Work Package 4

Activity 4.4

- Toolbox Guidelines -

Recommendations for regional (national)

implementation of the TEN-T Guidelines

June 2015

FDT – Association of Danish

Transport and Logistics Centres

Agne Vaicaityte

Kent Bentzen

Michael Stie Laugesen

Activity 4.4 – Toolbox Guidelines

These are the guidelines and recommendations, which regions and local administrations can utilise in their work with the TEN-TaNS Tool-box and the process of preparing an application for TEN-T funding. The guidelines are structured around the following steps:

- *Step 1* presents prioritised components of TEN-T Network;
- *Step 2* relates to the relevance of the Action with regards to the priorities of the TEN-T Core and Comprehensive Networks in the North Sea Regions;
- *Step 3* gives an overview of funding availabilities of the Multi-Annual and Annual Calls for Proposals 2014, where the tendency of the financing rates can be recognised;
- *Step 4* points out main parameters, which have a high value when proposing the Action;
- *Step 5* relates to the information on other financial assistance.

Following these steps can help to recognise the fields where to focus investments and services development and increase regional and local influence on upgrading TEN-T infrastructure and services.

STEP 1: Contribution to the TEN-T Network

Priority is given to Actions on the following components of TEN-T Network:

1. **The Core Network Corridors**, as described in Part I.2 of Annex I of Regulation (EU) No 1316/2013 (link), as well as contribution or links to it;
2. **Other Sections on the Core Network**, as described in Part I.3 of Annex I of Regulation (EU) No 1316/2013 (link);
3. **Other Sections on the Core Network**, not covered by Annex I mentioned above, but as described in Chapter III, Articles 38-41 and shown in Annex I-II of Regulation (EU) 1315/2013 (link);
4. **Comprehensive Network**, as described in Chapter II, Articles 9-37 and shown in Annex I-II of Regulation (EU) 1315/2013 (link).

TEN-T Network maps of Roads, Freight Rail, Inland Waterways and Ferry routes within the North Sea region are given below.

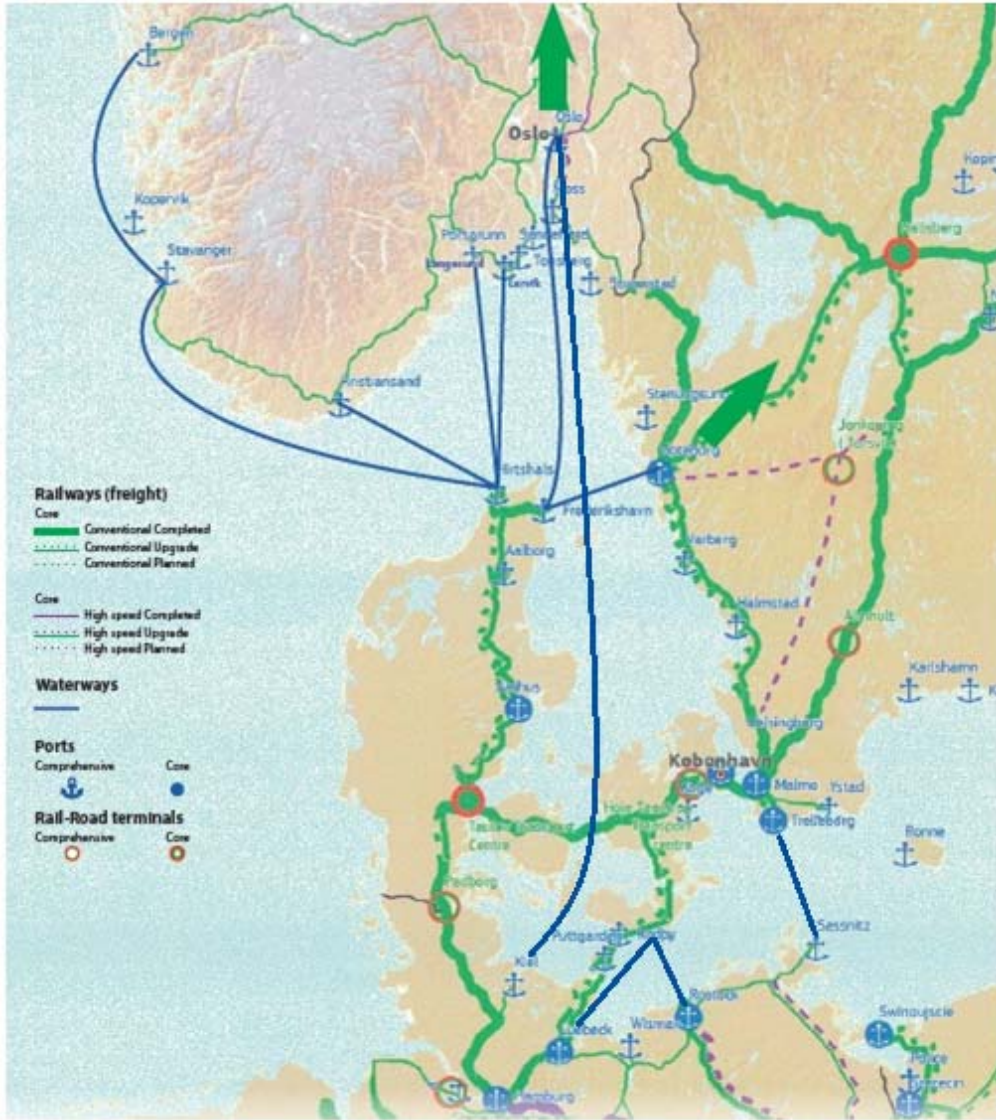**Roads, Ports, Rail-Road Terminals**
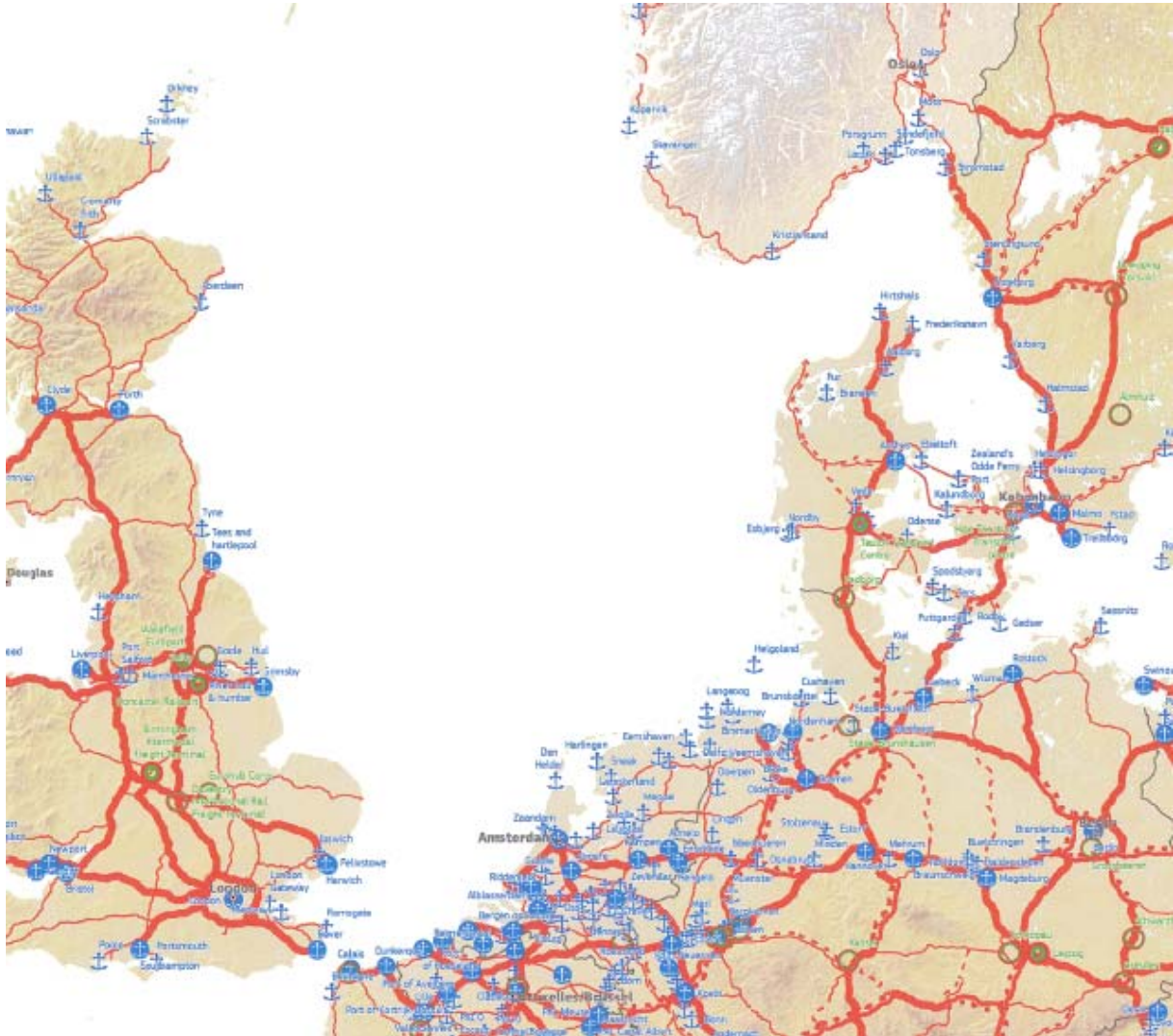
Freight Rail, Ports, Rail-Road Terminals
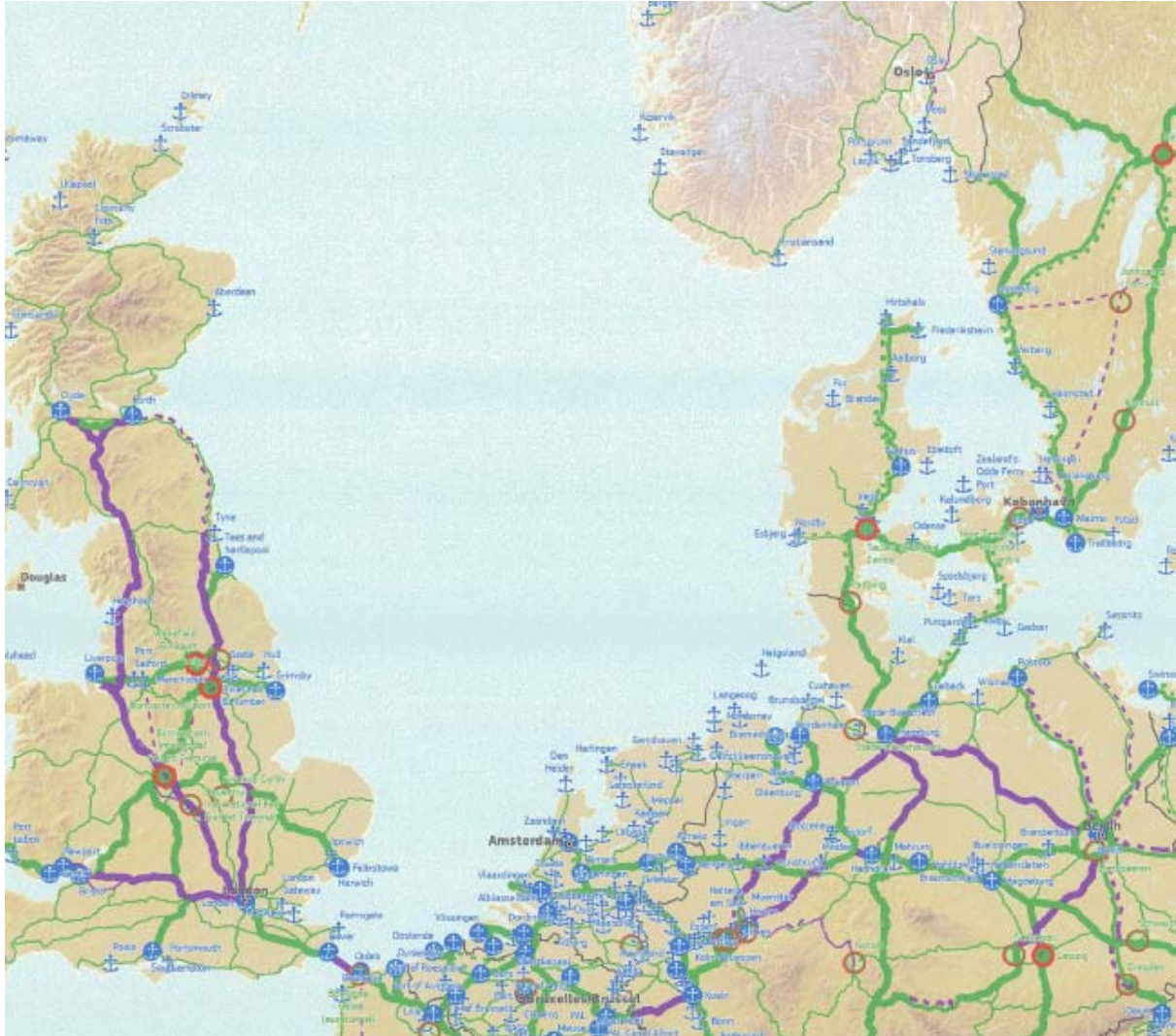
Inland Waterways, Ports

Ferry Routes

STEP 2: Relevance in the NSR

These are the combinations from the TEN-TaNS Toolbox, including the six transport modes and the six identified clusters, where the 7 North Sea Regions have significant responsibilities and thus investments are most relevant.

Cluster / Mode	Sustainability & Efficient Logistics	Nodes & Connections	Urban Nodes	Maritime	Road Infrastructure	Mitigation
Road	11	2	4	3	10	4
Maritime	10	7	2	3		1
IWW	9	1	3	3		2
Rail	7	1	5	3	1	
Multimodal	7	6	3			
Air	7	5	2			1

A few examples of the most significant combinations are given below.

The combination "Road – Sustainability & Efficient Logistics" covers the use of the road elements of the comprehensive network infrastructure to improve the sustainable use of transport including for regional and local traffic and urban freight delivery reducing carbon dioxide emissions and other negative environmental impacts through the use of new technology, ITS, telematics, energy supply, energy efficiency, alternative fuels, and other means to achieve safety and environmental goals. Several examples of this combination: *Deployment of electric charging infrastructure in Denmark* and *Parking Space Management for Trucks in the Port of Hamburg*.

The combination "Road – Road Infrastructure" includes the road transport infrastructure of the TEN-T core and comprehensive network including all enroute infrastructure between nodes and in particular secure rest areas. *Secure Rest Places in Denmark* is an example under this combination.

STEP 3: Relevant Funding Availabilities

These are the funding opportunities from Multi-Annual Calls for Proposals (MAP) 2014 and Annual Calls for Proposals (AP) 2014 (closing on 26 February 2015), where fields of interest can be recognised under different priorities and the tendency of the financing rates can be seen.

Objective	Priority, MAP	Mln. €	Priority, AP	Mln. €
Bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross border sections	Projects on the Corridors of the Core Network	5500	Projects on the Core Network (railways, inland waterways and roads; connections to inland and maritime ports and airports; development of ports)	475
	Projects on the other sections of the Core Network	250	Projects on the Comprehensive Network (railways, inland waterways, roads, maritime and inland ports)	250
	European Rail Traffic Management Systems (ERTMS)	200	Projects to connect with neighbouring countries	40
	Rail interoperability	50		
Ensuring sustainable and efficient transport systems in the long run, as well as enabling all modes of transport to be decarbonised	New technologies and innovation in all transport modes	160	New technologies and innovation, other than those covered by the MAP	20
	Safe and Secure infrastructure	90	Freight Transport Services	50
			Reduction in rail freight noise	20
Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures	Single European Sky – SESAR	300	Telematic applications systems other than those covered by the MAP	55
	River Information Services	25	Accessibility to transport infrastructure for disabled persons	10
	Intelligent Transport Services for road (ITS)	70		
	Motorways of the Sea (MoS)	250		
	Transport infrastructure in the Core Network nodes, including urban nodes	50	Transport infrastructure in the Core Network nodes, including urban nodes	25
	Connections to and development of multimodal logistics platforms	55	Connections to and development of multimodal logistics platforms	10

The funding rates in the transport sector are given in paragraph 2 of Article 10 of Regulation (EU) No 1316/2013 (link). The funding rate may be increased up to 10 percentage points over the percentages laid down in the mentioned paragraph 2, for actions with synergies between at least two of the sectors covered by the CEF, i.e. transport-telecommunications or transport-energy sectors.

STEP 4: Parameters Raising the Value of Action

The following parameters essentially relate to the relevance of the proposed Action to CEF policy objectives and its Union dimension, and therefore a focus on addressing these parameters should be considered:

1. **Synergies** across the different CEF sectors and/or other EU programmes, notably Horizon 2020.
2. **Contribution** to the EU documents, of which the main recognised ones are:
   a. Europe 2020 (link);
   b. White Paper: Roadmap to a Single European Transport Area (link);
   c. Clean Power for Transport (link);
   d. Ports: an Engine for Growth (link).
3. **Cross border issues** and **bottlenecks** of the Core Network.
4. **EU added value**.
5. Local **socio-economic benefits**.

STEP 5: Other Financial Assistance

There are opportunities for financial assistance provided under other Union law, including:

1. The Cohesion Fund;
2. The European Regional Development Fund (INTERREG);
3. Horizon 2020;
4. European Investment Bank (EIB), project bonds.