waterways and inland ports, maintenance dredging is not eligible; only capital dredging activities are eligible.

---

<sup>7</sup> Inland waterway projects may also include components supporting improvement of multimodal connections and capacity of inland ports which are not listed as a project in Annex I, Part I.2. In such a case of combined application, the centre of gravity of the proposed Action must lie on the inland waterway priorities.

<sup>8</sup> Corresponding to section 3.3.2 of the Multi-annual Work Programme

Facilities must be accessible for use by all operators on a non-discriminatory basis. Facilities may only be proposed as part of a wider project having the main focus on the upgrading of basic infrastructure or the provision of waterside terminals/platforms.

Proposed Actions related to the introduction or implementation of fixed infrastructure for alternative energy as the main content of a proposal or related to mobile infrastructure, shall be submitted to Priority "Deployment of new technologies and innovation in all transport modes, with a focus on decarbonisation, safety and innovative technologies for the promotion of sustainability, operation, management, accessibility, multimodality and efficiency of the network" of the 2014 multi-annual transport call for proposals, Funding Objective 2<sup>9</sup>.

Where relevant, proposed Actions should provide for interconnection between inland waterways and other modes of transport, in particular rail and maritime transport.

### *c) Roads*

Under this Priority, only Actions related to pre-identified Core Network Corridor sections, as stipulated by Annex I, part I.2 of the CEF Regulation, and Core Network Corridors sections of Member States with no railway network or with an isolated network may be funded.

Actions to be selected under this Priority shall include works or studies and shall be in line with Chapter III of the TEN-T Guidelines.

Proposed Actions related to other Core Network sections shall be submitted either under Priority "Pre-Identified Projects On Other Sections Of The Core Network (Railways, Inland Waterways, Roads, Maritime And Inland Ports)" of this call for proposals<sup>10</sup>, or under Priority "Railways, inland waterways and roads projects on the Core Network including connections to inland and maritime ports and airports, as well as development of ports" of the 2014 annual transport call for proposals<sup>11</sup>.

Proposed Actions related to the Comprehensive Network shall be submitted to Priority "Projects on the comprehensive network" of the 2014 annual transport call for proposals<sup>12</sup>.

At the same time, proposed Actions related to Safe and Secure infrastructure, including safe and secure parking on the road Core Network shall be submitted to Priority "Safe and Secure infrastructure, including safe and secure parking on the road Core Network" of the 2014 multi-annual transport call for proposals, Funding Objective 2<sup>13</sup>. Actions related to Intelligent Transport Services for roads (ITS) shall be submitted to Priority "Intelligent Transport Services for Road (ITS)" of the 2014 multi-annual transport call for proposals, Funding Objective 3<sup>14</sup>.

The following interventions are eligible for funding:

---

<sup>9</sup> Corresponding to section 3.2.1 of the Multi-annual Work Programme

<sup>10</sup> Corresponding to the section 3.1.2 of the Multi-annual Work Programme

<sup>11</sup> Corresponding to section 3.1.1 of the Annual Work Programme

<sup>12</sup> Corresponding to section 3.1.2 of the Annual Work Programme

<sup>13</sup> Corresponding to section 3.2.2 of the Multi-annual Work Programme

<sup>14</sup> Corresponding to section 3.3.3 of the Multi-annual Work Programme

- Cross-border projects on the sections of the Core Network Corridors as identified in Annex I, part I.2 of the CEF Regulation;
- In addition, in the case of 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 and maritime infrastructure on the Core Network Corridors:
  - Removal of bottlenecks;
  - Other infrastructure projects.

Applicants are also reminded of the fact that funds will only be granted to Actions compliant with the road safety<sup>15</sup> and tunnel safety<sup>16</sup> 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 EIA, etc. that are close to the actual implementation of these Actions.

#### *d) Maritime Ports*

The general objective is to support the development of ports as efficient and sustainable entry and exit points fully integrated with the land infrastructure in line with the Communication "Ports: an engine for growth" .

Actions to be selected under this priority shall include works or studies and shall be in line with Chapter II, Section 4 of the TEN-T Guidelines.

It is reminded that under this part of the call only the Core Network ports specifically mentioned in Annex I, Part I.2 of the CEF Regulation may apply.

Proposed Actions related to other Core Network ports shall be submitted to Priority "Pre-identified projects on other sections of the core network (railways, inland waterways, roads, maritime and inland ports)" of this call for proposals<sup>17</sup> .

Priority will be given to projects addressing the following areas:

- Hinterland connections to the Core Network (rail, inland waterway or road if other hinterland connections are not an option) with adequate capacity and efficiency;
- Port access aiming at providing safe maritime access in the form of breakwaters, capital dredging activities, access channels, locks and navigational aids;
- Basic infrastructure in the form of internal basins, quay walls, jetties, backfills and land reclamation as long as it does not provide selective advantage to a particular operator or group of operators;

---

<sup>15</sup> 2008/96/EC

<sup>16</sup> 2004/54/EC

<sup>17</sup> Corresponding to section 3.1.2 of Multi-Annual Work Programme

- Reception facilities for oil and other waste, including residues from scrubbers, to meet environmental requirements;
- Implementation of new facilities and technologies regarding use of alternative energy, e.g. LNG bunkering, shore-side electricity, etc.

Proposed Actions related to multimodal platforms only, i.e. unless as a minor part in combination with the above, in maritime ports shall be submitted either to Priority "Connections to and development of multimodal logistics platforms" of the 2014 multi-annual transport call for proposals, Funding Objective 3<sup>18</sup>, or to Priority "Connections to and development of multimodal logistics platforms" of the 2014 annual transport call for proposals<sup>19</sup>.

Proposed Actions in the maritime sector for optimisation and rationalisation of administrative processes and requirements in ports, including port community systems, drawing benefits from availability of electronic information and information sharing shall be submitted to Priority "Telematic applications systems other than those covered by the Multi-annual Work Programme ", ii) e-Maritime services, under the annual transport call for proposals<sup>20</sup>.

Proposed Actions regarding Motorways of the Sea shall be submitted to Priority "Motorways of the Sea" of this call for proposals<sup>21</sup>.

Support is not given to super structure, maintenance (including maintenance by dredging), dedicated infrastructure and facilities for cruise ships. Furthermore, the expansion or construction of new cargo or passenger terminals is not covered. Developers of such projects are reminded of the possibility offered by the Financial Instruments (e.g. Project Bonds, loan guarantee).

Studies should concern projects where the initial investment decision has been taken and in particular studies related to design, permits, including EIA, etc. that are close to the actual implementation of these projects.

Only projects in ports which have transparent accounts allowing the identification of the use of public funds will be considered. Priority will be given to projects in ports having accounts in line with Directive 2006/111/EC on the transparency of financial relations between Member States and public undertakings.

Projects shall be planned and built based on a needs assessment. In case of projects which are due to generate an increase of traffic, a market analysis and an assessment of the required intermodal exchanges with rail and inland waterways should be performed. In this regard, the Commission will take into account the quality of the analysis demonstrating that the port handling capacity and the capacity of rail and/or inland navigation services on the corridor are sufficient.

Where relevant, proposed Actions should provide for interconnection between inland waterways and other modes of transport, in particular rail and inland waterways transport.

---

<sup>18</sup> Corresponding to section 3.3.6 of the Multi-annual Work programme

<sup>19</sup> Corresponding to section 3.3.4 of the Annual Work programme

<sup>20</sup> Corresponding to section 3.3.1 of the Annual Work programme

<sup>21</sup> Corresponding to section 3.3.4 of the Multiannual Work programme