

## **FACT SHEET Priority axis PA2\_Improve sustainable cross-border mobility and remove bottlenecks (Cooperating on accessibility)**

**Investment priority 7/b: Enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes**



### **Results that the Member States seek to achieve with Union support**

**Mobility** is a key condition of cross-border cooperation, affecting almost all aspects of cooperation. The establishment of the integrated and harmonized multimodal transport network (both passenger and freight) foreseen in the vision, however, requires major investment and also considerable time to create. The programme can act as a catalyst: through the supporting the preparation of major transport investments of key importance and the development of selected small sections of transport routes, it can contribute to **improved access to TEN-T networks<sup>1</sup> from peripheral settlements in the neighbourhood of the state border**, better connection of small villages and the one to larger cities, as well as improvements in road safety.



### **Focus of interventions:**

In order to improve cross-border mobility, further development of the road infrastructure cannot be neglected. Road development, however, needs to rely on a strategic approach assumed by the competent authorities in the field.

Given the relatively modest funding available, the programme can only support developing a small number of road links that truly enhance cross-border mobility through improving the connections between secondary or tertiary nodes and the TEN-T core and comprehensive network.

*Secondary nodes* are the branching or crossing points of the core and comprehensive networks, they represent cities (at least of regional importance) and/or multimodal connections.

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<sup>1</sup> Map indicating the core and comprehensive TEN-T networks is available in the Interreg V-A RO-HU Programme' Annex no. X.

*Tertiary nodes* are urban areas (regional towns, towns, cities) providing jobs and public and private services (schools, health or social care, employment services, banks) beyond their administrative boundaries and/or places of multimodal nodes.

Source: EC letter “Clarification on building infrastructure in programming logic for 2014-2020 CBC programmes” (COM to Slovakia, March 2014)



### Indicative actions:

Indicative actions are designed to improve the access of inhabitants of the cross-border region to core and comprehensive TEN-T network<sup>2</sup>.

Support to building, modernization and upgrading of roads<sup>3</sup> with cross-border impact to improve the opportunities for trans-boundary mobility. In line with the relevant Ip, the development of roads only with direct link from secondary and tertiary nodes to TEN-T networks may be supported under this action.

In implementing the proposed interventions road safety aspects will be fully taken into account in all road infrastructure projects, in line with the relevant national legislations.



### Types of activities:

- ✓ Preparation of particular investment: elaboration of studies, analyses, feasibility studies, technical plans, obtaining necessary authorisations / certificates / permits / licences.

*NOTE: Investments related to such studies should have a reasonable likelihood of being implemented by identifying possible sources of funding. They shall also be part of the strategic planning for transport in the eligible area.*

<sup>2</sup> The new TEN-T Guidelines define a dual layer approach to the trans-European transport network. The basic layer, or “Comprehensive Network”, should ensure accessibility of all regions of the Union. It includes road, rail, inland waterways, maritime and air infrastructure network components, as well as the connecting points between the modes. The Comprehensive Network features minimum infrastructure standards, set out in the TEN-T Guidelines that aim at interoperability wherever necessary for seamless traffic flows across the network. All European citizens and economic operators would then be able to access the Core Network, via this Comprehensive Network, at comparable terms. The second layer, the “Core Network” is constituted of the strategically most important parts of the Comprehensive Network, identified according to a specific methodology, transparently and coherently applied and on which project development and implementation will be supported with priority.

<sup>3</sup> *Modernization/upgrade* of roads is eligible, but not rehabilitation. However, in case the related infrastructure will become of a superior category as a direct result of the intervention, please be advised that the interpretation of the EC is that a new road is built, and therefore the whole intervention only become eligible as *construction*. Please bear in mind that this is relevant for distinguishing between the object of the two output indicators for Ip 7/b.

- ✓ Construction, upgrading / modernization of roads with cross-border impact, providing or improving direct access of secondary and tertiary nodes to TEN-T core or comprehensive network and related infrastructure (also taking into account improving the conditions and safety of cycling, where possible).

*NOTE: Please bear in mind that, in compliance with the approved CP, any newly built cross-border infrastructure will become operational right after the completion of the project and shall remain operational at least for 5 years.*

*Selection of projects that include cross-border road infrastructure is conditioned by a prior bilateral agreement with the commitment of the Member States to set up Schengen-compatible border-crossing checkpoints (or other existing solutions according to the legislation in force at the time of submission of the project applications) at the completion of any such projects and to operate it for at least 5 years or until the enlargement of the Schengen zone.*

**NO SUPPORT will be provided to projects envisaging exclusively *preparation* of particular investments under this Call.**

**When designing your project, please keep in mind that the scope of the project and the related activities will have to ensure the fulfilment of the programme's specific objective related to the *Enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes*, in a way that will improve access and mobility and contribute to the overall growth of the targeted area.**

**Thus, only roads that demonstrably improve direct access of secondary and tertiary nodes to TEN-T core or comprehensive network are eligible for support.**



#### List of potential beneficiaries:

- ✓ Local and county governments / administrations and their institutions
- ✓ Road Management Authorities
- ✓ National organizations responsible for transport infrastructure development



#### Target groups:

People living in the eligible area.



## Methodology for defining and calculating the OUTPUT indicators:

### Summary of key information

**The indicative number of flagship projects that may be supported under this Ip is 1!**

<i>ERDF funds allocated</i>	EUR 13,925,083
<i>Total available budget</i>	EUR 16,382,451
Indicators	Assumed proportion of allocation
7/b 1	60% of total allocation
7/b 2	40% of total allocation

Categories of intervention:

Code	Amount (€)
<b>030. Secondary road links to TEN-T road network and nodes (new build)</b>	8,355,050.00
<b>034. Other reconstructed or improved road (motorway, national, regional or local)</b>	5,570,033.00

For measuring the outputs under this Ip, 2 output indicators have been identified - one measuring the *total length of newly built road*, the other one measuring *total length of reconstructed or upgraded road*. Both are common output indicators.

ID Indicator	Measurement unit	Target value (2023)
<b>7/b 1 Roads: Total length of newly built roads</b>	Km	16

The unit cost of road construction may differ depending on the type of road, the track of the road to be developed.

**Considering the 60% financial allocation for the indicator 7/b 1, the average total cost per km of newly built roads should be of approximately EUR 600,000.00.**

This indicator measures the length of roads (in kilometres) constructed by the project where no road existed before, or the capacity and quality of the previously existing local/secondary road is significantly improved to reach a higher classification (e.g. national road or equivalent); in this case the road certainly cannot be counted under indicator *"Total length of reconstructed or upgraded roads"*.

ID Indicator	Measurement unit	Target value (2023)
7/b 2 Roads: Total length of reconstructed or upgraded roads	Km	18

The unit cost of road reconstruction and upgrading may differ depending on the type and condition of the existing road to be improved.

**Considering the 40% financial allocation for the indicator 7/b 2, the average total cost per km of reconstructed or upgraded roads should be of approximately EUR 350,000.00.**

This indicator measures the length of roads where the capacity or quality of the road (including safety standards) was improved. If the upgrade is significant enough for the road to qualify as new road, it will be counted under *"Total length of newly built roads"* and not under this indicator (see above).



### Methodology for defining and calculating the RESULT indicators:

**It is mandatory to mention in your application form, how the output indicators will contribute to the achievement of the result indicators of the programme. The result indicator for this Ip is:**

Specific objective	S07/b - Improved cross-border accessibility through connecting secondary and tertiary nodes to TEN-T infrastructure					
Indicator	Measurement unit	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
Cross-border population	Number of inhabitants	356,076.00	2014	446,424.00	Project monitoring,	2019, 2021,

served by modernized infrastructure leading to TEN-T					National Statistical Offices: KSH, INS	2023
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### **Definition of the indicator:**

The indicator is the total number of the inhabitants served by the modernized infrastructure leading to the TEN-T network. In calculating the baseline and target value of the indicator we take into account all the inhabitants of all settlements that are either located on the modernized road section, or are located within 3 km distance from the modernized road section.

### **Relation to the specific objective and actions:**

The specific objective under this Ip is “Improved cross-border accessibility through connecting secondary and tertiary nodes to TEN-T infrastructure”. Improved cross-border accessibility requires modernized infrastructure available to the cross-border population – so the proposed result indicator “Cross-border population served by modernized infrastructure leading to TEN-T” has a direct connection to the specific objective and properly measures its attainment.

Eligible actions include the reconstruction / upgrading of existing roads and the constructions of new roads. As a result of reconstructing / upgrading existing road sections and building new road sections, more people in the eligible area will be served by modernized infrastructure, and for them these interventions improve cross-border accessibility of TEN-T network elements.