

ANNEX

1. BUDGET

1.1. Budget heading

- 06020101 - Removing bottlenecks and bridging missing links;
- 06020102 - Ensuring sustainable and efficient transport in the long run;
- 06020103 - Optimising the integration and interconnection of transport modes and enhancing interoperability, safety and security of transport;

1.2. Budget resources

The total amount of financial assistance, to be allocated in 2014 on the basis of this programme, to projects of common interest in the field of the Connecting Europe Facility (CEF) - transport sector shall be of the amount of EUR 930 million of which:

- EUR 765 million under the budget line 06020101
- EUR 65 million under the budget line 06020102
- EUR 100 million under the budget line 06020103

This work programme does not exclude that an additional annual work programme may be adopted in 2014, with a supplementary budget.

2. THE FOLLOWING PRIORITIES AND LINES OF UNION FUNDING WILL BE PURSUED IN THE ANNUAL WORK PROGRAMME

This Programme establishes the basis for the allocation of financial assistance to projects of common interest in the field of the Connecting Europe Facility (CEF) - transport sector for projects of common interest which are not included in the multiannual work programmes. Thereby, and in line with the infrastructure components and requirements as set out in the TEN-T Guidelines, this programme shall enable the achievement of policy objectives in the fields land, air and maritime as well as multi-modal transport for passengers and freight:

2.1 Funding priorities for the objective of removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections

2.2 Funding priorities for the objective of ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety

2.3 Funding 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

For these projects, within the scope of the global and generic objectives and priorities defined in this Work Programme, more specific objectives may be elaborated in the calls for proposals.

3. OBJECTIVES AND PRIORITIES:

3.1. Priorities for the objective of removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections

3.1.1. 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

General objective

This priority covers all transport infrastructure projects (studies and works) in order to implement core network projects which are not included in the pre-identified sections of Part I of Annex I to the CEF Regulation. Within this framework, for seaports, priority will be given to projects which contribute to the objectives set out in the Communication from the Commission "Ports: an engine for growth"¹.

This priority also aims at increasing the use of private finance in trans-European transport infrastructure financing as an alternative and complement to the traditional grant funding and plug financing gaps for strategic investments, in particular for TEN-T priorities such as rail and inland waterways projects or complex pan-European deployment of EU standards (such as SESAR and ERTMS). This priority will support the development of a larger pipeline of structured projects using Public Private Partnership (PPP) or other forms of project finance models.

Specific objectives

In particular this priority covers:

- Cross border projects for railways, inland waterways and roads
- Removal of bottlenecks for railway inland waterway, road networks in the case of Member States with no railway network established in their territory or in the case of a Member States, or part thereof, with an isolated network without long-distance rail freight transport and maritime infrastructure
- Other infrastructure projects for railways and inland waterways on the core network, including connections to ports and airports
- The coordinated development and management of ports, rail, road networks in the case of Member States with no railway network established in their territory or in the case

¹ COM(2013)295 final

of a Member States, or part thereof, with an isolated network without long-distance rail freight transport and inland waterway infrastructure.

- Technical, legal, financial or feasibility studies to assess the potential for private-public partnership (PPP) or other project finance schemes as well as the preparation of tender documentation and permission procedures

3.1.2. Projects on the comprehensive network (railways, inland waterways, roads, maritime and inland ports)

General objective

This priority covers all transport infrastructure projects (studies and works) in order to implement the comprehensive network, within the limits of eligibility for financial support for projects of common interest on the comprehensive network set in the CEF Regulation.

Specific objectives

In particular this priority covers actions which contribute to bridging missing links, facilitating cross-border traffic flows and/or improving safety, or removing bottlenecks and when those actions also contribute to the development of the core network or interconnect core network corridors.

It also covers the preparation of future projects on the comprehensive network, through the necessary feasibility studies, permission procedures, implementation and evaluation in sections of the comprehensive network.

3.1.3. Projects to connect the trans-European transport network with infrastructure networks of the neighbouring countries, in particular related to cross-border sections (railways, inland waterways, roads, maritime and inland ports)

General objectives

The European neighbourhood policy, the preparation of further EU enlargement and the Union's active role in a number of international organisations entail cooperation with third countries in the field of transport infrastructure development. For this purpose, the TEN-T Guidelines (Article 8) set out specific areas of action.

Specific objectives

- The connection between the core network and the transport networks of neighbouring countries, with a view to enhancing economic growth and competitiveness, through studies;
- Completion of transport infrastructure in neighbouring countries which serve as links between parts of the core network in the Union, through studies;

- The connection of the core network at border crossing points which concern infrastructure necessary to ensure seamless traffic flow, border checks, border surveillance and other border control procedures, through studies and works;
- The implementation of traffic management systems in neighbouring countries through studies and works, except for River Information Services which are covered under the multiannual work programme.

3.2 Priorities for the objective of ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety

3.2.1. Deployment of new technologies and innovation, other than those covered by the multiannual Work Programme

This priority, on the whole, aims at advancing a sustainable and efficient transport system whereby infrastructure development enables the achievement of forward-looking policy objectives within and across all transport sectors.

General objectives

Overall, TEN-T development must keep up with state of the art developments of new technologies and innovation. In this respect, TEN-T development for all transport modes and systems shall complement Research and Innovation actions under Horizon 2020 by pursuing a market-oriented approach and promoting the deployment of innovative technological and organisational solutions in accordance with the provisions of article 33 of the TEN-T Guidelines.

The development of the necessary TEN-T infrastructure and facilities, as well as the optimisation of their use, shall support the Member States in implementing the Clean Power for Transport Directive² – notably in the framework of the corridor approach.

Specific objectives

- Objectives applying to the comprehensive network (excluding the core network parts)³;
 - Measures facilitating the decarbonisation of all transport modes by stimulating energy efficiency, introducing alternative propulsion systems, including electricity supply systems, and providing corresponding infrastructure. Such infrastructure may include grids and other facilities necessary for the energy

² See COM(2013)17

³ Measures on the core network are addressed with the multi-annual work programme

- supply, may take account of the infrastructure-vehicle interface and may encompass telematics applications;
- Safe, secure and sustainable transport solutions for the movement of persons and the transport of goods;
 - Advanced concepts for operation, management, accessibility, interoperability, multi-modality and efficiency of the network;
- Objectives applying to the entire comprehensive network, i.e. including the core network;
 - Promotion of efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multi-modality, including through multimodal ticketing and coordination of travel timetables;
 - The promotion of measures to reduce external cost of transport, caused by factors such as congestion, damage to health, pollution of any kind including noise and emissions;
 - Measures introducing security technology and compatible identification standards on the networks;
 - Enhanced resilience to climate change;
 - Further advancement of the development and deployment of telematics applications within and between modes of transport.

3.2.2 *Freight Transport Services*

General objective

The general objective is to stimulate and deploy innovative, efficient and sustainable freight transport services that use the infrastructure of the comprehensive network and contribute to reducing carbon dioxide emissions and other environmental impacts of transport, and improve accessibility within the Union. Support for sustainable freight transport services, as a follow-up of the Marco Polo II programme, will focus on core network corridors.

The specific objectives under this priority include:

- Support deployment of small scale infrastructure and equipment improving efficiency, sustainability, interoperability and safety of the services;
- Facilitate and promote multimodal transport service operations and systems enhancing integration between modes;

- Support and promote innovative concepts, products and advanced transport solutions and systems; stimulate collaborative approaches and other measures to improve the efficiency along the supply chain;
- Stimulate resource and carbon efficiency of freight transport services in individual modes, taking into account their specific characteristics, as well as in multimodal operations.

3.2.3. *Actions to reduce rail freight noise, including by retrofitting of existing rolling stock*

General objective:

Commission Decision C(2011) 658 sets out technical specifications of interoperability relating to the subsystem "rolling stock – noise" of the trans-European conventional rail system. Within this framework, the aim is preventing barriers to railway interoperability due to noise requirements and reducing the level of noise nuisance that affect people living close to railway lines by measures at the source with the highest cost-effectiveness ratio and health benefits in order to increase quality of life for citizens and reduce risks rising from the negative effects of rail noise affecting the competitiveness of rail sector.

Specific objectives:

Reduce the level of rail freight noise by retrofitting of rolling stock in line with the Commission decision C(2011) 658 in order to reduce obstacles to internal market and interoperability and preventing overutilization of old-rolling stock.

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

3.3.1. Telematic applications systems other than those covered by the multiannual Work Programme

General objectives

Intelligent transport systems for roads of the trans-European transport network and as "intelligent" interface between roads and other transport infrastructure vitally contribute to enhancing road safety and reducing carbon emissions of the transport system by boosting the efficiency of infrastructure use and traffic operations both for passengers and freight. They also open up new perspectives for user services. The objective is to equip TEN-T infrastructure with the relevant components in compliance with the EU transport policy in the field of intelligent transport systems, notably the Directive 2010/40/EU⁴ to support the

⁴ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

deployment of systems which are interoperable and provide for continuity of services across Member States and operators. Measures in this field contribute to a sustainable transport system (in term of economic, environmental and social impacts) and connected mobility.

In order to support the use of advanced and interoperable information technologies in the maritime transport sector to simplify administrative procedures and to facilitate the throughput of cargo at sea and in port areas, e-maritime services shall be supported. This essentially includes single-window services such as the integrated maritime single window provided for in Directive 2010/65/EU of the European Parliament and of the Council, port community systems and relevant customs information systems.

Specific objectives

The specific objectives related to ITS for road and their interface with other transport modes address the promotion of cross-border action on the TEN-T as a whole, with a specific focus on addressing the following areas:

- Studies (including pilot deployment in at least one of the involved Member States or preferably along a trajectory spanning over several Member States) on:
- The optimal use of traffic and travel data;
- Interfaces between transport modes and networks for passengers (functional, organisational, technical, or service-related);
- Infrastructure – vehicle interfaces;
- Business models for ITS deployment from a public and private point of view;
- Issues of data security and protection as well as of liability;
- Support to complement the corridor-related action(s) under the Multi-annual programme.

The specific objectives related to e-maritime services address through studies and works:

- Deployment of on-shore and on-board equipment;
- Harmonised specifications of e-maritime services at international level;
- Deployment of navigation services and application;
- Enhancing interoperability and sharing of information between actors;
- Improving the safety, security, sustainability and efficiency of maritime transport, with a view to preparing for expected future transport flows;

- Optimising the interconnection of maritime transport to other modes and enhancing the interoperability of transport services;
- Optimising and rationalise administrative processes.

3.3.2. Actions for better accessibility to transport infrastructure for disabled persons

General objectives

Commission Decision 2008/164/EC⁵ of 21 December 2007 aims at permitting interoperability and at offering a similar level of access to persons with disabilities or reduced mobility across the trans-European network. Regulation 1371/2007 on rail passengers' rights and obligations provides that railway undertakings and ticket vendors shall provide passengers with travel information and information about the accessibility of services, infrastructure and facilities.

Improving accessibility and information about accessibility (in line with relevant EU legislation on passenger' rights) at transfer points between modes (e.g. stations, airports, coach stations, connections between TEN-T and urban transport infrastructure) is also a key element in this regard.

The proposed actions shall contribute to these objectives according to the article 37 of the TEN-T Guidelines.

Specific objectives

- Enabling passengers with disabilities and passengers with reduced mobility to plan their train journey across Europe and to assess if they can use a particular station.
- Promoting projects enhancing accessibility during construction, upgrading and renewal of stations, in compliance with the Commission Decision 2008/164/EC.
- Supporting the creation of inter-modal transport chains, accessible to passengers with disabilities and reduced mobility; this would include intermodal information, actions to remove missing links between different modes of transport.

3.3.3. Actions implementing transport infrastructure in nodes of the core network, including urban nodes

General objective

The provisions of the TEN-T Guidelines (Article 30) and their connection with the EU policy objectives towards competitive and resource-efficient urban mobility as set out in COM(2013)913 provide a sound basis for enhancing TEN-T-related transport in urban areas

5 Decision 2008/164/EC of 21 December 2007 concerning the technical specifications of interoperability relating to « persons with reduced mobility in the trans-European conventional and high speed rail systems

(transfer between modes, through traffic, last mile). This contributes to lower carbon emissions and higher service quality.

Specific objectives

- Enhancing TEN-T related traffic in urban areas (transfer between modes, through traffic, last mile) as complement to the Multi-Annual Work Programme;
- Integrated planning and organisation;
- Development / testing of new concepts concerning the integration of urban nodes into TEN-T corridors;
- Development of urban nodes providing interface between rail and road (bus coach).

3.3.4. Connections to and development of multimodal logistics platforms

General objectives:

Multimodal logistics platforms cover maritime ports, inland ports, airports and rail-road terminals, as per the definitions of the TEN-T Guidelines. This priority covers all connections by road, rail and inland waterways to these logistic platforms.

Specific objectives:

Providing for effective interconnection and integration of the infrastructure, including where necessary through access infrastructure and so called “last mile” connections

4. RESULTS EXPECTED

The implementation of the 2014 Annual Work Programme aims at contributing to the realisation of the transport core network by 2030 and of the comprehensive network, thereby further enhancing the effectiveness and visibility of the trans-European transport network, while promoting growth and job creation, in line with Europe 2020 strategy. It is expected that the granting of support on the basis of this programme will contribute to the timely and efficient completion of a number of TEN-T projects in their entirety or in significant parts, will support the realisation of a robust and resource efficient European transport system, including connections with third countries, and will contribute to addressing climate change.

The actions which will be completed with financial assistance allocated under the 2014 call will directly contribute to the achievement of important transport policy objectives, such as: the establishment of major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market; the optimal use of existing infrastructure capacities; improving the safety and reliability of the network; enhancing accessibility of peripheral areas of the EU; facilitating congestion relief on rail infrastructure and more balanced modal distribution; and savings in terms of the environmental effects of transport, in particular contributing to addressing climate change.

Granting of financial assistance to these actions should help to reach important milestones marking the way towards the completion of the trans-European transport network, as approved by the European Parliament and the Council. Union funding should help to mobilise as much public and private financing as needed to meet the challenging timetables.

5. TIMETABLE FOR THE ANNUAL CALLS FOR PROPOSALS 2014 AND INDICATIVE AMOUNTS AVAILABLE

Objective	Priority	Calls (indicative date of publication)	Indicative amounts Under general envelope
Removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections	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	1 September 2014	€75 million
	Projects on the Comprehensive Network (railways, inland waterways, roads, maritime and inland ports)	1 September 2014	€250 million
	Projects to connect the trans-European transport network with infrastructure networks of the neighbouring countries	1 September 2014	€40 million
Sub-total			€765 million
Ensuring sustainable and efficient transport systems in the long run, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety	Deployment of new technologies and innovation, other than those covered by the multiannual Work Programme	1 September 2014	€20 million
	<i>Freight Transport Services</i>	1 September 2014	€25 million
	Actions to reduce rail freight noise, including by retrofitting of existing rolling stock	1 September 2014	€20 million
Sub-total			€65 million

Objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures	Telematic applications systems other than those covered by the multiannual Work Programme	1 September 2014	€55 million
	Actions for better accessibility to transport infrastructure for disabled persons	1 September 2014	€10 million
	Actions implementing transport infrastructure in nodes of the Core Network, including urban nodes	1 September 2014	€25 million
	Connections to and development of multimodal logistics platforms	1 September 2014	€10 million
Sub-total			€100 million
TOTAL			€30 million

The total amount available for grants on the basis of the annual work programme in the field of the trans-European transport network shall lie within a range of 15-20% of the financial envelope of €26.250 billion reserved for transport for the period 2014-2020, as identified in Article 5 of the CEF Regulation.

Of each budget line an amount up to 0.1% and no more than EUR 1,000,000 is earmarked for experts involved in the evaluation of proposals (Article 204 FR).

The above breakdown is indicative; therefore budget transfer between priorities, under the same budget line, is allowed (provided it is announced in the call for proposals).

6. ELIGIBILITY CRITERIA

6.1. Eligible applicants

Only written applications submitted by legal persons of private or public law or bodies or entities which do not have legal personality under the applicable national law, provided that their representatives have the capacity to assume legal obligations on their behalf and offer a guarantee for the protection of the Union's financial interests equivalent to that offered by legal persons constituted and registered in a Member State are eligible for EU financial support.

Applications must be presented by:

- one or more Member States, and / or
- with the agreement of the Member States concerned, by international organisations, joint undertakings, or public or private undertakings or bodies or entities established in Member States.

Project proposals submitted by natural persons are not eligible.

Third Countries may participate in projects of common interest and receive financial assistance where this is indispensable to the achievement of the objectives – especially those set out under point 3.1.3 of this work programme – and duly justified. In such cases, applications may be presented by entities established in third countries or third countries, with the agreement of a Member State.

The Commission services reserve themselves, the right to requalify a project proposal, received under this work programme, to another priority under this work programme or a priority under the multi annual work programme 2014.

6.2. Eligible projects

6.2.1. Common interest

Only projects which can be identified as projects of common interest identified in the TEN-T Guidelines may receive Union financial assistance. The projects have to comply with the following provisions of Art 7 of the TEN-T Guidelines:

- (1) contribute to the objectives falling within at least two of the four categories set out in Article 4 of the TEN-T Guidelines;
- (2) comply with Chapter II and, for core networks, Chapter III of the TEN-T Guidelines;

(3) be economically viable on the basis of a socio-economic cost-benefit analysis⁶;

(4) demonstrate European added value.

For the assessment of (3), a project which concerns a part or section of a larger project of common interest may be covered by a socio-economic cost-benefit analysis for this larger project of common interest. For projects in Member States eligible to the Cohesion Fund, the use of the Cohesion Policy methodology⁷ for cost-benefit analysis is recommended.

6.2.2. Compliance with the Union Law

The granting of Union financial assistance to projects of common interest is conditional upon compliance of the project with relevant Union law⁸ inter alia concerning interoperability, environmental protection⁹, competition and public procurement.

6.2.3. Other sources of financing

No Union financial assistance shall be awarded for parts of projects receiving funds from other sources of Union financing, without prejudice of the Article 15(4) of the CEF regulation.

6.2.4. Independence of works / studies

A proposal must address either works or studies (or services – ref. Articles 21 and 32 of Guidelines), within the meaning of Article 2(5) and (6) of the CEF Regulation. Proposals may combine studies and works as long as the respective activities and related budget are clearly defined and separated.

6.2.5. Eligibility of costs

In accordance with Article 8(2) of the CEF Regulation and by exception from the second subparagraph of Article 130(1) of the Financial Regulation, costs incurred as of 1 January

⁶ According to Article 10(6) of the CEF Regulation the amount of financial assistance granted to a project shall be modulated based on a cost-benefit analysis of each project, the availability of Union budget resources, and the need to maximise the leverage of Union funding. Consequently, all the project proposals for 'works' must be accompanied by a cost-benefit analysis proposing the co-funding rate requested for the project, while taking into account the maximum funding rates stipulated in the CEF Regulation. Member States shall be asked to use a recognised methodology and in particular the Cohesion Policy methodology as far as the projects funded from the Cohesion envelope of the CEF are concerned.

⁷ http://ec.europa.eu/regional_policy/sources/docgener/guides/cost/guide2008_en.pdf A new guide will be prepared for the period 2014 -2020 and will be made available in the first quarter of 2014.

⁸ According to Article 23 of the CEF Regulation

⁹ In particular the EIA (Directive 2011/92/EU), SEA (Directive 2001/42/EC), Habitats (Directive 92/43/EEC) and Birds Directives (Directive 2009/147/EC) , as well as the Water Framework Directive (Directive 2000/60/EC) (these exact references – number and title - of these legislations should be given)

2014 may be eligible for the grants awarded under the present work programme, provided that:

- The applicant demonstrates the need for starting the action as of 1 January 2014;
- The action is not completed when the grant is awarded.

6.3. Grounds for Exclusion

In the call for proposals the Commission will draw applicants' attention to Articles 106 to 109 and Article 131 of the Financial Regulation, as well as to Article 141 of the Rules of Application.

7. SELECTION CRITERIA

The applicant(s) must have access to solid and adequate funding sources, so as to be able to maintain activities for the period of the project funded and to co-finance the project. The applicant(s) must have the professional skills and qualifications required to complete the proposed Action.

The verification of the financial and operational capacity does not apply to applicants which are a Member State, a public sector body (i.e. regional or local authority, body governed by public law or association formed by one or several such authorities or one or several such bodies governed by public law, in particular Joint Undertaking in line with eligibility criteria established under Article 187 of the Treaty on the Functioning of the European Union, international organisation¹⁰) or a European Economic Interest Grouping (EEIG) established in line with Council Regulation (EEC) N° 2137/85 of 25 July 1985 and 100% owned by public body(ies).

7.1. Financial capacity

The applicant(s) must have the financial capacity to complete the action for which the grant is sought and will provide their financial statements certified by an external auditor for the last financial year for which the accounts have been closed with the application.

7.2. Operational capacity

The applicant(s) must have the operational and technical capacity to complete the project for which the grant is sought and must provide appropriate documents attesting to that capacity.

¹⁰ According to article 43 (2) of the Rules of Application, international organisations are:
(a) international public sector organisations set up by intergovernmental agreements, and specialised agencies set up by such organisations;
(b) the International Committee of the Red Cross (ICRC);
(c) the International Federation of National Red Cross and Red Crescent Societies;

Information submitted by applicants who benefited from TEN-T support as from 2004 may be taken into account in the evaluation of these applicants' operational capacity.

8. AWARD CRITERIA

Only proposals compliant with the eligibility and selection criteria will be evaluated against the award criteria. A decision to grant EU financial assistance shall take into account, inter alia, the following general award criteria:

- the European added value as defined in Art 3(d) of the TEN-T Guidelines;
- removal of bottlenecks, enhancing rail interoperability, bridging missing links and improving cross-border sections as stipulated in the CEF Regulation;
- the maturity of the action in the project development;
- soundness of the implementation plan proposed;
- stimulating effect of the Union support on public and private investment, when applicable;
- the need to overcome financial obstacles, such as the lack of market finance;
- when applicable, the economic, social, climate and environmental impact, and accessibility;
- the cross-border dimension, when applicable.

Within the scope of the global objectives herewith established, additional non-essential specific criteria may be set out in the text of the call for proposals.

Upper and / or lower thresholds of EU financing may be recommended in the calls for proposals or accompanying documents.

9. MAXIMUM POSSIBLE RATE OF CO-FUNDING¹¹ FOR GRANTS

The amount of EU financial assistance in the form of grants shall not exceed the following rates:

- (a) with regard to grants for studies, 50% of the eligible costs;
- (b) with regard to grants for works:
 - i. for railway networks, and road networks 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: 20% of the eligible costs; the funding rate may be increased to a maximum of 30% for actions

¹¹ According to Article 10(2) of the CEF Regulation

addressing bottlenecks and to 40% for actions concerning cross-border sections and actions enhancing rail interoperability;

- ii. for inland waterways: 20% of the eligible costs; the funding rate may be increased to a maximum of 40% for actions addressing bottlenecks and to a maximum of 40% for actions concerning cross- border sections;
 - iii. for inland transport, connections to and the development of multimodal logistics platforms including connections to inland and maritime ports and airports, as well as the development of ports: 20% of the eligible costs;
 - iv. for actions to reduce rail freight noise including by retrofitting existing rolling stock: 20% of the eligible costs;
 - v. for better accessibility to transport infrastructure for disabled persons: 30% of the eligible cost of adaptation works, not exceeding in any case 10% of the total eligible cost of works;
 - vi. for actions supporting new technologies and innovation for all modes of transport: 20% of the eligible costs;
 - vii. for actions to support cross-border road sections: 10% of the eligible costs;
- (c) with regard to grants for telematic applications systems and services:
- i. for telematic applications systems, freight transport services and secure parking on the road core network: 20% of the eligible costs.