

Road transport and multimodal freight terminals cluster





4) Roads and multimodal freight terminals projects on the Core and Comprehensive Networks

(CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN)

Works / Studies / Mixed

Projects to be supported in **Roads**:

- pre-identified road links stipulated in the CEF Regulation, with a priority to cross-border Core network links
- components of the TEN-T road network located in a Member State with no land border with another Member State

Road access and connections to the terminals will not be supported, except for projects located in Member States with no land border with another Member State.

In addition to the TEN-T road safety requirements projects must comply with the road infrastructure safety management and minimum safety requirements for tunnels directives, where applicable.

Projects addressing the core network may include up to 10% of their total eligible cost elements on the comprehensive network, when necessary for the optimisation of the investment. They must be singled out in separate WP.

Maximum co-funding rates:

Cohesion envelope: 85%



Roads and multimodal freight terminals projects on the Core and Comprehensive Networks

(*CEF-T-2024-CORECOEN, CEF-T-2024-COMPCOEN*)

Works / Studies / Mixed

Projects to be supported in multimodal freight terminals:

- construction and upgrade of multi-modal freight terminals, including rail-road terminals and terminals along inland waterways as listed in Annex II to the revised TEN-T Regulation:
 - connecting or siding tracks and adaptations for 740 m train length
 - vehicle and container waiting areas
 - power connections, electrification and adaptations for reduction of power use, if needed in a larger context of the project
 - clean transshipment equipment for intermodal loading units (e.g. zero-emission reach stackers, gantry cranes etc.)
 - ICT equipment/applications

Support will not be given to buildings, storage and warehouse facilities. Works projects may include on-site renewable energy generation (synergetic element) that is primarily used for terminal activities.

Infrastructure and equipment for bulk cargo terminals can be supported only in the context of the Solidarity Lanes.

Maximum co-funding rates:

Cohesion envelope: 85%



European
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Mobility and Transport



5) Intelligent Transport Systems for road (ITS)

(*CEF-T-2024-SIMOBGEN*)

(*CEL-L-2024-SIMOBGEN*)

Works / Studies /
Mixed

Projects to be supported:

- deployment and/or upgrade of ITS infrastructure and services in compliance with the priority areas of Directive 2010/40/EU, amended by Directive (EU) 2023/2661 (incl. upgrade of eCall and NAPs)
- deployment of C-ITS stations to provide C-ITS services based on the hybrid communication approach defined in the European C-ITS Strategy and:
 - compatibility with the specifications developed by the C-ROADS platform and interoperability with existing C-ITS stations deployed in accordance to those specifications has to be ensured;
 - C-ITS deployments should be in line with Security Certificate Policy for deployment and Operation of European C-ITS

Maximum co-funding rate:

General envelope: 50%



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6) Support to Member States for the development and implementation of IT platforms in accordance with the Regulation on electronic freight transport information (eFTI) (Reg. EU No 2020/1056) (CEF-T-2024-SIMOBGEN)

Projects to be supported:

- Development of any or all of the components of the IT systems/platforms to be used by the competent authorities to access and process information electronically in accordance with the provisions of the eFTI Regulation and its implementing and delegated acts, including
 - Pilot testing of exchanges with IT platforms of the economic operators (when adapted to meet the specifications for eFTI platforms in line with eFTI implementing and delegated acts*)
 - Knowledge and good practice sharing with other Member States, including technical implementation guides and open source software
 - Communication measures aimed at awareness raising and training of responsible officials in the competent authorities concerned

* Remaining acts to be adopted in the course of 2025

Maximum co-funding rate:

General envelope: 50%



7) Safe and secure parking infrastructure

(*CEF-T-2024-SAFEMOBGEN, CEF-T-2024-SAFEMOBCOEN*)

Projects to be supported:

- development of new safe and secure parking areas to be certified in accordance with Delegated Regulation (EU) 2022/1012
- upgrade of safety and security of existing parking areas certified or to be certified in accordance with Delegated Regulation (EU) 2022/1012
- optimisation of the use of existing safe and secure parking areas through static and dynamic information in accordance with Delegated Regulation (EU) 2013/885

Project not located directly on the road TEN-T network or on one of its nodes, has to justify its utility for the functioning of the TEN-T network.

Only elements set out in the service and security standards of the Delegated Regulation (EU) 2022/1012 will be supported.

Maximum co-funding rates:

General envelope: 50%

Cohesion envelope: 85%

8) Road safety (CEF-T-2024-SAFEMOBCOEN)

Projects to be supported:

- upgrade of existing road sections of the Core and Comprehensive network with poor safety rating or high accident occurrence, with a view to increasing their safety:
 - Systemic improvements to the in-built safety of roads
 - Only if the intervention is based on findings of the road safety inspections or of the network-wide road safety assessments in accordance with Directive 2008/96/EC as amended by Directive (EU) 2019/1936
 - Implementation of measures identified during the network-wide road safety assessment
 - Upgrades of 'hot-spots' as identified in the network-wide road safety assessment
 - Deploying digital information systems for the safe road and road tunnel use and / or enforcement purposes
 - only if it has the purpose of improving of road safety and tunnel safety or if it helps authorities in enforcing road safety
- Not supported:
 - ✓ new road infrastructure

Maximum co-funding rate:

Cohesion envelope: 85%