

# Community financial aid in the field of the trans-European transport and energy networks, 2007-2013

2004/0154(COD) - 20/06/2007 - Final act

**PURPOSE:** to define the conditions, methods and procedures for granting Community financial aid to projects of common interest in the field of the trans-European transport and energy networks.

**LEGISLATIVE ACT:** Regulation (EC) No 680/2007 of the European Parliament and of the Council laying down general rules for the granting of Community financial aid in the field of the trans-European transport and energy networks.

**CONTENT:** the Regulation defines the conditions, methods and procedures for granting Community financial aid to projects of common interest in the field of the trans-European transport and energy networks for the period 2007-2013.

## **Selection of projects:**

**(1) In the field of transport,** special attention shall be given to the following projects: (a) priority projects; (b) projects to eliminate bottlenecks, in particular in the framework of priority projects; (c) projects submitted or supported jointly by at least two Member States, in particular those involving cross-border sections; (d) projects contributing to the continuity of the network and the optimisation of its capacity; (e) projects contributing to the improvement of the quality of service offered on TEN-T and which promote, inter alia through action relating to infrastructure, the safety and security of users and ensure interoperability between national networks; (f) projects relating to the development and deployment of traffic management systems in rail, road, air, maritime, inland waterway and coastal transport which ensure interoperability between national networks; (g) projects contributing to the completion of the internal market; and (h) projects contributing to the re-balancing of transport modes in favour of the most environmentally-friendly ones, such as inland waterways.

**(2) In the field of energy,** particular attention shall be given to projects of European interest that contribute to: (a) the development of the network so as to strengthen economic and social cohesion by reducing the isolation of the less-favoured and island regions of the Community; (b) the optimisation of the capacity of the network and the completion of the internal energy market, in particular projects concerning cross-border sections; (c) the security of energy supply, diversification of sources of energy supplies and, in particular, interconnections with third countries; (d) the connection of renewable energy resources; and (e) the safety, reliability and interoperability of interconnected networks.

A decision to grant Community financial aid shall take into account, inter alia: (a) the maturity of the project; (b) the stimulating effect of Community intervention on public and private funding; (c) the soundness of the financial package; (d) socio-economic effects; (e) environmental consequences; (f) the need to overcome financial obstacles; and (g) the complexity of the project, for example that which arises from the need to cross a natural barrier.

**Methods of financial aid:** the amount of Community financial aid shall not exceed the following rates: (a) **studies:** 50% of the eligible cost, irrespective of the project of common interest concerned; (b) **works:** (i) priority projects in the field of transport: a maximum of 20% of the eligible cost; a maximum of 30% of the eligible cost for cross-border sections, provided that the Member States concerned have given the

Commission all necessary guarantees regarding the financial viability of the project and the timetable for carrying it out; (ii) projects in the field of energy: a maximum of 10% of the eligible cost; (iii) projects in the field of transport other than priority projects: a maximum of 10% of the eligible cost; (c) **the European Rail Traffic Management System (ERTMS)**: (i) track-side equipment: a maximum of 50% of the eligible cost of studies and works; (ii) on-board equipment: a maximum of 50% of the eligible cost of developing and making prototypes for the installation of ERTMS on existing rolling stock, provided that the prototype is certified in at least two Member States; a maximum of 50% of the eligible cost of series equipment for the installation of ERTMS on rolling stock; (d) road, air, inland waterway, maritime traffic and coastal **traffic management systems**: a maximum of 20% of the eligible cost of works.

Moreover, the introduction of new financial instruments (loan and subsidy guarantee instrument for work within the framework of mechanisms of remuneration of provision) encourages more frequent recourse to the private-public partnerships.

**Evaluation:** every two years the Commission shall submit a report to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the activities undertaken under this Regulation. Before the end of 2010, the Commission shall submit to the European Parliament and to the Council a general report on the experience gained with the mechanisms provided for by this Regulation for the granting of Community financial aid.

**The financial envelope** for the implementation of this Regulation for the period 2007 to 2013 shall be EUR 8 168 000 000, of which EUR 8 013 000 000 shall be for TEN-T and EUR 155 000 000 shall be for TEN-E.

ENTRY INTO FORCE: 12/07/2007

APPLICATION: from 01/01/2007.