

## **SUSTAINABLE TRANSPORT - GREENWAYS**

### **1. Summary of call**

The INTERREG VA Programme is making a call for applications under the specific objective:

**To promote cross border, intermodal and sustainable transport in the region.**

The total indicative value of the call is €14 million ERDF

Opening Date: 4 December 2015

Closing Date: **29 January 2016 (15:00)**

Stage 1 Steering Committee Date: 23 March 2016

#### **The result indicator:**

**Number of cross-border journeys by walking/cycling in the region. The current 2014 baseline value is 2.7%. The target value for 2023 is 10%.**

#### **The output indicator:**

**New cross-border greenways to facilitate cross-border mobility.**

This indicator has a target value of 80km of new cross-border greenways. Applicants will need to demonstrate their ability to achieve against the outputs indicated and project selection will prioritise those projects which have the maximum potential to contribute towards result indicator provided above.

### **2. Essential information**

This call for applications should be read in conjunction with the following:

- Cooperation Programme, and associated Citizens' Summary
- The Programme Rules
- Guide for Applicants

Please consult these documents before completing the application form as they contain essential information to assist you in making the best application possible.

Applicants may also find it useful to consult the 'Impact Assessment Toolkit for Cross Border Cooperation'. This toolkit has been developed by the Centre for Cross Border Studies, as part of an INTERREG IVA funded project and is intended to be a practical guide to assist with planning cross-border projects. A copy of the toolkit can be downloaded from our website.

### **3. Project Selection Criteria**

The following selection criteria will be used:

- a. Contribution of the project to the defined results and outputs of the Programme.
- b. Your project must provide specific information on how it will meet all or part of the output indicator. Quality of project design;
  - Investments selected for support will be those which demonstrate the most positive impact on carbon emissions by bringing about a shift to sustainable transport as defined by the result and output indicators;
  - Projects must demonstrate how they contribute to an agreed integrated strategy for sustainable local mobility in the cross-border region;
  - Greenways selected for support will reduce car journeys and will be routes with the potential to be utilised by cross-border commuters;
  - Contribute to sustainable urban mobility plans and air quality plans (ambient air quality directive 2008/50/EC);
- c. Quality of project team and implementation arrangements;
- d. Value for money - Cost effectiveness of impacting on the result indicator
- e. Quality of cross-border co-operation with demonstrable added value;
- f. Contribution towards sustainable development;
- g. Contribution towards equality.

### **4. Background to INTERREG Programme**

The INTERREG VA 2014-2020 Programme is one of approximately 60 programmes across the European Union designed to promote greater levels of cross-border cooperation.

Northern Ireland, the Border Region of Ireland and Western Scotland share a number of common features with other border areas across Europe where developmental problems are exacerbated by the existence of borders. Borders can distort infrastructure and

communication networks resulting in reduced economic development and different policy approaches which hinder joined-up service delivery.

The INTERREG VA Programme has been designed to address many of these issues in order to promote greater economic, social and territorial cohesion across the region.

## 5. Eligible Region

The eligible area for the INTERREG VA Programme is:

- Northern Ireland;
- The Border Counties of Ireland (Monaghan, Leitrim, Cavan, Louth, Sligo and Donegal); and
- Western Scotland (Dumfries & Galloway, East Ayrshire and North Ayrshire mainland; South Ayrshire; Lochaber, Skye & Lochalsh, Arran & Cumbrae and Argyll & Bute and Eilean Siar/Western Isles).

Projects must comply with the cross-border requirements of Article 12 of 1299/2013 as detailed in the Programme rules.

## 6. What is the theme “Sustainable Transport” going to achieve?

The cross-border region is characterised by a predominance of the car as the preferred mode of transport, with corresponding high carbon emissions. In 2014, only the 8.8% of the cross-border daily journeys resorted to public transport and only 2,7% of the journeys were made walking or cycling. Moreover, the share of electric vehicles was very low. These figures show that there is a need for cross-border collaboration in order to jointly contribute to a more sustainable mobility in the cross-border region. Across the transport sector, there is strong added value from working on a cross-border basis as it reinforces connectivity between the three jurisdictions, leading to a more coherent integrated network, which aligns public transport, cycling, and electric vehicle infrastructure. In addition, the shared learning from across the three jurisdictions will reinforce the behavioural change, contribute to mitigating against climate change impacts in the long term through a reduction in carbon emissions. The investment by the programme in this area will contribute to a more environmentally friendly, multi-modal and integrated transport infrastructure that will encourage the use of low carbon means of transport. The investments by the programme will complement other policy initiatives by authorities in individual jurisdictions within the region (Northern Ireland, Scotland and the Border Region of Ireland) aimed at promoting the

use of public transport, environmentally friendly forms of transport, including the use of electric vehicles and the development and promotion of integrated cycle networks linked to public transport hubs within the region.

## **7. Anticipated Actions**

The border regions lack access to a sufficient number of designated cycleway, cycle greenways and accessible alternatives to road transport. Enhancing the network encompassing Western Scotland, Northern Ireland and Ireland will promote connectivity, a unified coherent network will also be a powerful tool to promote modal shift at a local level, thus driving carbon reduction and social inclusion agendas.

The expansion of the cross-border cycle network / greenways within the region offers opportunities to adopt low carbon transport. Whilst the primary purpose of this investment is to facilitate non-car transport, it is recognised that such investments have additional benefits for health and tourism.

The following actions will be supported:

Development of cross-border greenways and cycle networks to reduce car journeys in cross-border transportation. Including strategic planning of cross-border routes utilised by commuters, addressing access issues, meeting environmental and heritage requirements, route design, planning, construction, signage, promotion monitoring and evaluation.

Investments will be focussed on those parts of the network which demonstrate the greatest capacity to impact on carbon emissions by bringing about a shift in transport patterns.

The following cross-border greenways have been identified for potential investment:

- Integration of NW Corridor and multimodal hub:
  - Derry-Lifford-Strabane;
  - Derry-Letterkenny;
- Dundalk-Newry
- Manorhamilton - Enniskillen
- Belcoo-Blacklion
- Monaghan-Armagh
- Cairnryan-Belfast

Other cross-border Greenways can be considered, provided they concur with the actions to be supported and contribute to achieving the output and the result indicator targets.

## **8. Budget and co-financing rate**

€14 million ERDF is available under this call. Successful projects will be offered a grant in Euro. The maximum intervention rate that can be applied is 85%.

The maximum intervention rate that can be applied is 85 %. This means that applicants are required to bring a minimum of up to 15% match funding to the eligible project costs over the lifetime of the project. Applicants may request 15% match funding from the Member States through the application process. Please see programme rules for further details on match funding.

However, please be aware the intervention rate (grant rate) may decrease depending upon the state aid implications of your project. It is the responsibility of the Lead Partner to ensure that State Aid implications have been fully considered. The application should clearly demonstrate how State Aid compliance will be achieved.

The level of grant aid may also be adjusted to take due account of anticipated future revenue streams. Please consult the Programme rules for further details.

Grants and payments may take any of the following forms:

- (a) Reimbursement of eligible costs actually incurred and paid;
- (b) Standard scales of unit costs;
- (c) Flat-rate financing, available for overhead costs or salary costs.

The above options may be combined only where each option covers different categories of costs or where they are used for different projects forming a part of an operation or for successive phases of an operation. Flat-rate financing for overheads is available for this call at a rate of 15% of staff costs.

## **9. Application process.**

A two stage process will be in place for this call as detailed in the Guide for Applicants. Full details of the assessment process, including admissibility criteria is also available in the Guide for Applicants.

Please use the application form on the SEUPB website. Completed Applications should be submitted to [applications@seupb.eu](mailto:applications@seupb.eu) address or SEUPB, M-TEK II Building, Armagh Rd., Monaghan H18 YH59.

## **10. Contact Us**

For general enquiries about this call please contact the SEUPB on: Tel: + 353 4777003

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