

## **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. **In addition, through the extension and improvement of bicycle routes and lanes, and the development of other important conditions of bicycle transport it also contributes to an increase in cross-border bicycle traffic** – at the expense of passenger car 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:**

As cross-border travel often covers shorter distances (between two settlements in the proximity of the border), under this Call, the focus of intervention is the development of bicycle roads. The projects financed need to demonstrate that they either serve daily work commute or become part of a touristic thematic route.



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

***Development of key conditions of cross-border bicycle transport***

Investments into the development of new cross-border bicycle roads, extension of existing cross-border bicycle roads, development of complementary infrastructure (for instance bicycle parking and storage), directly linked to cross-border bicycle transport.

Providing support to building, modernization and upgrading of bicycle roads and the complementary infrastructure particularly to improve the labour force mobility and the access of tourism destinations.

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.



### Types of activities for this Call:

- ✓ Preparation of particular investments related to cross-border bicycle roads: 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.*

- ✓ Construction, upgrading / modernization of 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.**

**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 5years.**

**Therefore, selection of projects that include cross-border bicycle 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>1</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



### Target groups:

People living in the eligible area.



### 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 2,550,000.00
<i>Total estimated available budget for this Call</i>	EUR 3,000,000.00
Indicators	Assumed proportion of allocation
7/c 2	15% of total allocation

<sup>1</sup> This paragraph shall apply to planned cross-border bicycle roads where no actual border crossing is available.

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Categories of intervention

**Code**
**090. Cycle tracks and footpaths**

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 second one is relevant **and follows the logic of the common output indicator “Total length of newly built bicycle road”**.

ID Indicator	Measurement unit	Target value (2023)
<b>7/c 2 Total length of newly built bicycle road (programme specific output indicator)</b>	Km	19

**Considering the 15% financial allocation in CP for the indicator 7/c 2, the average total cost per km of bicycle road development should be up to EUR 140,000.00.**

This indicator measures the length of bicycle roads (in kilometres) constructed by the project where no dedicated bicycle road existed before. It may be a totally separate bicycle road, or a new, additional separate bicycle lane along an existing road.

Using bicycle is a viable alternative (and sustainable) form of transport for cross-border mobility, for shorter distances. Perceived and actual safety of biking is an important precondition of people shifting to this mode – dedicated bike roads or lanes can increase significantly safety. Thus the construction of bicycle roads facilitating cross-border bike mobility clearly contributes to the specific objective.

In the eligible area bicycle roads are very scarce – thus the obstacle to more people using bicycles is really the lack of safe, dedicated infrastructure and not the quality of the existing bicycle roads. Therefore – and taking also into account the modest resources available for bicycle road development - the programme has chosen to strictly focus on the development of new bicycle roads.

**Please consider that:**

- ✓ any bicycle road constructed need to demonstrably contribute to cross-border passenger transport.
- ✓ any new bicycle road developed will need to contribute to the increase of the number of people using bikes.



### 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.

You have to demonstrate how your project proposal will contribute to achieving the output/results indicators clearly link to the programme result indicator

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<sup>2</sup>, stipulating how NATURA 2000 sites are managed and protected.

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<sup>2</sup> The document can be downloaded from: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:31992L0043>