

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

**Investment priority 7/c: Developing and improving environmentally-friendly (including low noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility**



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

The interventions foreseen are expected to improve the conditions and thus increase the role of cross-border public transport. Altogether, the actions are expected to result in an increase in the proportion of passengers using public transport, bicycle transport, and facilitate a gradual shift towards more sustainable (low emission and low noise) forms of cross-border transport.

The actions will also make an important contribution towards the horizontal principle of sustainable development through contributing to the reduction of transport-related GHG emissions and other negative environmental impacts.



### **Focus of interventions:**

Public transport development (including timetable harmonization, establishment of cross-border public transport links between major settlements of the eligible area), enhancing multimodal transport by creating links between various transport modes. The programme only supports preparation measures related to cross-border infrastructure under this Ip.



### **Indicative actions under this Call:**

#### ***Development of cross-border public transport services***

Support to improving the key conditions of environment-friendly forms of public transport. The focus of activities is the improvement of road-based (bus) public transport, including the

purchase of environment-friendly vehicles, development of complementary facilities (like charging stations), provision of non-fossil fuel for the vehicles, as well as the development or improvement of cross-border roads to eliminate bottlenecks. Support can only be provided to projects that directly serve cross-border public transport.

*Compliance shall be ensured with the provisions of Regulation (EC) No. 1370/2007 of the European Parliament and of the Council on public passenger transport services by rail and by road and repealing Council Regulations (EEC) No 1191/69 and 1107/70.*



### Types of activities for this Call:

- ✓ Preparation of particular investments: elaboration of studies, analyses, concepts, technical / design documentation, elaboration of recommendations concerning legal administrative bottlenecks hampering cross-border mobility

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

- ✓ Development of cross-border intelligent transport system, passenger information system, on-line schedule, e-ticketing, mobile apps, common tariff systems<sup>1</sup>
- ✓ Development and integration of cross-border public transport services<sup>2</sup>
- ✓ Investment into public transport related infrastructure (e.g. low emission vehicles, bus)
- ✓ Innovative solutions to improve cross-border public transport and reducing transport-related emission
- ✓ Construction, upgrading / modernization of roads, bicycle roads, path or lane, also by using existing infrastructure elements, where appropriate (e.g. dams, agricultural roads, etc.)

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

<sup>1</sup> Compliance shall be ensured with the provisions of Regulation (EC) No. 1370/2007 of the European Parliament and of the Council on public passenger transport services by rail and by road and repealing Council Regulations (EEC) No.s 1191/69 and 1107/70

<sup>2</sup> Idem No.1.

**Also, please keep in mind that any newly built cross-border infrastructure will become operational right after the completion of the project and will remain operational at least for 5 years.**

**Therefore, selection of projects that include cross-border road infrastructure should be conditional to 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<sup>3</sup>.**



### List of potential beneficiaries:

- ✓ Local and county governments / administrations and their institutions
- ✓ National organization responsible for transport infrastructure development
- ✓ Road Management Authorities
- ✓ State owned transport companies
- ✓ Water Management Authorities
- ✓ National / Natural Parks administrations
- ✓ Non-governmental organisations
- ✓ Microregional associations
- ✓ Regional and county development agencies
- ✓ Management organisations of Euroregions
- ✓ EGTC



### Target groups:

People living in the eligible area.

<sup>3</sup> This paragraph shall apply to planned cross-border roads where no actual border crossing is available.



## Methodology for defining and calculating the OUTPUT indicators:

### Summary of key information

<i>ERDF funds allocated</i>	EUR 15,821,167
<i>Total available budget</i>	EUR 18,613,138
<i>ERDF funds allocated for this Call</i>	EUR 8,360,918.00
<i>Total available budget under this Call</i>	EUR 9,836,374.12

### Categories of intervention

Code	Amount (€)
<b>043. Clean urban transport infrastructure and promotion (including equipment and rolling stock)</b>	8,360,918.00
<b>044. Intelligent transport systems (including the introduction of demand management, tolling systems, IT monitoring control and information systems)</b>	

For measuring the outputs under this Ip, 2 output indicators have been identified; one measuring the *number of cross-border public transport services improved*, while the other measures the *total length of newly built bicycle road*. For this Call, the first one is relevant and follows the logic of the common output indicator **“Number of cross-border public transport services developed / improved”**.

ID Indicator	Measurement unit Number	Target value (2023)
<b>7/c 1 Number of cross-border public transport services developed / improved (programme specific output indicator)</b>	at Programme level	20
	under this call	13

This indicator measures those cross-border public transport services the quality of which improves as a result of the interventions, as well as the establishment of new cross-border services. These services may be of different nature: any service that improves cross-border public transport (including physical improvements like bus stations or stops, *park and ride* facilities, waiting rooms at stations, introduction of new vehicles with low carbon emission – but also non-physical improvements – like better coordinated timetables, more user-friendly ticketing systems, public transport information systems). Different services related to the same public transport line (new bus, introduction of e-ticketing, improved timetable) can be considered as separate services; if, however, more than one new vehicle is used on the same line (2 new buses), it still counts as one new service.

As presented above, the public transport services may be of very different nature, and also their investment needs vary on a wide range. Better coordinated timetables may be achieved fairly inexpensively as they do not require major investments – depending certainly on the complexity of the timetable. So instead of a unit cost approach, the programme expects that at least 20 services are improved / developed in the eligible area. As the improvement of cross-border public transport is of key importance, it is envisaged that 85% of the total allocation will be used for the development of cross-border public transport. Calculating with these figures, the delivery of 20 improved or developed services requires that each total investment of around EUR 790,000 delivers at least one improved public transport service.

**It is important to take into account that:**

- ✓ **the programme only supports the development of public transport services that are sustained beyond the project completion;**
- ✓ **the applicants need to demonstrate that the services to be improved will contribute to increase the number of passengers;**
- ✓ **the applicants need to demonstrate the positive effects from the *sustainable development* principle perspective through contributing to the reduction of transport-related GHG emissions and other negative environmental impacts;**
- ✓ **the applicants need to prove that the services to be improved are directly linked to cross-border public transport.**



## Methodology for defining and calculating the RESULT indicators:

It is mandatory to be mentioned 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	SO7/c - Increased proportion of passengers using sustainable - low carbon, low noise - forms of cross-border transport					
Indicator	Measurement unit	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
Ratio of people to motorized road vehicles crossing the border	Ratio of persons to motorized road vehicles	2.50	2014	2.65	National Statistical Offices: KSH, INS	2019, 2021, 2023

### Definition of the indicator:

The indicator is the ratio between the number of people crossing the border and the number of motorized road vehicles crossing the border. The indicator considers all passengers using all forms of road transport, including cars, buses, trucks, motorbikes and bicycles. Increased value of the indicator shows increased number of passengers using different forms of transport per road vehicle. The target can be attained if more passengers use bus transport, bicycle or more persons travel in one passenger car. Any of these changes contribute directly to lower carbon and noise emissions from cross-border transport.

### Relation to the specific objective and actions:

Increase in the ratio of people to road vehicles crossing the border can be reached if an increased proportion of passengers use public transport (bus) and bicycle for border crossing. These are sustainable (low carbon, low noise) forms of transport, are less polluting and create less noise as individual passenger cars and motorbikes.

The improved cross-border public transport services (programme specific output indicator) attract more people to use the services. Public transport, even if it is based on a road vehicle (bus transport) has a much higher people to motorized road vehicle ratio than cars or motorbikes. This would lead to a higher value of the result indicator.

Similarly, newly build bicycle roads or lanes (programme specific output indicator) will create a safe way to cross the border by bicycle. If more people select this form for crossing the border, the number of people crossing the border rises without any rise in the number of motorized road vehicles crossing the border. Thereby, it contributes to the desired increase in the result indicator.

### **! Special attention to horizontal principles**

Special attention is needed under Ip 7/c, regarding the sustainable development (please see chapter 8 of Interreg V-A RO-HU Programme and Chapter 1.2.3 Horizontal Principles of the Guide for Applicants).

The proposed projects make specific contributions to climate change mitigation by reducing the GHG emissions.

Projects with a direct negative impact on the environment and sustainable development will not be selected for financing.

It will also be ensured that projects affecting NATURA 2000 sites are in line with Article 6, paragraphs 2-4 of the Habitats Directive, stipulating how NATURA 2000 sites are managed and protected.