

Sustainable Transport - Multi-model Transport Hub

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 value of call is €20 million ERDF

Opening Date: 5 August 2015

Closing Date: 30 September 2015 (14:00)

The result indicator: An increased number of daily passenger journeys (up to 25%) utilising cross-border public transport services by 2023. The current baseline value is 8.8% of cross border daily journeys made by public transport.

The output indicator: A cross-border multimodal public transport hub encompassing cross-border integrated services

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. Your project must provide specific information on how it will meet the output indicator target in full. Applicants who cannot deliver the output indicator target in full need not apply.
- b. 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;
 - 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. There is a need for cross - border collaboration in order to jointly contribute to more sustainable mobility in the cross-border region. Across the transport sector there is strong added value from working on cross-border basis to reinforce connectivity leading to a more coherent public transport network. The INTERREG Programme will contribute to a more environmentally friendly, multi-modal and integrated transport infrastructure. The investments from the Programme will complement other policy initiatives by the relevant authorities from within the individual jurisdictions.

7. Anticipated Actions

It is anticipated that the programme will fund the following types of actions.

The development of a cross-border multi-modal hub which facilitates a shift from private cars to public transport. In particular urban areas close to the jurisdictional border would benefit from an integrated approach to planning public transport and associated multi- modal hub. The integrated approach would ensure coordination of bus and train services and ensure adequate facilities and improved access for cyclists. The multi modal hub may also encompass some of the following; integrated ticketing and timetabling; park bike and ride; public cycle schemes; car share schemes; increased electric vehicle utilisation.

A significant impact in sustainable cross-border mobility can be achieved in the North West Gateway between North East Donegal, the city of Derry / Londonderry and the west of

County Londonderry by developing a multi-modal hub leading to the integration of cross - border sustainable transport.

8. Budget and co-financing rate

€20m 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 %

This means that applicants are required to bring a minimum of 15% match funding to the eligible project costs over the lifetime of the project. Please see the 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.

You can apply on line through the SEUPB website. (Note: the on-line process will not be fully operational until the end of August 2015, in the interim an application form is available from the SEUPB).

10. Contact Us

For general enquiries about this call please contact the SEUPB on: Tel: +44 28 82 255750

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