

ANNEX 5

PRIORITY "SAFE AND SECURE INFRASTRUCTURE, INCLUDING SAFE AND SECURE PARKING ON THE ROAD CORE NETWORK"

The objectives and priorities are set out in chapter 3.2.2 of the Multiannual Work Programme.

http://inea.ec.europa.eu/download/calls2014/cef_transport/map_322_safe_and_secure_infrastructure.pdf

Under this Priority, only actions related to safe and secure infrastructure, including safe and secure parking areas on the road Core Network may be funded.

Actions to be selected under this specific objective will concern works or studies (that may include pilot activities) and shall be in line with Section 3 of the TEN-T Guidelines.

Proposed Actions related to other types of actions related to the Core Network shall be submitted either to Priority "Pre-identified projects on the corridors of the core network (railways, inland waterways, roads, maritime and inland ports)"¹ or to Priority "Pre-identified projects on the other sections of the core network (railways, inland waterways, roads, maritime and inland ports)"² of this call for proposals, 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"³ of the 2014 annual transport call for proposals.

Actions belonging to Comprehensive Network shall be submitted to Priority "Projects on the comprehensive network (railways, inland waterways, roads, maritime and inland ports)"⁴ of the 2014 annual transport call for proposals,.

Priority will be given to Actions addressing the following areas:

- Studies for the construction of new roads as far as related road safety impact assessments are concerned, as established by Art 3 of Directive 2008/96/EC. These studies shall be carried out before starting the road design. A road safety impact assessment may be financed as a stand-alone study or as part of a broader feasibility study for the construction of new roads;
- Studies assessing the safety performance level and the compliance with the Directive on tunnel safety. Works, necessary to upgrade tunnels to comply with Directive 2004/54/EC, (e.g. construction of a second tunnel tube to separate the traffic going in opposite directions, modifications to tunnel geometry to improve safety, refurbishing of the drainage system, etc.) may be supported only if they concern a cross-border project;
- Studies including pilot activities to enhance the network safety management and works to correct serious design deficit. Art (5)of Directive 2008/96/EC requests Member States periodically to detect the most dangerous sections of the network in

¹ Corresponding to sections 3.1.1 of the Multi-annual Work Programme

² Corresponding to sections 3.1.2 of the Multi-annual Work Programme

³ Corresponding to section 3.1.1 of the Annual Work Programme

⁴ Corresponding to section 3.1.2 of the Annual Work Programme

operation, to rank them under a cost benefit analysis, to take appropriate actions to eliminate dangerous sections and to inform road users about the presence of blackspots;

- Works and studies for correcting serious road safety shortcomings (for instance changing the curvature of a road);
- Works and studies aiming at the removal of level crossings between core network rail sections and any road;
- Works and studies aiming at the development of new safe and secure parking areas on motorways for trucks and commercial vehicles (including Information and Communication Technologies) approximately every 100 km;
- Works and studies aiming at upgrading the safety and security of existing rest areas (including parking for trucks and commercial vehicles and safety and security Information and Communication Technologies).
- Works and studies optimising the use of existing safe and secure parking areas for trucks and commercial vehicles through dynamic information (to be tested and demonstrated through the project) including the collection, processing and dissemination of parking information (static and dynamic). These interventions should comply with delegated Regulation 885/2013 and apply EU standards (e.g. DATEX2) and Guidelines (Easyway Deployment Guidelines), set up methods for measuring accurate and reliable data from sensors/cameras/or other monitoring devices and analyse priority zones needs, as defined in Regulation 885/2013, taking into account traffic conditions, infrastructure shortages or weaknesses and driving regulations.

Support is not given to maintenance under this Priority.

Studies should concern Actions for which 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 Actions.