



DECISION

AUTHORISING THE USE OF LUMP SUM CONTRIBUTIONS FOR TECHNICAL ASSISTANCE UNDER THE CONNECTING EUROPE FACILITY – TRANSPORT SECTOR

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, (the CEF Regulation 21-27)¹, and in particular Article 9(1) thereof,

Having regard to Regulation (EU, Euratom) No 1046/2018 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union² (the Financial Regulation), and in particular Articles 125 and 181 thereof,

Whereas:

- (1) Simpler funding rules reduce the administrative costs and contribute to the prevention and reduction of financial errors.
- (2) The use of simplified cost options for technical assistance to Member States should foster their engagement in eligible CEF actions.

THE FOLLOWING HAS BEEN DECIDED:

Sole Article

The use of the Union contribution in the form of lump sum contributions for technical assistance actions under the CEF programme is authorised, for the reasons and under the conditions set out in the Annex.

Done at Brussels,

Henrik HOLOLEI
Director-General for Mobility and Transport

¹ OJ L 249, 14.07.2021

² Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (OJ L 193, 30.07.2018)

| HISTORY OF CHANGES | | |
|---------------------------|-------------------------|---|
| VERSION | PUBLICATION DATE | CHANGE |
| 1.0 | 23.07.2021 | Initial version - Decision (Ref. Ares (2021) 4750083) |
| 1.1 | 02.12.2021 | Corrigendum to tables 14, 15, 16 and 17 of work package 6 with respect to the Management Board of the Rail Freight Corridor Orient East Med which is composed of 10 infrastructure managers and allocation bodies, including Slovakia. The total budget of the work package 6 is now EUR 9.792.114 instead of EUR 9.786.272. Typographical error in Annex 7: broken reference fixed. |
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ANNEX

1. FORM OF UNION CONTRIBUTION AND CATEGORIES OF COSTS COVERED

The Union contribution for technical assistance actions under the CEF programme shall take the form of lump sum contributions for staff costs and for travel, accommodation and subsistence costs.

The amounts of the lump sum contributions shall be calculated in accordance with point 3.

2. JUSTIFICATION

The use of lump sum contributions simplifies, streamlines and reduces considerably the time needed for the financial management of projects, both at Commission and beneficiary level. Compared to the 'traditional' system of calculating the grant amount on a detailed budget of estimated actual eligible costs per cost category, lump sum contributions shorten the time needed to calculate grant amounts and prevent amendments related to budget variations. They also decrease the workload of the management body and consequently speed up the payment procedure. Furthermore, they reduce the risks of financial errors and imply additional simplifications at beneficiary level both in terms of application and reporting requirements.

2.1. Nature of the supported actions

In compliance with the objectives of the CEF Regulation 21-27, the specific objective of the CEF Programme is to contribute to the development of projects of common interest relating to efficient, interconnected and multimodal networks and infrastructure for smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility on the trans-European transport network (TEN-T).

To achieve this objective, technical assistance is provided to Member States as the main stakeholders responsible for the successful implementation of TEN-T related infrastructure investments as well as to infrastructure managers and allocation bodies as the main stakeholders responsible for the management and operation of the TEN-T rail freight corridors. In this framework, one single lump sum contribution per Member State shall be defined for each of the following work packages:

Pursuant to Articles 11(6) and 27 of the CEF Regulation 2021-2027 and to Article 22 of the CEF Regulation 2014-2020, cohesion Member States can be supported for the following tasks:

Work package 1. CEF 21-27: Communication, appraisal of CEF project proposals and technical monitoring of CEF 2021-2024 selected CEF actions

Work package 2. CEF 14-20: Legacy management for technical and financial monitoring

Pursuant to Articles 42, 45, 48 and 49 of the TEN-T guidelines, all Member States can be supported for the following tasks:

Work package 3. Cooperation within the Core Network Corridors

Work package 4. Cooperation within the Rail freight Corridors ensuring adequate coordination with the Core Network Corridors.

Work package 5. Updating and reporting via automated data exchange with TENtec

Pursuant to Articles 48 of the TEN-T guidelines and the Rail Freight Regulation EU No 913/2010, rail infrastructure managers and allocation bodies can be supported for the following tasks:

Work package 6. Supporting TEN-T policy via implementation of the EU rail freight corridors by railway infrastructure managers and allocation bodies

Except for work package 5, for which a lump sum contribution has been calculated per Member State for four years, all the other work packages (1 to 4) have a yearly lump sum contribution per Member State, as per detailed calculation provided below. This will allow to duly take into account ongoing technical assistance provided in the framework of the CEF 14-20 programme and ensure a smooth transition between the two Multi-Annual Financial Frameworks. This decision covers the technical assistance to MS over the period 2021-2024.

The conditions triggering the payment shall be based on the outputs corresponding to each Work Package, namely:

- Work package 1. (a) Annual output based lump sum: Webpage with information on the CEF 21-27 funding opportunities, conferences organisation and newsletters dissemination.
(b) Output based lump sum: Appraisal of the CEF 21-27 project proposals for at least 80% of the total estimated number of projects identified over the duration of the Grant Agreement.
(c) Output based lump sum: technical monitoring for at least 80% of the total estimated number of CEF 21-27 ongoing actions identified over the duration of the Grant Agreement.
- Work package 2. Annual output based lump sum: technical and financial monitoring of the CEF 14-20 ongoing actions.
- Work package 3. Output based: Participation in at least 80% of the meetings of the relevant Core Network Corridor Fora and response to the Core Network Corridor Work Plans over the duration of the Grant Agreement.
- Work package 4. Output based lump sum: Participation in at least 80% of the RFCs meetings described under the Work Package 4 a) and b) over the concerned 2 years. Submission of a Report referred to in Article 22 of the RFC Regulation, and aligned with the guidance of the Commission on the structure and content of the report³ corresponding to activities 4c) and d).
- Work package 5. Output based lump sum per phase: One-off activity to support the development of automated data exchange solutions in order to align existing IT systems, databases and all related activities with TENtec. Allowing TENtec to retrieve data with different geographical sectioning and to facilitate the data collection / exchange with the TENtec information system and vice-versa. The Work Package is composed of three phases. Each phase needs to be fulfilled prior to pursuing with the next one. If the deliverables of a given phase are negatively evaluated by the granting authority, the lump sum corresponding to that phase will not be paid, nor those of the next phases.
- Work package 6. Output based lump sum: deliverables to be produced by the management board and the corridor one-stop shop of the rail freight corridors as defined in Articles 8, 9, 10, 12, 13, 14, 16, 17, 18 and 19 of Regulation (EU) No 913/2010.

The following documents will be the basis for assessing the technical completion of the output:

- Work packages 1 & 2. A biennial report for activities 1 (a), (b) and (c) and 2 specifying the communication activities and permanent information to CINEA on communication actions⁴; the number of applications received, rejected and approved under the national appraisal, the technical monitoring of the CEF actions 21-27 and technical and financial monitoring of the legacy CEF 14-20.
- Work package 3. List of participants of the Corridor Forum meetings and evidence related to the official communication concerning the Core Network Corridor Work Plans.
- Work package 4. For activities 4 a) and b) a biennial report will be provided with the list of meetings organised and the lists of participants. For activities 4 c) and d) a biennial report(s) of the executive board pursuant to Article 22 of Regulation (EU) No 913/2010. This report shall document the general objectives defined by executive boards in line with Article 8(1) of that Regulation as any actions undertaken to achieve them, in accordance with the guidance of the Commission on the structure and content of

³ Ares(2020)377972

⁴ In particular by including CINEA in the newsletters and inviting it to the national info day.

- the report⁵. Documents have to be provided for all rail freight corridors the Member State concerned is involved in.
- Work package 5. (1) First report summarising the findings of the analysis including a project implementation plan up to 2024. (2) Well-performing and implemented automated data exchange solution in production with TENtec across all relevant transport modes. (3) Final report summarising the entire project lifecycle including documentation, lessons learned and recommendations.
- Work package 6. (1) Implementation plan prepared and reviewed in accordance with Articles 9(1) and 9(2) of Regulation (EU) No 913/2010; (2) transport market study updated in accordance with Article 9(3); (3) the document containing infrastructure works restricting available capacity published in accordance with Article 12; (4) documentation of the assessment of capacity needs and of the capacity provided and allocated to freight trains in accordance with Articles 13 and 14; (5) the register of capacity requests referred to in Article 13(5); (6) the document published in accordance with Article 18 of the Regulation ('Corridor Information Document'); (7) the document(s) presenting the results of the monitoring of the performance of rail freight services and of the user satisfaction survey in accordance with Articles 19(2) and 19(3); (8) insofar as not covered by the documents referred to above, any other appropriate documentation of the activities carried out by the management board in implementing Articles 8(7), 8(8), 10, 14(6), 14(8), 15, 17(1) and 17(3) and, if applicable, of the coordination with the corresponding core network corridor in accordance with Article 48 of Regulation (EU) No 1315/2013.

2.2. Risks of irregularities and fraud and costs of control

Reporting and control will focus on the implementation of the supported actions and the achieved outputs rather than on the eligibility of costs incurred, reducing the workload and scope for error of both participants and managing body.

The risk of fraud or irregularity is limited since the proper implementation of the action is verified in a consistent way. A continuous dialogue with the Commission on the qualitative aspects of action implementation will further reduce the risk of fraud or irregularity.

In terms of costs of control, application of the lump sum contributions shall result in simplification of the administrative burden at all stages of the action cycle. The final payment procedure will be based on the above-mentioned outputs and related ex-ante defined lump sum contributions, i.e. technical deliverables, without ex-post verifications of the actual expenditures.

3. METHOD TO DETERMINE THE AMOUNT OF THE UNION CONTRIBUTION IN THE FORM OF LUMP SUM CONTRIBUTIONS

In accordance with Article 181(4)(c)(i) of the Financial Regulation, the method for determining the lump sum contributions of the five work packages is based on an expert judgement of DG MOVE concerning the time spent on the various activities outlined in point 2, together with statistical data from CEF 2014-2020 on the number of projects validated by the Member States and the number of meetings and travels organised per Corridor and horizontal priority. DG MOVE can be considered as an expert in TEN-T and CEF related matters as it was directly responsible for the steering of the implementation of these Regulations since their entry into force in 2014. Details of this expertise is further described in the different sub-points of this point 3.

The estimation of staff costs takes into account the Decision adopted by the Responsible Authorising Officer (RAO) (2021)4721320 (Staff unit contributions) on 22/07/2021⁶ authorising

⁵ Outline of the report required under Article 22 of Regulation (EU) 913/2010 - Ares(2020)377972.

⁶ Ares(2021)4721320, Decision authorising the use of unit contributions for staff, travel and subsistence costs relating to technical assistance under the Connecting Europe Facility – transport sector

the use of unit contributions for staff costs in CEF. This is appropriate because the actions covered by this Decision are the same as those defined in the above-mentioned RAO Decision.

Costs for travel, accommodation and subsistence are estimated taking into account unit costs authorised in Commission Decision C(2021)35⁷ and are thereof appropriate to be used for calculating the lump sum in this Decision.

3.1. Estimation of lump sum contributions

The amount of the lump sums are calculated by multiplying the number of working days estimated per type of activity by the staff unit contributions mentioned above, and where relevant the number of meetings and travel per Corridor multiplied by the travel unit costs, defined in Commission Decision C(2021)35.

The calculation does not foresee an indexation for the period 2021-2024.

3.1.1. Estimation of lump sum contributions for CEF implementation in the Cohesion Member States

The ECA briefing paper of June 2019 on “*Delivering performance in Cohesion*”⁸ recalled that: “*Member States are responsible for implementing Cohesion projects in a timely manner. Over time, we have repeatedly reported on delays in the implementation of EU co-financed projects and their causes. Such delays may also jeopardize the achievement of the objectives/targets at programme level. This is particularly true for Member States where EU funds account for a significant part of public investments.*”

Following up the proactive approach taken by the Commission under the 2014-2020 programming period, specific technical assistance for CEF programme’s management shall be provided to cohesion Member States, to increase the absorption of the national envelope, to support CEF applications aligned with their national priorities and to reduce the risk of possible amendment or cancellation of grant agreements.

Finally, following up to the recommendations of the ECA in its special report 2015 “*on Efforts to address problems with public procurement in EU cohesion expenditure should be intensified*”⁹ special attention shall be given to public procurement assistance.

Work package 1. *Methodology for the calculation of the lump sum CEF 21-27: Communication, appraisal of CEF project proposals and technical monitoring of CEF 2021-2024 selected actions*

(a) Communication

Pursuant to Article 27 of the CEF Regulation, the Commission shall implement information and communication actions relating to the Programme, and its actions and results. In order to reach out to all potential project promoters, Member States shall relay this information at national level in national languages, in particular through the organisation of national “Info days” on the occasion of CEF calls for proposals, the distribution of newsletters, social media communication (twitter, etc.) as well as updated information on official websites, with links to the Commission as well as CINEA¹⁰’s websites. Member States shall keep the European Commission and CINEA informed of all activities undertaken under point 3.1.1. in view of developing synergies, encouraging mutual collaboration and multiplying the message.

It is the common interest of the Member States and of the Commission to provide clear information promoting call for proposals, CEF funding priorities as well as success stories of

⁷ Commission Decision authorising the use of unit costs for travel, accommodation and subsistence costs under an action or work programme.

⁸ https://www.eca.europa.eu/Lists/ECADocuments/BRP_Performance_orientation_in_Cohesion/BRP_Performance_orientation_in_Cohesion_EN.pdf

⁹ https://www.eca.europa.eu/Lists/ECADocuments/SR15_10/SR_PROCUREMENT_EN.pdf

¹⁰ When referring to the tasks of the Executive Agency performed under the programme 2014-2020, we refer hereto as INEA, but when the Agency is mentioned under the period 2021-2027, we refer hereto as CINEA.

projects co-funded by the EU. Further, the information relayed at national level by the Member States in national language increases the understanding for project promoters.

Reference data:

Based on the CINEA experience¹¹, the organisation of an EU-wide conference Info-Day requires 144.5 persons-day when organised physically and 112.5 persons-day when organised virtually. Without prejudging the need for physical or virtual conference at national level, the methodology will be based on the average of person-days required for virtual and physical conference, namely 128 persons-day.

The methodology applied to calculate the workload considers that the efforts to organise an annual virtual and/or physical conference national “Info Day” at national level represents at minimum 50% of the CINEA action for organising an “Info Day” at European level. Further, any additional actions regarding information and communication on the CEF funding programme via social media and websites should also be covered under this estimate. Nevertheless, considering the importance of the communication in the Cohesion Member States for ensuring full consumption of their respective national allocation before 31 December 2023 in accordance with Article 4(8) of the CEF 21-27 Regulation, an additional number of days (productivity indicator), was calculated by applying a corrector coefficient to reflect the significance of the national allocation key¹². Assuming that the maximum correction would be capped at 1.5 times of the CINEA workload (194 working days), the number of working days has been adjusted for each Member State digressively in line with the above mentioned corrector coefficient (see Annex 1).

The amount of the lump sum for Activity 1(a) is calculated by firstly taking the base number of days (workload: 0.5 of CINEA estimate, or 64 days) but then adding to this the number of days calculated according to the productivity indicator reflecting the significance of the cohesion national allocation key. This total number of days is then multiplied by the daily rate for staff costs¹³ and the resulting amounts are presented in table 1.

Table 1. Annual lump sum per Cohesion Member State for communication sub-activity 1(a)

| MS / Year | 2021 | 2022 | 2023 | 2024 | Total |
|------------------|-------------|-------------|-------------|-------------|--------------|
| BG | 6.194 | 6.194 | 6.194 | 6.194 | 24.775 |
| CY | 10.598 | 10.598 | 10.598 | 10.598 | 42.391 |
| CZ | 26.081 | 26.081 | 26.081 | 26.081 | 104.325 |
| EE | 11.716 | 11.716 | 11.716 | 11.716 | 46.864 |
| EL | 20.620 | 20.620 | 20.620 | 20.620 | 82.479 |
| HR | 11.853 | 11.853 | 11.853 | 11.853 | 47.411 |
| HU | 12.857 | 12.857 | 12.857 | 12.857 | 51.430 |
| LT | 9.747 | 9.747 | 9.747 | 9.747 | 38.990 |
| LV | 8.968 | 8.968 | 8.968 | 8.968 | 35.873 |
| MT | 10.382 | 10.382 | 10.382 | 10.382 | 41.529 |
| PL | 26.306 | 26.306 | 26.306 | 26.306 | 105.223 |
| PT | 19.490 | 19.490 | 19.490 | 19.490 | 77.961 |
| RO | 13.586 | 13.586 | 13.586 | 13.586 | 54.344 |
| SI | 15.451 | 15.451 | 15.451 | 15.451 | 61.803 |
| SK | 11.775 | 11.775 | 11.775 | 11.775 | 47.099 |
| Total | | | | | 862.497 |

(b) Appraisal of CEF project proposals

¹¹ INEA experience on effort for communication activities in person-days: Ares(2021)3649310.

¹² % calculated based on the biggest national allocation.

¹³ Ares(2021)4721320, Decision authorising the use of unit contributions for staff, travel and subsistence costs relating to technical assistance under the Connecting Europe Facility – transport sector

In line with the Article 11(6) of the CEF Regulation, any project proposals submitted to the CEF calls shall be agreed by the Member State(s) concerned¹⁴. This implies that the Member States shall assess the compliance of the project proposals with both the call requirements and the national priorities, in particular in light of the Article 4(8) of the CEF Regulation.

Reference data:

The methodology proposed is based on (1) estimation of the workload per Member State in terms of expected number of proposals to examine and (2) the productivity indicator consisting of the time needed for examining the projects.

Considering that the budget size of the programmes CEF 14-20 and CEF 21-27 is equivalent, historic data of CEF 14-20 was used for forecasting demand of CEF 21-27. CINEA estimated the number of project applications per Member State in the framework of the CEF for the period 2021-2027 as follows¹⁵:

- the calculation was made on the basis of a CINEA forecasting method, heavily based on historic assumptions regarding average grant size and success rates;
- the budget figures for the first three years are based on the CEF multi annual work programme 2021-2023 (6 billion indicative allocation for each year)¹⁶;
- for the following years assumptions were based on the remaining CEF budget in combination with historic data of CEF 14-20 regarding amounts made available through amendments of ongoing grant agreements following the “use it or lose it” principle¹⁷;
- to consider the cross-border applications, the split per Member state is based on the ratio of applications located in a Member State under CEF 14-20.

To calculate the productivity indicator, the reference used for the methodology is the average time spent by a technical expert contracted by CINEA¹⁸ to evaluate a work project proposal. On average 1 working day¹⁹ per proposal and per expert, noting that each proposal is assessed by 3 experts and 1 Cost Benefit Analysis expert. Considering that upstream filtering of projects proposals is instrumental for prioritising the consumption of the national cohesion envelopes and requires an extra special degree of care for alignment with the national transport plan and policies, DG MOVE estimates that doubling the time spent by CINEA experts was appropriate. Notwithstanding, this assumption is balanced by a corrector coefficient adjusting this time spent to carry out the appraisal of the projects to the size of the total eligible costs of the projects.

This corrector coefficient was calculated by attributing a percentage to a classification of projects per size of total eligible costs (data extracted from CEF 14-20). For the projects having a total eligible cost below EUR 50 million it is considered that 35% of the estimated time spent is necessary; for the projects between EUR 50 and EUR 100 million it is considered that 70% of the estimated time spent is necessary; for the projects between EUR 100 and EUR 200 million it is considered that 200% of the estimated time spent is necessary; and for the projects above EUR 200 and EUR 400 million euros it is considered that 300% of the estimated time spent is necessary. This methodology was applied to the CEF 14-20 portfolio of each cohesion Member State to calculate the average coefficient per Member State, as described in Annex 2. This methodology allows for sound financial management as the total average of this coefficient corrector for all CEF beneficiary countries remains below (75%) the productivity indicator identified.

To calculate the final annual lump sum the estimated number of project proposals per Member State (workload) was multiplied by the estimated number of working days to assess the project proposals (productivity indicator as corrected with the national coefficient identified in Annex 2) and multiplied by the national daily rate (staff unit contribution). Annex 3 provides the detailed workload per cohesion Member State and detailed productivity indicator as corrected by the national coefficient per cohesion Member State.

¹⁴ Derogation: A Member State may decide that, for a specific work programme or for specific categories of applications, proposals can be submitted without its agreement. In such case, upon the request of the Member State concerned, this is indicated in the relevant work programme and call for such proposals.

¹⁵ Ares(2021)3649310

¹⁶ Ares(2021)3649310

¹⁷ Forecast will be re-assessed in 2024 for the next phase of the technical assistance covering the years 2025-2028.

¹⁸ Ares(2021)3649310

¹⁹ 0.9 working days for studies and 1 working day for works proposals.

Table 2. Annual lump sum per Cohesion Member State for the appraisal of CEF project proposals - sub-activity 1(b)

| MS / Year | 2021 | 2022 | 2023 | 2024 | Total |
|--------------|--------|--------|--------|--------|----------------|
| BG | 2.531 | 2.531 | 2.531 | 2.584 | 10.176 |
| CY | 3.995 | 3.995 | 3.995 | 4.078 | 16.063 |
| CZ | 13.228 | 13.228 | 13.228 | 13.504 | 53.189 |
| EE | 8.470 | 8.470 | 8.470 | 8.646 | 34.055 |
| EL | 17.046 | 17.046 | 17.046 | 17.401 | 68.538 |
| HR | 13.828 | 13.828 | 13.828 | 14.116 | 55.601 |
| HU | 14.033 | 14.033 | 14.033 | 14.325 | 56.423 |
| LT | 6.733 | 6.733 | 6.733 | 6.873 | 27.071 |
| LV | 7.712 | 7.712 | 7.712 | 7.873 | 31.010 |
| MT | 4.966 | 4.966 | 4.966 | 5.069 | 19.967 |
| PL | 31.926 | 31.926 | 31.926 | 32.591 | 128.368 |
| PT | 19.979 | 19.979 | 19.979 | 20.395 | 80.333 |
| RO | 9.747 | 9.747 | 9.747 | 9.950 | 39.189 |
| SI | 20.699 | 20.699 | 20.699 | 21.130 | 83.225 |
| SK | 8.992 | 8.992 | 8.992 | 9.179 | 36.155 |
| Total | | | | | 739.364 |

(c) Technical monitoring of the selected ongoing projects

To ensure maximal absorption of the national cohesion allocation, Member States can receive assistance to closely monitor the technical implementation of the projects.

Reference data:

The methodology proposed is based on (1) estimation of the workload per Member State in terms of expected number of projects to monitor (ongoing grant agreements) and (2) the productivity indicator consisting in the time needed for monitoring the projects.

Considering that the budget size of the 2014-2020 and 2021-2027 CEF programmes is equivalent, historic data of CEF 14-20 was used for forecasting the estimated number of “ongoing grant agreements” per year under CEF 21-27. CINEA estimated the workload for the period 2021-2027 as follows²⁰:

- the calculation was made following the CINEA forecasting method, mainly based on historic assumptions regarding average grant size, success rate and duration;
- the budget figures for the first three years are based on the CEF multi annual work programme 2021-2023 6 billion indicative allocation for each year²¹;
- for the following years assumptions were based on the remaining CEF budget in combination with historic data of CEF 14-20 regarding amounts made available through amendments of ongoing grant agreements following the “use it or lose it” principle.²²;
- to consider the cross-border applications, the split per Member state is based on the ratio of applications located in a Member State under CEF 1.

The productivity indicator is based on:

- (1) the time spent by CINEA’s project manager for operational monitoring²³. The weighted average productivity indicator for CEF Transport operational monitoring (weighted between studies and works) is 22 working days for an ongoing project. This effort

²⁰ Ares(2021)3649310

²¹ [To add reference MAP 21-23]

²² Forecast will be re-assessed in 2023 for the next phase of the technical assistance covering the years 2025-2028.

²³ Ares(2021)3649310

- includes all project management related activities like Action Status Report assessment, missions, amendments, feedback to policy, support to beneficiaries, etc.
- (2) the time spent for public procurement monitoring activities. Failure to comply with public procurement rules has been a perennial and significant source of delay in implementing CEF projects in cohesion Member States. To estimate the time spent on project for public procurement monitoring, historic data from technical assistance provided under CEF 2014-2020 were retrieved. For the 15 Member States concerned²⁴ on average 22 working days per project was identified. For sound management purpose, DG MOVE decided to reduce the number to 11 days per project.

As a result, the total productivity indicator for activity 1c) is set at 33 working days per project. Nevertheless, considering that the size of the project in terms of total investment cost also intervenes in the monitoring, the estimated productivity indicator is counterbalanced by the corrector coefficient identified in Annex 2 as explained for activity 1b) under the point 3.1.1 b).

To calculate the annual lump sum, the estimated number of ongoing CEF projects per Member State (workload) was multiplied by the estimated number of working days to technically monitor the ongoing actions (productivity indicator) as corrected with the national coefficient identified in Annex 2 and multiplied by the national daily rate (staff unit contribution). Annex 4 provides the detailed workload per cohesion Member State and detailed productivity indicator as corrected by the national coefficient per cohesion Member State.

Table 3. Annual lump sum per Cohesion Member State for the technical monitoring of ongoing CEF actions - sub-activity 1(c)

| MS / Year | 2021 | 2022 | 2023 | 2024 | Total |
|--------------|------|--------|---------|---------|------------------|
| BG | 0 | 8.736 | 17.472 | 26.207 | 52.415 |
| CY | 0 | 10.607 | 21.214 | 31.821 | 63.642 |
| CZ | 0 | 28.492 | 56.984 | 85.476 | 170.953 |
| EE | 0 | 17.990 | 35.980 | 53.971 | 107.941 |
| EL | 0 | 31.681 | 63.361 | 95.042 | 190.084 |
| HR | 0 | 26.567 | 53.134 | 79.701 | 159.402 |
| HU | 0 | 28.132 | 56.264 | 84.396 | 168.791 |
| LT | 0 | 13.249 | 26.498 | 39.747 | 79.494 |
| LV | 0 | 13.378 | 26.757 | 40.135 | 80.270 |
| MT | 0 | 6.421 | 12.841 | 19.262 | 38.523 |
| PL | 0 | 52.933 | 105.866 | 158.798 | 317.597 |
| PT | 0 | 34.527 | 69.053 | 103.580 | 207.160 |
| RO | 0 | 21.052 | 42.104 | 63.156 | 126.312 |
| SI | 0 | 40.904 | 81.809 | 122.713 | 245.426 |
| SK | 0 | 22.283 | 44.565 | 66.848 | 133.696 |
| Total | | | | | 2.141.706 |

Work package 2. Methodology for the calculation of the lump sum: CEF 2014-2020 legacy management of CEF actions in Cohesion Member States

In line with the Article 22 of the CEF Regulation 2014-2020, Member States shall undertake the technical monitoring and financial control of actions in close cooperation with the Commission, and shall certify that the expenditure incurred in respect of projects or parts thereof has been disbursed and that the disbursement was in conformity with the relevant rules.

Reference data:

²⁴ Grant agreements for the following countries: BG, CY, CZ, EE, EL, HR, HU, LT, LV, MT, PL, PT, RO, SI, SK.

The methodology proposed is based on (1) estimation of the workload driver and (2) the productivity indicator.

The methodology proposed is based on (1) estimation of the workload per Member State in terms of existing number of actions to monitor (ongoing CEF 14-20 grant agreements) and (2) the productivity indicator consisting in the time needed for monitoring the projects.

CINEA calculated the number of ongoing projects (funded by CEF 14-20 portfolio) per Member State for the period 2021-2024 (workload) as follows:

- The number of ongoing projects per Member State is based on the country of the beneficiaries;
- The profile of ongoing projects is based on the real end date of the current CEF Actions funded by CEF 2014-2020²⁵;
- The estimate of an additional 60 projects stemming from the 4th and 5th cut-off dates of the CEF Transport Blending facility and the 2020 Call. These new projects have been split between Member States according to the ratio of the CEF 14-20 portfolio.

The productivity indicator is based on:

- (1) the time spent by CINEA's project manager for operational monitoring²⁶. As seen under activity 1.c) the weighted average productivity indicator for CEF Transport operational monitoring (weighted between studies and works) is 22 working days for the technical monitoring of an ongoing project.
- (2) the time spent by CINEA's project manager for financial monitoring. The weighted average productivity indicator for CEF Transport financial monitoring (weighted between studies and works) is 4.5 working days for an ongoing project. This effort includes the financial management, i.e. commitments, payments, invoices, recoveries, etc.
- (3) the time spent for public procurement monitoring activities, which following the same methodology of activity 1c) is set at 11 working days per ongoing project.

The total productivity indicator for Work Package 2 is set at 37,5 working days per project. Notwithstanding, considering that the size of the project in terms of total investment cost also intervenes in the monitoring, the estimated productivity indicator is counterbalanced by the corrector coefficient identified in Annex 2 and explained for activity 1b) under point 3.1.1 b).

To calculate the annual lump sum the estimated number of ongoing CEF 14-20 actions per Member State (workload) was multiplied by the estimated number of working days to technically and financially monitor the ongoing projects (productivity indicator) as corrected with the national coefficient identified in Annex 2) and multiplied by the national daily rate (staff unit contribution). Annex 5 provides the detailed workload per cohesion Member State and detailed productivity indicator as corrected by the national coefficient per cohesion Member State.

Table 4. *Annual lump sum per Cohesion Member State for the technical and financial monitoring of legacy CEF 2014-2020 actions - Work Package 2*

| Country/Year | 2021 | 2022 | 2023 | 2024 | TOTAL |
|--------------|---------|---------|---------|---------|---------|
| BG | 48.606 | 47.578 | 43.469 | 34.222 | 173.874 |
| CY | 46.293 | 44.671 | 39.806 | 30.075 | 160.845 |
| CZ | 165.664 | 154.422 | 122.101 | 74.323 | 516.511 |
| EE | 100.521 | 97.770 | 81.266 | 64.763 | 344.320 |
| EL | 185.684 | 180.585 | 155.092 | 114.302 | 635.663 |
| HR | 162.219 | 155.154 | 128.664 | 80.980 | 527.016 |
| HU | 161.488 | 152.527 | 127.437 | 82.633 | 524.085 |
| LT | 63.675 | 61.424 | 54.672 | 43.418 | 223.190 |
| LV | 75.336 | 75.336 | 66.570 | 54.881 | 272.123 |

²⁵ This included the results of the 3rd cut-off date of the CEF Transport Blending Facility.

²⁶ Ares(2021)3649310

| | | | | | |
|--------------|---------|---------|---------|---------|------------------|
| MT | 36.856 | 36.856 | 36.856 | 29.494 | 140.063 |
| PL | 312.993 | 305.161 | 263.390 | 190.291 | 1.071.834 |
| PT | 168.814 | 154.870 | 124.989 | 81.165 | 529.838 |
| RO | 127.958 | 123.467 | 106.999 | 74.063 | 432.487 |
| SI | 212.471 | 200.559 | 158.866 | 102.282 | 674.177 |
| SK | 131.967 | 130.344 | 112.499 | 73.563 | 448.374 |
| TOTAL | | | | | 6.674.401 |

3.1.2. Estimation of lump sum contributions for TEN-T implementation

To address the overarching TEN-T objectives, Member States authorities may be assisted to cooperate within the Core Network Corridor fora and within the Rail Freight Corridors bodies as well for the constant update and share of data within the Ten-tec IT tool.

Work package 3. Methodology for the calculation of the lump sum concerning Core Network Corridor cooperation

Chapter IV of the TEN-T Regulation defines the Core Network Corridors as an instrument to facilitate the coordinated implementation of the TEN-T core network. European Coordinators are designated to facilitate the coordinated implementation of Core Network Corridors, as well as ERTMS and Motorways of the Sea (the so-called “horizontal priorities” (HP) which concern all Member States with a rail network or access to the sea). As per article 45 of the TEN-T Regulation; all Member States are required to cooperate with the European Coordinators and give the Coordinators the information required in order to perform their tasks.

Moreover, in line with article 46 and 47 of the TEN-T Regulation, Member States also need to cooperate within the consultative Corridor Fora and working groups chaired by the European Coordinators and to approve the Corridor Work Plans. Detailed consultations on issues such as investment planning, related costs and implementation timeline, introduction of new technologies and reduction of external costs are required in the framework of the preparation and implementation of these Work Plans. Member States play a key role in cooperation with the European Coordinators and their support staff as well as stakeholders at the national level (infrastructure managers, regional and local authorities, etc.). Given the cross-border nature of the Core Network Corridors and horizontal priorities, Member States also need to cooperate closely with other Member States and stakeholders in other Member States. This is supported by the organisation of meetings and conferences at European level (“TEN-T Days”) and at bilateral or multilateral level.

The implementation of Work Package 3 will involve the following tasks:

- (a) *Participation in meetings such as Corridor Fora, working groups and conferences*
- (b) *Consultation and approval of the regularly updated Corridor Work Plans*
- (c) *Cooperation with the European Coordinators, national stakeholders and other Member States*

Based on TEN-T implementation under the period 2014-2020 and in line with the priorities of the Core Network Corridor Coordinators, it is the expert judgement of DG MOVE that the implementation of these tasks between 2021 and 2024 requires the following resources:

(a) Participation in meetings such as Corridor Fora, working groups and conferences

Working days

DG MOVE estimates this on the basis of the number of meetings held in the reference year 2019 and the increased use of online meetings in the year 2020²⁷, DG MOVE plans for the TEN-T

²⁷ Experiences made during the COVID-19 pandemic suggested that virtual meetings are an effective way to reduce travel costs but cannot fully replace physical meetings of a governance structure coordinating between members from different Member States and stakeholders groups

Days conference organisation in 2021-2024, as well as the number of working hours reported by a sample of Member States under the Programme Support Actions for the participation of Member States in the Core Network Corridors in the period 2014-2020²⁸:

- For the Corridor Fora and working group meetings in presence (3 meetings per year per CNC/HP):
 - Preparation, attendance, follow-up for each meeting: 16 working hours
- For the working group meetings held online (4 meetings per year per CNC/HP):
 - Preparation, attendance, follow-up for each meeting: 9 working hours
- For the participation at the TEN-T Days (0.5 meetings per year²⁹):
 - Preparation, attendance, follow-up for each conference: 36 working hours

This assumption would lead to the following calculation of estimated time to be spent on the activity per year:

16 working hours x 3 presence meetings = 48 working hours, to be multiplied by the number of CNCs and horizontal priority per Member State

9 working hours x 4 online meetings = 36 working hours, to be multiplied by the number of CNCs and horizontal priority per Member State

36 working hours x 0,5 meetings = 18 working hours

The total is 102 working hours, namely 12,75 working days.

By multiplying the daily rate unit contributions for official of each Member State and number of CNCs and horizontal priority per Member State, the amount per Member State corresponding to the working days component of the task (a) per year is presented in table 5 below.

Travel cost

On the basis of the number of meetings held in the reference year 2019 and the increased use of online meetings in the year 2020, as well as DG MOVE plans for the TEN-T Days conference organisation in 2021-2024, DG MOVE estimates an:

- average of 3 trips per year to attend Corridor Fora and working groups per CNC and per horizontal priority,
- average of 0.5 trips per year to attend the TEN-T Days (corresponding to 1 trip every two years), regardless of the number of CNC/HP

The average number of Corridor Fora and working group meetings held in presence is based on real data from year 2019. Trips within the same Member State are not counted.

Furthermore, the expenses for travel are estimated on the following basis:

- Travel expenses are incurred only for physical meetings.
- Travel costs related to the TEN-T and CEF Committee meetings are reimbursed independently of the present technical assistance action. Committee meetings are therefore not taken into account in the estimation of the lump sum contribution.
- Travel costs vary according to the origin and the destination of the trip. Historical data on meeting locations in year 2019 was used for the calculation of the trips to attend Corridor Fora and working groups.³⁰ These assumptions do not prejudice the decisions of the European Coordinators on the location of future meetings.
- For each trip, the following expenses were taken into account: travel (a return trip), accommodation (one night) and subsistence (one daily rate).

²⁸ Data was not available in a uniform way due to the breakdown of activities and reporting practices which were specific to each Member State/Grant Agreement. The average number of working hours per CNC/HP and per year for this activity among the sample of Member States was 108 hours. The sample is based on reports from The Netherlands (average of 146.5 hours in the period 2015-2016), Spain (average of 65 working hours in the period 2014-2015), Ireland (110 working hours in 2019) and Slovenia (111.25 estimated working hours in 2019).

²⁹ This corresponds to 1 meeting every two years.

³⁰ See Annex 2 with the origin-destination matrix in 2019.

- The applicable rates are in line with the decision authorising the use of unit contributions for travel, accommodation and subsistence³¹.
- The destinations used for the calculation of travel cost to attend the TEN-T Days are Lisbon and Stockholm.

The amount per Member State corresponding to the travel costs component of the task (a) is presented in table 5 below per year and for 4 years.

The calculation of the travel cost per year was made on the basis of the origin-destination matrix in Annex 6, excluding domestic trips. In line with Commission Decision C(2021)35 authorising the use of unit costs for travel, accommodation and subsistence costs under an action or work programme: For each trip, the unit cost includes a return trip based on the distance³² between the capital cities³³ of the Member State of origin and the Member State of destination. It also includes one night of accommodation at the country of destination and one daily rate of subsistence cost at the country of destination.

(b) Consultation and approval of the regularly updated Corridor Work Plans

The DG MOVE advisors in charge of supporting the European Coordinators in drafting the Corridor Work Plans have estimated, on the basis of the experience with the first four editions of Corridor Work Plans (including the Work Plans of the Coordinators for the horizontal priorities), that the support from each of the Member States for the consultation and approval of each Work Plan corresponds to 40 working hours. This is in line with the working hours reported by a sample of Member States under the Programme Support Actions for the Participation of Member States in the Core Network Corridors in the period 2014-2020³⁴.

For the period 2021 – 2024, DG MOVE expects the elaboration and approval of 0.5 Work Plan per Corridor and horizontal priority per year for 4 years.

This assumption would lead to the following calculation of estimated time to be spent on the activity per year, to be multiplied by the number of Corridors and horizontal priorities:

- 40 working hours x 0,5 Work Plan = 20 working hours

The total is 2,5 working days.

By multiplying the daily rate unit contributions per official of each Member State and taking into account the number of Corridors and horizontal priorities, the amount per Member State for task (b) per year is presented in table 5.

(c) Cooperation with the European Coordinators, national stakeholders and other Member States

Based on the number of working hours reported by a sample of Member States under the Programme Support Actions for the participation of Member States in the Core Network Corridors in the period 2014-2020³⁵, DG MOVE estimates for each CNC and horizontal priority:

- Following CNC development (e.g. analysis and approval of documents, exchange with corridor stakeholders and Commission services, providing information to European Coordinators etc.): 125 working hours.

³¹ Decision C(2021)35

³² The distance was determined using the distance calculator: https://ec.europa.eu/info/flight-calculator_en

³³ For The Netherlands, Amsterdam was used as origin/destination.

³⁴ Data was not available in a uniform way due to the breakdown of activities and reporting practices which were specific to each Member State/Grant Agreement. The average number of working hours per CNC/HP and per year for this activity among the sample of Member States was 29.5 hours. The sample is based on reports from The Netherlands (average of 14.1 working hours in the period 2015-2016), Spain (58.5 working hours in 2017), France (21.3 working hours in 2019) and Ireland (24 working hours in 2019). The Commission estimates that the workload for this activity decreases over time as the Work Plans are becoming more mature.

³⁵ Data was not available in a uniform way due to the breakdown of activities and reporting practices which were specific to each Member State/Grant Agreement. The average number of working hours per CNC/HP and per year for this activity among the sample of Member States was 529.3 working hours. The sample is based on reports from The Netherlands (average of 544 working hours in the period 2015-2016), Spain (average of 339 working hours in 2014-2015) and Slovenia (705 working hours estimated in 2019).

- Coordination within the national ministry or among other national ministries (responsible units, hierarchy), procedures: 25 working hours.
- Coordination with stakeholders within the Member State (e.g. with infrastructure managers, regional authorities, associations etc.), organisation of meetings and events: 200 working hours.
- Coordination with other Member States and stakeholders in other Member States: 50 working hours.

This assumption would lead to the following calculation of estimated time to be spent on the activity per year, to be multiplied by the number of Corridors and horizontal priorities:

- 400 working hours

Further, based on the number of working hours reported by a sample of Member States under the Programme Support Actions for the participation of Member States in the Core Network Corridors in the period 2014-2020³⁶, DG MOVE estimates that a share of the workload occurs independently of the number of CNC and horizontal priority:

- Following CNC-related TEN-T policy developments (analysis and approval of documents, providing information to Commission services): 100 working hours.
- Coordination with Corridor stakeholders within the Member State (e.g. with infrastructure managers, regional authorities, associations etc.), organisation of meetings and events: 150 working hours.
- Coordination with other Member States and stakeholders in other Member States: 100 working hours.

This assumption would lead to the following calculation of estimated time to be spent on the activity per year, in each Member State (independently of the number of CNCs and horizontal priorities):

- 350 working hours

The variable element, of 50 working days (400 hours/8) is multiplied by the daily rate unit costs per official of each Member State and the number of Corridors and horizontal priorities.

The fixed element of 43.75 days (350 hours/8) is multiplied by the daily rate unit costs per official of each Member State.

Adding these figures, the amount per Member State for task (c) per year is presented in table 5.

Table 5. Yearly lump sum contribution per Member State for Work Package 3

³⁶ The estimate for the fixed element is based on the same sample of Member States as the estimate for the variable element. The reported average of 529.3 working hours comprises both the variable and fixed element.

| MS | Nr of CNC + horizontal priorities | NACE Rev 2 section O – daily rate Unit Contributions (€) | Work Package 3 (EUR) | | | | | |
|----|-----------------------------------|--|----------------------|--------------|--------------|--------------|-----------------------|-------------|
| | | | Task 3 (a) | | Task 3 (b) | Task 3 (c) | Total | |
| | | | working days | Travel costs | working days | working days | Lump sum contribution | |
| | | | 1 year | 1 year | 1 year | 1 year | 1 year | 4 years (€) |
| BE | 5 | 402 | 22.031 | 3.309 | 5.030 | 118.205 | 148.575 | 594.301 |
| BG | 4 | 69 | 3.044 | 5.452 | 688 | 16.770 | 25.954 | 103.817 |
| CZ | 4 | 133 | 5.876 | 5.550 | 1.328 | 32.370 | 45.125 | 180.500 |
| DK | 3 | 441 | 14.877 | 3.378 | 3.306 | 85.405 | 106.966 | 427.863 |
| DE | 8 | 317 | 27.393 | 12.581 | 6.352 | 140.935 | 187.261 | 749.046 |
| EE | 3 | 145 | 4.887 | 4.758 | 1.086 | 28.055 | 38.786 | 155.146 |
| IE | 4 | 308 | 13.629 | 4.398 | 3.080 | 75.075 | 96.182 | 384.728 |
| EL | 3 | 163 | 5.508 | 4.690 | 1.224 | 31.620 | 43.042 | 172.168 |
| ES | 4 | 211 | 9.310 | 6.363 | 2.104 | 51.285 | 69.062 | 276.249 |
| FR | 7 | 302 | 22.907 | 6.893 | 5.292 | 119.070 | 154.162 | 616.647 |
| HR | 4 | 134 | 5.912 | 5.786 | 1.336 | 32.565 | 45.599 | 182.394 |
| IT | 6 | 287 | 18.688 | 7.750 | 4.296 | 98.450 | 129.184 | 516.736 |
| CY | 2 | 157 | 3.646 | 5.334 | 784 | 22.540 | 32.304 | 129.214 |
| LV | 3 | 105 | 3.537 | 4.711 | 786 | 20.305 | 29.339 | 117.358 |
| LT | 3 | 104 | 3.510 | 4.763 | 780 | 20.150 | 29.203 | 116.811 |
| LU | 2 | 413 | 9.598 | 1.295 | 2.064 | 59.340 | 72.297 | 289.186 |
| HU | 4 | 109 | 4.814 | 5.765 | 1.088 | 26.520 | 38.188 | 152.751 |
| MT | 2 | 154 | 3.571 | 4.199 | 768 | 22.080 | 30.618 | 122.472 |
| NL | 5 | 416 | 22.776 | 5.876 | 5.200 | 122.200 | 156.052 | 624.208 |
| AT | 5 | 357 | 19.535 | 7.546 | 4.460 | 104.810 | 136.351 | 545.405 |

| | | | | | | | | |
|-----------------|---|-----|--------|-------|-------|--------|------------------|-----------|
| PL | 4 | 103 | 4.531 | 6.317 | 1.024 | 24.960 | 36.832 | 147.327 |
| PT | 3 | 145 | 4.887 | 3.595 | 1.086 | 28.055 | 37.623 | 150.492 |
| RO | 4 | 99 | 4.390 | 6.076 | 992 | 24.180 | 35.638 | 142.550 |
| SI | 4 | 196 | 8.673 | 5.672 | 1.960 | 47.775 | 64.080 | 256.320 |
| SK | 4 | 121 | 5.345 | 5.515 | 1.208 | 29.445 | 41.513 | 166.052 |
| FI | 4 | 333 | 14.762 | 6.866 | 3.336 | 81.315 | 106.279 | 425.117 |
| SE | 4 | 322 | 14.231 | 4.658 | 3.216 | 78.390 | 100.494 | 401.978 |
| TOTAL EU | | | | | | | 2.036.708 | 8.146.834 |

Work package 4. Methodology for the calculation of the lump sum concerning cooperation with Rail Freight Corridors

Article 8 of Regulation (EU) No 913/2010 defines the governance structure of the Rail Freight Corridors which includes the executive board composed of representatives of the authorities of the Member States concerned. Article 8(1) assigns the following responsibilities to the executive board:

- Defining the general objectives of the corridor;
- Supervising and taking the following measures:
 - Acting as intermediary in the event of disagreement between the management board and the advisory group made up of managers and owners of the terminals of the freight corridor (Article 8(7));
 - Approving the implementation plan for the freight corridor (Article 9);
 - Approving the investment plan for the freight corridor (Article 11);
 - Defining the framework for the allocation of the infrastructure capacity on the freight corridor (Article 14(1));
 - Presenting to the Commission the results of the implementation plan for that corridor every two years from the time of the establishment of a freight corridor (Article 22).

The implementation of Work Package 4 involves the following concrete activities:

- Activity 4 (a) Preparation of, participation in and follow-up to meetings at corridor level involving stakeholders of the rail freight corridor and of the corresponding core network corridor;
- Activity 4 (b) Preparation of, participation in and follow-up to meetings for coordination between several or all rail freight corridors;
- Activity 4 (c) Coordination activities within the Member State involving in particular the infrastructure manager(s), railway undertakings, terminal owners and managers, regional and local authorities and other relevant stakeholders;
- Activity 4 (d) Preparation of the report pursuant to Article 22 of the Regulation.

DG MOVE has been monitoring and supporting the work of the governance structures and of the sector to implement the Regulation since its entry into force in 2010. Activities include the drafting of a handbook on the implementation of the Regulation, organisation of a biennial working group on the rail freight corridors, participation in meetings of the governance structure and analysing the reports submitted to the Commission in accordance with Article 22. On the basis of its unique role in monitoring and supporting all of these governance structure activities since 2010, DG MOVE is in a position to estimate the workload to fulfil these activities as follows:

- Work of Member State representatives is structured around corridor-specific meetings (activity 4a) and cross-corridor meetings (activity 4b). The purpose of these meetings is to perform the tasks defined in Article 8(1) of the Regulation, as cited above.
- The workload to coordinate within each Member State (activity 4c) and to contribute to the reports in accordance with Article 22 of the Regulation are estimated separately.
- The workload per Member State for corridor specific meetings (activity 4a) and for the preparation of the Article 22 reports (activity 4d) is estimated on the basis of the number of rail freight corridors a Member State is involved in at the time of approval of the present decision.
- The workload per Member State for cross-corridor meetings (activity 4b) and for coordination within each Member State (activity 4c) is assumed to be independent of the number of rail freight corridors a Member State is involved in.
- The workload estimated for the preparation of the Article 22 reports (activity 4d) covers the contribution of a single Member State to the report, not the workload to prepare the entire report.
- The applicable rates are in line with Decision Staff unit contributions³⁷
- Table 6 summarizes the assumptions made.

³⁷ [Reference to be added when adopted]

Table 6. *Summary of the assumptions made for Work Package 4*

| Activities | | Reference unit | Units per year | Staff work load per unit (hours) | Working days | N° of physical meetings |
|------------|-----------------------------------|--|-------------------|----------------------------------|------------------|-------------------------|
| 4a | Corridor-specific meetings | Meetings per corridor | 5 | 20 | 12,5 | 2 |
| 4b | Cross-corridor meetings | Meetings | 5 | 20 | 12,5 | 2 |
| 4c | Coordination within each MS | Year and MS | 1 | 120 | 15 | n/a |
| 4d | Preparation of Article 22 reports | Report contributions by single MS (to be multiplied by the number of RFCs to which a MS is member) | 0,5 ³⁸ | 160 ³⁹ | 10 ⁴⁰ | n/a |

The expenses for travel are estimated as follows:

- Travel expenses are incurred only for physical meetings. We assume that the share of physical meetings is about 40 % of all meetings. This estimate is based on the experiences made during the COVID-19 pandemic, suggesting that virtual meetings are an effective way to reduce travel costs but cannot fully replace physical meetings of a governance structure coordinating between members from different Member States and stakeholders groups. This assumption results in two physical meetings per corridor per year (activity 4a) and two physical cross-corridor meetings per year (activity 4b).
- Travel costs related to the SERAC Working Group on Rail Freight Corridors are reimbursed independently of the present technical assistance action. Meetings of the working group are therefore not taken into account in the estimation of the lump sum contribution.
- Travel costs vary according to the origin and the destination of the trip. With the purpose of estimate representative rates for travel costs, the following simplifying assumptions were made as regards the locations of these meetings. These assumptions do not prejudice the decision of Member States on the location of meetings.
 - For each trip, the following expenses were taken into account: travel (a return trip either by rail or air, depending on distance), accommodation (one night) and subsistence (one daily rate) for one person.
 - The applicable rates are in line with Decision C(2021)35.
 - For corridor-specific meetings, it was assumed that the meetings are held in the Member States involved in the corridor on a rotating basis⁴¹.
 - For cross-corridor meetings, it was assumed that (i) half of the meetings take place in Brussels and (i) the other half at a well-accessible location other than Brussels. Historic information shows that such meetings are held in a variety of locations such that the exact locations of these meetings in the next four years cannot be estimated. Only for the sake of estimating the travel costs, the rates applicable to Vienna were applied, due to its central location and the accommodation rates which are comparable to the average across the EU.

The expenses for staff were estimated on the basis of historic evidence and estimates of Commission services as follows:

- The workload for corridor-specific and cross-corridor meetings (activities 4a and 4b) includes preparation, participation and follow-up to such meetings. The estimate of hours per meeting takes into account the responsibilities of Member States defined in Article 8(1) of Regulation (EU) No 913/2010 and material related to past meetings

³⁸ According to Article 22 the reports have to be presented every two years, which is mathematically equivalent to 0.5 reports per year.

³⁹ Working hours for a contribution to one report by one corridor by one Member State.

⁴⁰ Working days per year per corridor for one Member State (one report every second year).

⁴¹ See Annex 7 for a breakdown of travel giving details on assumed origins and destinations.

submitted to the Commission services, such as agendas, minutes, decisions and action plans.

- The workload for coordination within each Member State (activity 4c) takes into account the responsibilities of Member States defined in Article 8(1) of Regulation (EU) No 913/2010 which require extensive consultation within Member State authorities (e.g. for the approval of the investment plan in accordance with Article 11) and with other stakeholders. The estimate also takes into account the need to coordinate work of the governance structure of the rail freight corridors with the coordination mechanisms required by Article 7e of Directive 2012/34/EU⁴² and put in place to ensure coordination between railway infrastructure managers and railway undertakings as well as applicants.
- The workload for the preparation of Article 22 reports (activity 4d) is estimated on the basis of guidance Commission services provided to Member States as regards the structure and contents of these reports⁴³.

By multiplying the above working days with the daily rate unit costs for officials of each Member State, taking into account the number of Rail Freight Corridors, and by summing up the travel costs per Member State, the total amount per Member State for activities (a), (b), (c) and (d) is presented in table 7 as annual lump sum contributions and as the total for the period 2021-2024.

⁴² Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (recast).

⁴³ See Ares(2020)377972.

Table 7. *Annual lump sum contributions per Member State for Work Package 4 and total for 2021 to 2024*

| MS | No of RFCs ⁴⁴ | Activity 4a | | Activity 4b | | Activity 4c | | Activity 4d | | Total | | | Total 2021-2024 | | |
|----|--------------------------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|--------|--------|--------|-----------------|--------|---------|
| | | Work | Travel | Work | Travel | Work | Travel | Work | Travel | Work | Travel | Total | Work | Travel | Total |
| AT | 5 | 22.313 | 2.906 | 4.463 | 460 | 5.355 | n/a | 17.850 | n/a | 49.980 | 3.366 | 53.346 | 199.920 | 13.466 | 213.386 |
| BE | 3 | 15.079 | 1.894 | 5.026 | 449 | 6.032 | n/a | 12.063 | n/a | 38.200 | 2.342 | 40.542 | 152.798 | 9.369 | 162.167 |
| BG | 2 | 1.718 | 1.230 | 859 | 983 | 1.031 | n/a | 1.374 | n/a | 4.981 | 2.212 | 7.193 | 19.923 | 8.849 | 28.772 |
| CY | 0 | n/a | 0 | n/a | 0 | n/a | n/a | n/a | n/a | 0 | 0 | 0 | 0 | 0 | 0 |
| CZ | 4 | 6.655 | 1.710 | 1.664 | 733 | 1.997 | n/a | 5.324 | n/a | 15.639 | 2.444 | 18.083 | 62.557 | 9.775 | 72.332 |
| DE | 6 | 23.790 | 4.217 | 3.965 | 872 | 4.758 | n/a | 19.032 | n/a | 51.545 | 5.089 | 56.634 | 206.180 | 20.354 | 226.534 |
| DK | 1 | 5.513 | 691 | 5.513 | 897 | 6.615 | n/a | 4.410 | n/a | 22.050 | 1.588 | 23.638 | 88.200 | 6.352 | 94.552 |
| EE | 1 | 1.808 | 611 | 1.808 | 927 | 2.169 | n/a | 1.446 | n/a | 7.230 | 1.537 | 8.767 | 28.920 | 6.148 | 35.068 |
| EL | 1 | 2.035 | 728 | 2.035 | 1.040 | 2.442 | n/a | 1.628 | n/a | 8.140 | 1.767 | 9.907 | 32.560 | 7.068 | 39.628 |
| ES | 2 | 5.263 | 1.460 | 2.631 | 992 | 3.158 | n/a | 4.210 | n/a | 15.261 | 2.451 | 17.713 | 61.045 | 9.805 | 70.850 |
| FI | 0 | n/a | 0 | n/a | 0 | n/a | n/a | n/a | n/a | 0 | 0 | 0 | 0 | 0 | 0 |
| FR | 4 | 15.110 | 2.681 | 3.778 | 769 | 4.533 | n/a | 12.088 | n/a | 35.509 | 3.450 | 38.958 | 142.034 | 13.799 | 155.833 |
| HR | 2 | 3.348 | 1.051 | 1.674 | 745 | 2.009 | n/a | 2.678 | n/a | 9.708 | 1.796 | 11.504 | 38.831 | 7.184 | 46.015 |
| HU | 4 | 5.455 | 2.255 | 1.364 | 745 | 1.637 | n/a | 4.364 | n/a | 12.819 | 3.000 | 15.819 | 51.277 | 12.000 | 63.277 |
| IE | 0 | n/a | 0 | n/a | 0 | n/a | n/a | n/a | n/a | 0 | 0 | 0 | 0 | 0 | 0 |
| IT | 4 | 14.325 | 2.937 | 3.581 | 897 | 4.298 | n/a | 11.460 | n/a | 33.664 | 3.833 | 37.497 | 134.655 | 15.334 | 149.989 |
| LT | 1 | 1.305 | 559 | 1.305 | 918 | 1.566 | n/a | 1.044 | n/a | 5.220 | 1.477 | 6.697 | 20.880 | 5.907 | 26.787 |
| LU | 1 | 5.163 | 518 | 5.163 | 726 | 6.195 | n/a | 4.130 | n/a | 20.650 | 1.244 | 21.894 | 82.600 | 4.977 | 87.577 |
| LV | 1 | 1.311 | 608 | 1.311 | 918 | 1.574 | n/a | 1.049 | n/a | 5.245 | 1.525 | 6.770 | 20.980 | 6.102 | 27.082 |
| MT | 0 | n/a | 0 | n/a | 0 | n/a | n/a | n/a | n/a | 0 | 0 | 0 | 0 | 0 | 0 |

⁴⁴ RFC : Rail Freight Corridors

| | | | | | | | | | | | | | | | |
|--------------|---|-------------|--------|--------|--------|--------|-----|---------|-----|---------|--------|----------------|-----------|---------|------------------|
| NL | 3 | 15.593 | 1.960 | 5.198 | 769 | 6.237 | n/a | 12.474 | n/a | 39.501 | 2.729 | 42.230 | 158.004 | 10.918 | 168.922 |
| PL | 3 | 3.855 | 1.903 | 1.285 | 884 | 1.542 | n/a | 3.084 | n/a | 9.766 | 2.787 | 12.553 | 39.064 | 11.147 | 50.211 |
| PT | 1 | 1.811 | 729 | 1.811 | 1.105 | 2.174 | n/a | 1.449 | n/a | 7.245 | 1.834 | 9.079 | 28.980 | 7.336 | 36.316 |
| RO | 2 | 2.478 | 1.412 | 1.239 | 983 | 1.487 | n/a | 1.982 | n/a | 7.185 | 2.395 | 9.579 | 28.739 | 9.578 | 38.317 |
| SE | 1 | 4.025 | 767 | 4.025 | 927 | 4.830 | n/a | 3.220 | n/a | 16.100 | 1.693 | 17.793 | 64.400 | 6.773 | 71.173 |
| SI | 4 | 9.795 | 2.038 | 2.449 | 745 | 2.939 | n/a | 7.836 | n/a | 23.018 | 2.784 | 25.802 | 92.073 | 11.136 | 103.209 |
| SK | 4 | 6.045 | 2.031 | 1.511 | 745 | 1.814 | n/a | 4.836 | n/a | 14.206 | 2.777 | 16.982 | 56.823 | 11.107 | 67.930 |
| Total | | 173.78 9 | 36.896 | 63.655 | 19.224 | 76.386 | 0 | 139.031 | 0 | 452.861 | 56.121 | 508.981 | 1.811.443 | 224.482 | 2.035.925 |

Work package 5. Methodology for the calculation of the lump sum for the updating and reporting via automated data exchange with TENtec

Pursuant to Article 49.1 of the TEN-T Regulation, Member States shall inform the Commission, through TENtec, about the investments and progress made in implementing projects on core and comprehensive networks.

The special ECA report on “*The EU core road network: shorter travel times but network not yet fully functional*”⁴⁵ stressed that: “*The information recorded in the Commission system is not up-to-date. The latest available data date back to 2016 even though Member States are expected to transmit data to TENtec on an annual basis. However, the transmission procedure is not clear as no deadline is fixed for Member States to send data covering a defined time period, nor for the Commission to process the data and make it available in the system.*” This statement is valid for all modes of transport and results mainly of a lack of resources and of many technical obstacles hampering timely, coordinated and homogenous collection of data. In this respect, the proposed assistance to develop an automated data exchange with TENtec would address the ECA recommendation n°2 by providing a systematic and uniform approach with fixed deadlines for Member States to provide data on completion of the core network and for the Commission to process and publish them.

The alignment and harmonisation of existing IT systems, databases and all related efforts will allow for the retrieval of data with different geographical sectioning and will facilitate the data collection and exchange with the TENtec information system.

This one-off investment will be of benefit in the mid- and long term by reducing all data collection related activities across all modes of transport. The data will also support other transport policies across DG MOVE and will contribute to cost savings (on for example studies performed by consultants). This activity is in line with the European strategy for data, in particular the common European mobility data space.

The implementation of Work Package 5 involves the following tasks to be implemented by both staff of the Member States authorities and dedicated external IT experts:

- WP 5 (phase 1) Initiating and planning phase to identify appropriate staff internally and externally and to kick-start the analysis. Mapping and analysis of existing systems/databases at national and regional level. Setting up a project implementation plan up to 2024. Drafting of the first report.*
- WP 5 (phase 2) Implementation and coordination with relevant stakeholders at MS and DG MOVE level on the implementation. Preparation of the IT infrastructure and the necessary processes including internal and external testing with DG MOVE TENtec, before deployment of the final solution in production and real-time tests.*
- WP 5 (phase 3) Closing and evaluating the project with the implementation of potential additional modifications and adaptations and drafting of the final report summarising the entire project lifecycle.*

Breakdown by phase:

| | Phase 1 | Phase 2 | Phase 3 | Total (days) |
|-------------------------|---------|---------|---------|--------------|
| Share | 33% | 50% | 17% | 100% |
| Admin | 44 | 66 | 22 | 132 |
| External Experts | 396 | 594 | 198 | 1.188 |
| Total | 440 | 660 | 220 | 1.320 |

TENtec has been developed in-house by using a DG MOVE framework contract for intra-muros service provider since 2007. A number of different TENtec modules supporting the TEN-T policy and the grant management have been developed over the years. In 2014 the grant management

⁴⁵ https://www.eca.europa.eu/Lists/ECADocuments/SR20_09/SR_Road_network_EN.pdf

related modules have been transferred to the Innovation and Networks Executive Agency (INEA) under the CEF Programme 2014-2020. The policy related modules remained at DG MOVE. The development of TENtec is closely steered by the policy unit MOVE B.1. This extensive experience in the conceptualisation, development and maintenance of all different kinds of TENtec IT modules and the close collaboration with Member States allows to define the project scope and assess the resources needed in order to set up automated data exchange solutions. On the basis of insight and expertise gained through these activities, DG MOVE estimated the workload to fulfil the phases 1), 2) and 3) as follows:

The breakdown of the different phases reflect that the workload in phase 2 represents the core “implementation” task of the entire Work Package. The remaining 50% were shared between phase 1 “Initiating and planning” and phase 3 “Closing and evaluating” considering that phase 1 requires substantial resources to initiate the entire Work Package.

Work package 5 overall is estimated at 1.320 working days over the years of 2021 to 2024, divided into 10% (132 working days) for the administrative staff and 90% (1.188 working days) for the external Geographical Information System (GIS) experts. Administrative staff in Member States will have to coordinate and steer this Work Package with external consultants (GIS experts). 1320 working days over four years are equivalent to 330 working days per year or 1,5 FTEs/year per MS from 2021 to 2024. The project is challenging and requires a solid basis of resources. The experience with TENtec at DG MOVE since 2007 revealed the complexity of developing IT modules and the importance of sufficient staffing with IT experts.

Using DG MOVE’s TENtec expertise as a benchmark is based on the experience covering the development of a number of different IT modules at reporting, grant management and policy reporting level, allowing stakeholders (mainly Member States) to encode and upload data into TENtec. The entire project was executed in-house with 5,5 FTEs/year of external IT consultants (intra-muros service providers) and statutory staff resources for the management of the entire project. Therefore, based on this experience, it is the opinion of DG MOVE that the estimate of staff for Work Package 5 is appropriate in relation to the activities to be delivered and will ensure the lump sum amount makes a meaningful contribution to the costs the Member States will incur, while still respecting sound financial management.

The calculation is divided into two steps:

- Step 1. Administrative staff costs per Member State
 - a) Working days
 - b) Travel costs
- Step 2. Outsourcing expertise costs per Member State
 - a) Definition of the GIS cost per Member State and per Phase
 - b) Correction of the GIS costs per Member State and per phase on the basis of the national total number of TEN-T line-km of network for road, rail and inland waterways.

Step 1 – a) working days

The administrative workload amounts to 132 working days over the years 2021 to 2024 as stipulated under table 8.

Table 8. Workload for administrative staff per Member States and corresponding estimated costs for Work Package 5

| MS | NACE Rev 2 section O - Unit Contributions (€) | Phase 1 | Phase 2 | Phase 3 | Work Package 5 |
|----|---|--------------|--------------|---------|----------------|
| | | working days | | | EUR |
| | | 2021-22 | 2022-2023/24 | 2024/25 | Total (132) |
| | | 44 | 66 | 22 | |
| BE | 402,1 | 17.690 | 26.536 | 8.845 | 53.071 |
| BG | 68,7 | 3.021 | 4.532 | 1.511 | 9.063 |
| CZ | 133,1 | 5.856 | 8.784 | 2.928 | 17.568 |
| DK | 441,0 | 19.406 | 29.108 | 9.703 | 58.217 |
| DE | 317,2 | 13.957 | 20.936 | 6.979 | 41.872 |

| | | | | | |
|-----------------|-------|--------|--------|-------|----------------|
| EE | 144,6 | 6.364 | 9.546 | 3.182 | 19.091 |
| IE | 308,0 | 13.554 | 20.330 | 6.777 | 40.661 |
| EL | 162,8 | 7.164 | 10.745 | 3.582 | 21.491 |
| ES | 210,5 | 9.264 | 13.896 | 4.632 | 27.793 |
| FR | 302,2 | 13.295 | 19.942 | 6.647 | 39.884 |
| HR | 133,9 | 5.893 | 8.840 | 2.947 | 17.679 |
| IT | 286,5 | 12.605 | 18.908 | 6.303 | 37.816 |
| CY | 156,5 | 6.888 | 10.332 | 3.444 | 20.664 |
| LV | 104,9 | 4.615 | 6.923 | 2.308 | 13.846 |
| LT | 104,4 | 4.593 | 6.889 | 2.296 | 13.779 |
| LU | 413,0 | 18.171 | 27.256 | 9.085 | 54.512 |
| HU | 109,1 | 4.801 | 7.201 | 2.400 | 14.402 |
| MT | 154,0 | 6.775 | 10.163 | 3.388 | 20.326 |
| NL | 415,8 | 18.295 | 27.443 | 9.148 | 54.886 |
| AT | 357,0 | 15.706 | 23.559 | 7.853 | 47.118 |
| PL | 102,8 | 4.521 | 6.782 | 2.261 | 13.564 |
| PT | 144,9 | 6.377 | 9.566 | 3.189 | 19.132 |
| RO | 99,1 | 4.360 | 6.540 | 2.180 | 13.079 |
| SI | 195,9 | 8.618 | 12.926 | 4.309 | 25.853 |
| SK | 120,9 | 5.321 | 7.981 | 2.660 | 15.963 |
| FI | 333,4 | 14.670 | 22.005 | 7.335 | 44.010 |
| SE | 322,0 | 14.166 | 21.249 | 7.083 | 42.497 |
| Total EU | | | | | 797.837 |

Step 1 – b) Travel costs

Three physical meetings in Brussels (distance from Brussels to each capital by using a travel matrix) for each of the years 2022, 2023 and 2024 (phases 2 and 3) are foreseen for two representatives per Member State per meeting. The physical meetings are considered essential to ensure sufficient engagement and to build a solid relationship with Member States which is crucial for the success of this project. In parallel, specific technical meetings will be held a number of times per year virtually between Member State(s) and DG MOVE TENtec staff in smaller circles.

The calculation based on travel, accommodation and subsistence unit contributions as defined by Commission Decision C(2021)35 is as follows:

- a) Number of meetings per Member States (for 2022, 2023 and 2024): 3 in total (one per year)
- b) Number of Member States representatives: 27 multiplied by 2 persons = 54 travels per year (two persons per Member State)

multiplied by (b) = $3 \times 2 \times 27 = 162$ travels in total

Table 9. Travel costs and corresponding estimated costs for Work Package 5

| MS | Phase 1 | Phase 2 | Phase 2 | Phase 3 | Work Package 5 |
|----|---------|---------|---------|---------|-------------------|
| | 2021/22 | 2022 | 2023/24 | 2024/25 | Total trips to BE |
| BE | n/a | n/a | n/a | n/a | n/a |
| BG | 0 | 1.068 | 1.068 | 1.068 | 3.204 |

| | | | | | |
|-----------------|---|---------------|---------------|---------------|---------------|
| CZ | 0 | 896 | 896 | 896 | 2.688 |
| DK | 0 | 896 | 896 | 896 | 2.688 |
| DE | 0 | 896 | 896 | 896 | 2.688 |
| EE | 0 | 938 | 938 | 938 | 2.814 |
| IE | 0 | 896 | 896 | 896 | 2.688 |
| EL | 0 | 1.164 | 1.164 | 1.164 | 3.492 |
| ES | 0 | 938 | 938 | 938 | 2.814 |
| FR | 0 | 641 | 641 | 641 | 1.923 |
| HR | 0 | 920 | 920 | 920 | 2.760 |
| IT | 0 | 920 | 920 | 920 | 2.760 |
| CY | 0 | 1.344 | 1.344 | 1.344 | 4.032 |
| LV | 0 | 938 | 938 | 938 | 2.814 |
| LT | 0 | 938 | 938 | 938 | 2.814 |
| LU | 0 | 579 | 579 | 579 | 1.736 |
| HU | 0 | 920 | 920 | 920 | 2.760 |
| MT | 0 | 1.068 | 1.068 | 1.068 | 3.204 |
| NL | 0 | 641 | 641 | 641 | 1.923 |
| AT | 0 | 920 | 920 | 920 | 2.760 |
| PL | 0 | 920 | 920 | 920 | 2.760 |
| PT | 0 | 1.068 | 1.068 | 1.068 | 3.204 |
| RO | 0 | 1.068 | 1.068 | 1.068 | 3.204 |
| SI | 0 | 920 | 920 | 920 | 2.760 |
| SK | 0 | 920 | 920 | 920 | 2.760 |
| FI | 0 | 1.068 | 1.068 | 1.068 | 3.204 |
| SE | 0 | 938 | 938 | 938 | 2.814 |
| Total EU | | 24.422 | 24.422 | 24.422 | 73.266 |

Step 2 – a) GIS cost per MS and per phase

The total workload for this step is estimated at 1.188 working days over the years 2021 to 2024. These implementation tasks are very specific and require technical expertise in the area of GIS. Every Member State has its own specificities in terms of existing and planned information systems and databases. In order to prepare the relevant systems at national level to allow an automated exchange of data with TENtec, Member States will have to mandate/procure and manage the external experts (GIS consultants) needed for the project autonomously. DG MOVEs TENtec team will steer the process and the regular TENtec working group meetings will act as the official steering body. The reference benchmark is the currently used Framework Contract of EUROSTAT (no. 08143.2016.003-2017.035 8) for Senior GIS experts with a unit cost per hour at 85€.

This Framework Contract is also used by DG MOVE, therefore this hourly rate represents the weighted PPP index of 110,8 % for Belgium, as stated under table 10.

The total estimated working days amount to 1188 for 4 years, as broken down in table 10.

Table 10. Workload for outsourced expertise per Member States and corresponding estimated costs for Work Package 5

| MS | PPP Index | Unit Cost (External GIS Consultant)* | Phase 1 | Phase 2 | Phase 3 | Work Package 5 |
|----|-----------|--------------------------------------|---------|---------|---------|----------------|
| | | | 2021/22 | 2022- | 2024/25 | Total |

| | | | 2023/24 | | | |
|--|--------|--------|------------------|------------------|------------------|-------------------|
| | | | Working days | | | (1188) |
| | | | 396 | 594 | 198 | EUR |
| BE | 110,8% | 85,00 | 269.277 | 403.916 | 134.639 | 807.832 |
| BG | 49,6% | 38,05 | 120.543 | 180.814 | 60.271 | 361.629 |
| CZ | 68,2% | 52,32 | 165.746 | 248.620 | 82.873 | 497.239 |
| DK | 138,9% | 106,56 | 337.569 | 506.353 | 168.784 | 1.012.706 |
| DE | 104,0% | 79,78 | 252.751 | 379.127 | 126.376 | 758.253 |
| EE | 78,1% | 59,91 | 189.806 | 284.710 | 94.903 | 569.419 |
| IE | 127,2% | 97,58 | 309.134 | 463.701 | 154.567 | 927.402 |
| EL | 85,4% | 65,51 | 207.548 | 311.321 | 103.774 | 622.643 |
| ES | 92,5% | 70,96 | 224.803 | 337.204 | 112.401 | 674.408 |
| FR | 109,5% | 84,00 | 266.118 | 399.177 | 133.059 | 798.353 |
| HR | 67,4% | 51,71 | 163.802 | 245.703 | 81.901 | 491.407 |
| IT | 100,9% | 77,40 | 245.217 | 367.826 | 122.609 | 735.652 |
| CY | 89,5% | 68,66 | 217.512 | 326.268 | 108.756 | 652.535 |
| LV | 72,8% | 55,85 | 176.926 | 265.389 | 88.463 | 530.777 |
| LT | 64,5% | 49,48 | 156.754 | 235.131 | 78.377 | 470.263 |
| LU | 125,9% | 96,58 | 305.975 | 458.962 | 152.987 | 917.924 |
| HU | 63,0% | 48,33 | 153.109 | 229.663 | 76.554 | 459.327 |
| MT | 81,7% | 62,68 | 198.555 | 297.833 | 99.278 | 595.666 |
| NL | 112,1% | 86,00 | 272.437 | 408.655 | 136.218 | 817.310 |
| AT | 108,6% | 83,31 | 263.931 | 395.896 | 131.965 | 791.792 |
| PL | 56,7% | 43,50 | 137.798 | 206.697 | 68.899 | 413.394 |
| PT | 86,0% | 65,97 | 209.006 | 313.509 | 104.503 | 627.017 |
| RO | 52,6% | 40,35 | 127.834 | 191.751 | 63.917 | 383.501 |
| SI | 83,8% | 64,29 | 203.659 | 305.489 | 101.830 | 610.977 |
| SK | 69,8% | 53,55 | 169.635 | 254.452 | 84.817 | 508.905 |
| FI | 122,4% | 93,90 | 297.469 | 446.203 | 148.734 | 892.406 |
| SE | 125,5% | 96,28 | 305.003 | 457.504 | 152.501 | 915.008 |
| Total EU | | | 5.947.915 | 8.921.873 | 2.973.958 | 17.843.745 |
| * Current EUROSTAT Frame Work Contact no. 08143.2016.003-2017.035 8 (ca. 150.000€/year for Senior GIS consultant for 220 days) | | | | | | |

Step 2 – b) GIS cost per MS and per phase corrected on the basis of the total number of TEN-T line-km of network for road, rail and inland waterways

The phase 2 concerning the implementation by GIS and the deployment of the final solution in production and real-time tests had to be corrected on the basis of the total length of the TEN-T network for the land transport, including inland waterways. The corrector coefficient was calculated by attributing a percentage to a classification of Member States per length of total line-km for the TEN-T road, rail and inland waterways network. For the Member States having a total length below 5000 line-km it is considered that 45% of the estimated cost is necessary; for the Member States between 5000 line-km and 10.000 line-km it is considered that 90% of the estimated cost is necessary; for the Member States between 10.000 line-km and 15.000 line-km it is considered that 135% of the estimated cost is necessary; for the Member States between 15.000 line-km and 25.000 line-km it is considered that 180% of the estimated cost is necessary;

and for the Member States between 25.000 line-km and 35.000 line-km it is considered that 225% of the estimated cost is necessary. The Annex 8 identified the total length of the TEN-T road, rail and inland waterway network of the MS and the corresponding corrector coefficient.

This methodology was applied to the cost identified in table 10 above and the result is described in table 11.

Table 11. Lump Sum contributions per Member State for 4 years for the Work Package 5

| MS | Phase 1 | Phase 2 | Phase 3 | WP 5 total per MS |
|-----------------|------------------|------------------|------------------|-------------------|
| | 2021 | 2022-2023 | 2024 | |
| AT | 237.537 | 356.306 | 118.769 | 712.612 |
| BE | 242.349 | 363.524 | 121.175 | 727.048 |
| BG | 108.489 | 162.733 | 54.244 | 325.466 |
| CY | 97.880 | 146.820 | 48.940 | 293.641 |
| CZ | 149.172 | 223.758 | 74.586 | 447.515 |
| DE | 568.690 | 853.035 | 284.345 | 1.706.070 |
| DK | 151.906 | 227.859 | 75.953 | 455.718 |
| EE | 85.413 | 128.119 | 42.706 | 256.239 |
| EL | 186.793 | 280.189 | 93.396 | 560.378 |
| ES | 505.806 | 758.709 | 252.903 | 1.517.418 |
| FI | 267.722 | 401.583 | 133.861 | 803.165 |
| FR | 598.765 | 898.148 | 299.383 | 1.796.295 |
| HR | 73.711 | 110.566 | 36.855 | 221.133 |
| HU | 137.798 | 206.697 | 68.899 | 413.394 |
| IE | 139.110 | 208.666 | 69.555 | 417.331 |
| IT | 441.391 | 662.086 | 220.695 | 1.324.173 |
| LT | 70.539 | 105.809 | 35.270 | 211.618 |
| LU | 137.689 | 206.533 | 68.844 | 413.066 |
| LV | 79.617 | 119.425 | 39.808 | 238.850 |
| MT | 89.350 | 134.025 | 44.675 | 268.050 |
| NL | 245.193 | 367.789 | 122.596 | 735.579 |
| PL | 248.036 | 372.055 | 124.018 | 744.109 |
| PT | 188.105 | 282.158 | 94.053 | 564.316 |
| RO | 172.576 | 258.863 | 86.288 | 517.727 |
| SE | 411.753 | 617.630 | 205.877 | 1.235.260 |
| SI | 91.647 | 137.470 | 45.823 | 274.940 |
| SK | 76.336 | 114.504 | 38.168 | 229.007 |
| Total EU | 5.803.373 | 8.705.059 | 2.901.686 | 17.410.119 |

The lump sum contributions for each Member State presented in table 12 have been determined by summing up the amounts estimated per Member State in step 1 and 2 (b).

Table 12. Lump Sum contributions per Member State for 4 years for the Work Package 5

| MS | Step 1 a) | Step 1 b) | Step 2) | Total |
|----|-----------|-----------|---------|---------|
| AT | 47.118 | 2.760 | 712.612 | 762.490 |
| BE | 53.071 | 0 | 727.048 | 780.119 |

| | | | | |
|--------------|---------|--------|------------|-------------------|
| BG | 9.063 | 3.204 | 325.466 | 337.733 |
| CY | 20.664 | 4.032 | 293.641 | 318.337 |
| CZ | 17.568 | 2.688 | 447.515 | 467.772 |
| DE | 41.872 | 2.688 | 1.706.070 | 1.750.631 |
| DK | 58.217 | 2.688 | 455.718 | 516.622 |
| EE | 19.091 | 2.814 | 256.239 | 278.144 |
| EL | 21.491 | 3.492 | 560.378 | 585.361 |
| ES | 27.793 | 2.814 | 1.517.418 | 1.548.025 |
| FI | 44.010 | 3.204 | 803.165 | 850.379 |
| FR | 39.884 | 1.923 | 1.796.295 | 1.838.102 |
| HR | 17.679 | 2.760 | 221.133 | 241.572 |
| HU | 14.402 | 2.760 | 413.394 | 430.556 |
| IE | 40.661 | 2.688 | 417.331 | 460.680 |
| IT | 37.816 | 2.760 | 1.324.173 | 1.364.749 |
| LT | 13.779 | 2.814 | 211.618 | 228.211 |
| LU | 54.512 | 1.736 | 413.066 | 469.314 |
| LV | 13.846 | 2.814 | 238.850 | 255.510 |
| MT | 20.326 | 3.204 | 268.050 | 291.580 |
| NL | 54.886 | 1.923 | 735.579 | 792.388 |
| PL | 13.564 | 2.760 | 744.109 | 760.433 |
| PT | 19.132 | 3.204 | 564.316 | 586.651 |
| RO | 13.079 | 3.204 | 517.727 | 534.010 |
| SE | 42.497 | 2.814 | 1.235.260 | 1.280.572 |
| SI | 25.853 | 2.760 | 274.940 | 303.552 |
| SK | 15.963 | 2.760 | 229.007 | 247.730 |
| Total | 797.837 | 73.268 | 17.410.119 | 18.281.224 |

3.2. Estimation of lump sum contributions with application of co-financing rate

For the five activities, the lump sum contributions are based on staff unit contributions for which a co-financing rate of 100% has already been applied. Along this line, a co-financing rate of 100% was applied on the travel and accommodation unit costs. As regards the outsourced staff estimated costs for Work Package 5, the co-funding rate shall be 100% of the estimated costs. The co-financing principle shall be insured as the beneficiary will incur other costs which are ineligible under this action (such as other direct and indirect costs).

Therefore, Union financial aid shall be in the form of a grant covering up to 100 % of the eligible costs of the lump sum contributions as identified in point 3.1.

Work package 6. Methodology the calculation of the lump sum supporting stakeholders involved in the governance structures of the EU Rail Freight Corridors (except Member States)

Article 8(2) of Regulation (EU) No 913/2010 requires the infrastructure managers, and where relevant, the allocation bodies concerned by a Rail Freight Corridor to establish a management board responsible for taking the measures as expressly provided for in paragraphs 5, 7, 8 and 9 of this Article, and in Articles 9 to 12, Article 13(1), Article 14(2), (6) and (9), Article 16(1), Article 17(1) and Articles 18 and 19 of this Regulation.

Article 8(5) specifies that the management board may be an independent legal entity. It may take the form of a European economic interest grouping within the meaning of Council Regulation (EEC) No 2137/85 of 25 July 1985 on the European Economic Interest Grouping (EEIG).

Article 13(1) requires the management board for a freight corridor to designate or set up a joint body for applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight corridor (hereinafter referred to as a 'one-stop shop').

Activities carried out by individual infrastructure managers and allocation bodies, e.g. by technical experts from departments responsible for infrastructure planning, timetable, traffic management, are not within the scope of this activity.

Lump sum contributions under this activity are based on staff unit contributions as defined by Decision RAO (2021)4721320 (staff unit contributions) ⁴⁶, for which the co-funding rate is set at 50% of the staff unit costs of staff from transport infrastructure managers. Costs for travel, accommodation and subsistence as well as any other type of costs (e.g. subcontracting) are not covered.

The costs of the work package are estimated on the basis of the following two activities:

- Activity A: The activities carried out by the staff in charge of carrying out coordination work at corridor level, including in particular the functioning of the corridor one-stop shops, whether as employees of a dedicated legal entity (EEIG or other) or as member of a permanent team composed of employees of the constituent infrastructure managers.
- Activity B: The activities of infrastructure managers' and where relevant allocation bodies' representatives in the management board established in accordance with Article 8(2) of Regulation (EU) No 913/2010 as the decision-making body at the level of infrastructure managers.

Activity A:

For the operational implementation of the Regulation, infrastructure managers and allocation bodies have chosen a variety of organisational models. In many, but not all cases these involve an independent legal entity. This entity may hire staff directly or make use of staff seconded by the infrastructure managers and allocation bodies involved.

In the case of corridors for which infrastructure managers and allocation bodies did not establish a dedicated legal entity, permanent structure comprising staff of the individual infrastructure managers and allocation bodies have been set up (referred to as secretariat, permanent management office or similar).

Irrespective of the concrete organisational model implemented for a given corridor, the purpose of this sub-activity is to support the coordination functions and activities carried out at the level of the freight corridor by the structure established for this purpose.

The human resources dedicated to these structure – as identified in the evaluation of Regulation (EU) No 913/2010⁴⁷ – are presented in table 13.

Table 13. Human resources dedicated to the corridor-level bodies (headcount)

| Rail Freight Corridor | Staff members | Rail Freight Corridor | Staff members |
|------------------------------|----------------------|------------------------------|----------------------|
| Rhine-Alpine | 7 | Orient/East-Mediterranean | 2 |
| North Sea-Mediterranean | 4 | North Sea-Baltic | 3 |
| Scandinavian-Mediterranean | 5 | Rhine-Danube | 3 |
| Atlantic | 3 | Alpine-Western Balkan | 3 |
| Baltic-Adriatic | 5 | Amber | 5 |
| Mediterranean | 6 | | |

⁴⁶ Ares(2021)4721320, Decision authorising the use of unit contributions for staff, travel and subsistence costs relating to technical assistance under the Connecting Europe Facility – transport sector

⁴⁷ See section 2.2 of Annex VII of SWD(2021) 134 final.

The average number of staff of the structures at corridor level across all corridors is 4.18 Full Time Equivalent (FTE) per year. The resources dedicated to the structures at corridor level differ between corridors. This may reflect different levels of ambition in the implementation of the Regulation, staff working full-time or only part-time for the corridor structures or other, difficult to assess factors, such as differences in the division of labour between the corridor level and the level of individual infrastructure managers / allocation bodies.

In order to avoid that such intangible factors introduce a bias in the cost estimates, the further estimates were based on the assumption of a uniform annual work load equivalent to five full-time equivalents (FTEs) per corridor, corresponding to 1075 working days. Rounding up this value to 5 is aligned with the ambitious EU policy goals related to rail freight transport, as with the action plan of the Sustainable and Smart Mobility Strategy.

To take into account the fact that the organisational arrangements to implement the Regulation are in the remit of the infrastructure managers and allocation bodies involved in the corridors, including the origin and place of employment of the staff dedicated to the corridor structures, the following methodology was applied:

The total number of working days corresponding to 5 FTEs (1075 working days) was divided by the number of Member States member of a RFC. This number was then multiplied by the corresponding staff unit contribution of the infrastructure manager or allocation body concerned. This method, illustrated in table 14, allowed for calculating an average annual lump sum per corridor without prejudging the origin and place of employment of the staff dedicated to the corridor structures.

| | | | | | | | | | | | | |
|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| NL | 55.202 | 55.202 | | | | | | 27.601 | | | | 138.006 |
| PL | | | | | 12.209 | | | 9.157 | | | 18.314 | 39.680 |
| PT | | | | 38.753 | | | | | | | | 38.753 |
| RO | | | | | | | 7.658 | | 8.751 | | | 17.503 |
| SE | | | 39.626 | | | | | | | | | 39.626 |
| SI | | | | | 25.230 | 25.230 | | | | 37.845 | 37.845 | 126.151 |
| SK | | | | | 15.253 | | 11.440 | | 13.074 | | 22.879 | 51.206 |
| Total per year | 214.449 | 208.085 | 212.965 | 182.850 | 129.680 | 137.861 | 124.201 | 144.306 | 146.701 | 130.474 | 102.168 | 1.733.740 |
| Total for 4 years | 857.797 | 832.342 | 851.859 | 731.400 | 518.719 | 551.445 | 496.805 | 577.223 | 586.803 | 521.895 | 408.671 | 6.934.958 |

Activity B:

The management board constitutes one of the two decision-making bodies of the rail freight corridors. It comprises representatives of the infrastructure managers and allocation bodies involved in the Rail Freight Corridors.

DG MOVE has been monitoring and supporting the work of the governance structures and of the sector to implement the Regulation since its entry into force in 2010. Activities include the drafting of a handbook on the implementation of the Regulation, organisation of a biennial working group on the rail freight corridors, participation in meetings of the governance structure and analysing the reports submitted to the Commission in accordance with Article 22. On the basis of its unique role in monitoring and supporting all of these governance structure activities since 2010, as on the basis of the Commission Staff Working Document regarding the Evaluation of Regulation (EU) No 913/2010 concerning a European rail network for competitive freight⁴⁸, DG MOVE is in a position to estimate the workload linked to the activities of the management board as follows:

- Management boards hold six meetings per corridor and year on average.
- The workload related to management board meetings is estimated at 12 work days per meeting and representative. This includes all activities necessary for the preparation, the participation in and the follow-up to such meetings, such as coordination within the organisation, the preparation of decisions for high-level management of the infrastructure manager / allocation body etc. These activities may be carried out by the member of the management board in person or by (a) colleague(s).

The total workload per member of a corridor is 72 working days per year. The table 15 provides an overview of the number of infrastructure managers and allocation bodies in EU Member States by corridor⁴⁹. The table 16 multiplies the number of management board member per Member State by the workload and the staff unit contributions to estimate the annual lump sum.

Table 15. *Management board members by Member State*

| Member State | Rail Freight Corridor | | | | | | | | | | |
|--------------|-----------------------|-----|-----------------|-----|----|-----------------|-----|-----------------|----|-----|-----|
| | RALP | NSM | SCM | ATL | BA | MED | OEM | NSB | RD | AWB | AMB |
| BE | 1 | 1 | | | | | | 1 | | | |
| BG | | | | | | | 1 | | | 1 | |
| CZ | | | | | 1 | | 1 | 1 | 1 | | |
| DK | | | 2 ⁵⁰ | | | | | | | | |
| DE | 1 | | 1 | 1 | | | 1 | 1 | 1 | | |
| EE | | | | | | | | 1 | | | |
| IE | | | | | | | | | | | |
| EL | | | | | | | 1 | | | | |
| ES | | | | 1 | | 2 ⁵¹ | | | | | |
| FR | | 1 | | 1 | | 2 ⁵² | | | 1 | | |
| HR | | | | | | 1 | | | | 1 | |
| IT | 1 | | 1 | | 1 | 1 | | | | | |
| CY | | | | | | | | | | | |
| LV | | | | | | | | 2 ⁵³ | | | |

⁴⁸ SWD(2021) 134 final: <https://data.consilium.europa.eu/doc/document/ST-9495-2021-ADD-1/en/pdf>

⁴⁹ For the Member State where several infrastructure managers and/or allocation bodies are included, their names have been listed in footnote.

⁵⁰ Banedanmark and Oresundsbro Konsortiet

⁵¹ ADIF and LFP Perthus

⁵² SNCR Réseau and Oc'Via (Montpellier)

⁵³ LatRailNet LRN and Latvijas dzelzceļš (LDz)

| | | | | | | | | | | | |
|------------------|----------|-----------------|----------|----------|----------|-----------------|-----------------|----------|-----------------|----------|-----------------|
| LT | | | | | | | | 1 | | | |
| LU | | 2 ⁵⁴ | | | | | | | | | |
| HU | | | | | | 2 ⁵⁵ | 3 ⁵⁶ | | 3 ⁵⁷ | | 3 ⁵⁸ |
| MT | | | | | | | | | | | |
| NL | 1 | 1 | | | | | | 1 | | | |
| AT | | | 1 | | 1 | | 1 | | 1 | 1 | |
| PL | | | | | 1 | | | 1 | | | 1 |
| PT | | | | 1 | | | | | | | |
| RO | | | | | | | 1 | | 1 | | |
| SI | | | | | 1 | 1 | | | | 1 | 1 |
| SK | | | | | 1 | | 1 | | 1 | | 1 |
| FI | | | | | | | | | | | |
| SE | | | 1 | | | | | | | | |
| Total RFC | 7 | 4 | 7 | 4 | 6 | 9 | 10 | 9 | 9 | 5 | 6 |

The table 16 multiplies the number of member of the management board per Member State by the workload and the corresponding staff unit contributions to estimate the annual lump sum.

⁵⁴ CFL and ACF
⁵⁵ MAV and VPE
⁵⁶ MAV, GYSEV and VPE
⁵⁷ MAV, GYSEV and VPE
⁵⁸ MAV, GYSEV and VPE

Table 16. *Activity B: Lump sum per Member States in accordance with the number of members of the Management Board RFC in euros.*

| MS | RFC 1 | RFC 2 | RFC 3 | RFC 4 | RFC 5 | RFC 6 | RFC 7 | RFC 8 | RFC 9 | RFC 10 | RFC 11 | Total |
|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------|
| AT | | | 13.578 | | 13.578 | | 13.578 | | 13.578 | 13.578 | | 67.891 |
| BE | 16.050 | 16.050 | | | | | | 16.050 | | | | 48.151 |
| BG | | | | | | | 3.344 | | | 3.344 | | 6.689 |
| CY | | | | | | | | | | | | 0 |
| CZ | | | | | 7.770 | | 7.770 | 7.770 | 7.770 | | | 31.079 |
| DE | 17.023 | | 17.023 | 17.023 | | | 17.023 | 17.023 | 17.023 | | | 102.136 |
| DK | | | 35.714 | | | | | | | | | 35.714 |
| EE | | | | | | | | 7.329 | | | | 7.329 |
| EL | | | | | | | 8.405 | | | | | 8.405 |
| ES | | | | 7.603 | | 15.205 | | | | | | 22.808 |
| FI | | | | | | | | | | | | 0 |
| FR | | 13.979 | | 13.979 | | 27.958 | | | 13.979 | | | 69.896 |
| HR | | | | | | 7.893 | | | | 7.893 | | 15.787 |
| HU | | | | | | 12.393 | 18.589 | | 18.589 | | 18.589 | 68.161 |
| IE | | | | | | | | | | | | 0 |
| IT | 9.590 | | 9.590 | | 9.590 | 9.590 | | | | | | 38.361 |
| LT | | | | | | | | 4.901 | | | | 4.901 |
| LU | | 21.858 | | | | | | | | | | 21.858 |
| LV | | | | | | | | 9.104 | | | | 9.104 |
| MT | | | | | | | | | | | | 0 |
| NL | 14.789 | 14.789 | | | | | | 14.789 | | | | 44.367 |
| PL | | | | | 4.906 | | | 4.906 | | | 4.906 | 14.719 |

| | | | | | | | | | | | | |
|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| PT | | | | 10.382 | | | | | | | | 10.382 |
| RO | | | | | | | 4.103 | | 4.103 | | | 8.206 |
| SE | | | 13.270 | | | | | | | | | 13.270 |
| SI | | | | | 10.139 | 10.139 | | | | 10.139 | 10.139 | 40.556 |
| SK | | | | | 6.130 | | 6.130 | | 6.130 | | 6.130 | 18.389 |
| Total per year | 57.452 | 66.676 | 89.176 | 48.987 | 52.113 | 83.179 | 78.942 | 81.873 | 81.172 | 34.955 | 39.764 | 714.289 |
| Total for 4 years | 229.810 | 266.706 | 356.703 | 195.947 | 208.453 | 332.717 | 315.767 | 327.492 | 324.686 | 139.819 | 159.057 | 2.857.156 |

The following table 17 provides the sum of the Activities A and B constituting the total lump sum per RFC for the work Package 6.

Table 17. Total Lump Sum Work Package 6 in euros

| MS \RFC | RFC 1 | RFC 2 | RFC 3 | RFC 4 | RFC 5 | RFC 6 | RFC 7 | RFC 8 | RFC 9 | RFC 10 | RFC 11 | Total (EUR) |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------------|
| AT | 0 | 0 | 54.124 | 0 | 47.366 | 0 | 38.919 | 0 | 42.539 | 64.260 | 0 | 250.829 |
| BE | 75.961 | 75.961 | 0 | 0 | 0 | 0 | 0 | 46.005 | 0 | 0 | 0 | 197.927 |
| BG | 0 | 0 | 0 | 0 | 0 | 0 | 9.586 | 0 | 0 | 15.827 | 0 | 26.305 |
| CY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CZ | 0 | 0 | 0 | 0 | 27.104 | 0 | 22.271 | 22.271 | 24.342 | 0 | 0 | 98.059 |
| DE | 80.562 | 0 | 67.854 | 80.562 | 0 | 0 | 48.792 | 48.792 | 53.331 | 0 | 0 | 384.434 |
| DK | 0 | 0 | 89.038 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89.038 |
| EE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.008 | 0 | 0 | 0 | 21.008 |
| EL | 0 | 0 | 0 | 0 | 0 | 0 | 24.091 | 0 | 0 | 0 | 0 | 26.332 |
| ES | 0 | 0 | 0 | 35.981 | 0 | 34.124 | 0 | 0 | 0 | 0 | 0 | 70.105 |
| FI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FR | 0 | 66.158 | 0 | 66.158 | 0 | 62.744 | 0 | 0 | 43.796 | 0 | 0 | 238.856 |

| | | | | | | | | | | | | |
|-----------------------|------------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| HR | 0 | 0 | 0 | 0 | 0 | 27.535 | 0 | 0 | 0 | 37.357 | 0 | 64.892 |
| HU | 0 | 0 | 0 | 0 | 0 | 27.812 | 30.154 | 0 | 31.806 | 0 | 41.718 | 133.143 |
| IE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IT | 45.387 | 0 | 38.228 | 0 | 33.455 | 33.455 | 0 | 0 | 0 | 0 | 0 | 150.525 |
| LT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.049 | 0 | 0 | 0 | 14.049 |
| LU | 0 | 62.652 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62.652 |
| LV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.599 | 0 | 0 | 0 | 17.599 |
| MT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NL | 69.992 | 69.992 | 0 | 0 | 0 | 0 | 0 | 42.390 | 0 | 0 | 0 | 182.374 |
| PL | 0 | 0 | 0 | 0 | 17.116 | 0 | 0 | 14.063 | 0 | 0 | 23.220 | 54.399 |
| PT | 0 | 0 | 0 | 49.136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49.136 |
| RO | 0 | 0 | 0 | 0 | 0 | 0 | 11.761 | 0 | 12.854 | 0 | 0 | 25.709 |
| SE | 0 | 0 | 52.896 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52.896 |
| SI | 0 | 0 | 0 | 0 | 35.369 | 35.369 | 0 | 0 | 0 | 47.984 | 47.984 | 166.708 |
| SK | 0 | 0 | 0 | 0 | 21.383 | 0 | 17.569 | 0 | 19.204 | 0 | 29.009 | 69.595 |
| Total per year | 271.902 | 274.762 | 302.140 | 231.837 | 181.793 | 221.040 | 203.143 | 226.179 | 227.872 | 165.428 | 141.932 | 2.448.029 |
| Total 4 years | 1.087.607 | 1.099.048 | 1.208.561 | 927.347 | 727.172 | 884.161 | 812.572 | 904.715 | 911.489 | 661.714 | 567.729 | 9.792.114 |

4. SOUND FINANCIAL MANAGEMENT AND CO-FINANCING PRINCIPLES AND ABSENCE OF DOUBLE FINANCING

The methodology described in Section 3.1 complies with the principles sound financial management, co-financing and absence of double funding.

Sound financial management is ensured as the estimated time to carry out the activities were based on DG MOVE and CINEA's experience for communication, operational and financial management of supported actions. In addition, considering the similar budget allocation between the two programmes, the CEF 14-20 has been taken as a reference for the forecast of projects by Member States (both and selected) under CEF 21-27. Moreover, the internal expertise for evaluation as well as for IT and corridors activities (including past data from Core Network Corridors and Rail freight Corridors work related participation) has been considered for the definition of work packages.

This ensures that the lump sum contributions are a reasonable proxy for the real costs. The use of unit contributions for staff from National Public Administrations and on the unit costs for travel, accommodation and subsistence (as defined by the Commission Decision C(2021)35), reinforces the fairness, robustness and credibility of the methodology.

Compliance with the principle of co-financing is still ensured as only staff costs and travel & subsistence costs are covered by the lump sum contributions, and it is considered that the beneficiary will incur other costs which are ineligible under this action (such as other direct – e.g. translation- and indirect costs).

Double funding is effectively prevented through controls by Commission services both at evaluation stage and when receiving the supporting documentation justifying the output. In addition, as key for the success of all five activities, a continuous communication between the Member States and the Commission shall be ensured.

Annex 1: Lump sum Work Package 1(a) Methodology steps

| <i>EUR, 2018 prices</i> | | | Corrector coefficient |
|-------------------------|-----------------------|------------|-----------------------|
| MS | Total | % of total | % of biggest (PL) |
| BG | 345.758.646 | 3,46% | 14% |
| CY | 48.770.834 | 0,49% | 2% |
| CZ | 1.740.902.233 | 17,41% | 69% |
| EE | 224.336.777 | 2,24% | 9% |
| EL | 826.524.101 | 8,27% | 33% |
| HR | 323.181.749 | 3,23% | 13% |
| HU | 710.314.718 | 7,10% | 28% |
| LT | 387.611.002 | 3,88% | 15% |
| LV | 283.598.766 | 2,84% | 11% |
| MT | 45.173.093 | 0,45% | 2% |
| PL | 2.532.932.612 | 25,33% | 100% |
| PT | 929.716.375 | 9,30% | 37% |
| RO | 964.555.465 | 9,65% | 38% |
| SI | 196.424.991 | 1,96% | 8% |
| SK | 440.198.638 | 4,40% | 17% |
| | 10.000.000.000 | 100,00% | |

| Productivity indicator for organising info days (+ other communication tasks) | | | | |
|---|------------------------------|------|------|------|
| 64 | Base (0.5*CINEA) | | | |
| 192 | + Flexible (up to 1.5*CINEA) | | | |
| MS | 2021 | 2022 | 2023 | 2024 |
| BG | 90 | 90 | 90 | 90 |
| CY | 68 | 68 | 68 | 68 |
| CZ | 196 | 196 | 196 | 196 |
| EE | 81 | 81 | 81 | 81 |
| EL | 127 | 127 | 127 | 127 |
| HR | 88 | 88 | 88 | 88 |
| HU | 118 | 118 | 118 | 118 |
| LT | 93 | 93 | 93 | 93 |
| LV | 85 | 85 | 85 | 85 |
| MT | 67 | 67 | 67 | 67 |
| PL | 256 | 256 | 256 | 256 |
| PT | 134 | 134 | 134 | 134 |
| RO | 137 | 137 | 137 | 137 |
| SI | 79 | 79 | 79 | 79 |
| SK | 97 | 97 | 97 | 97 |

| Staff unit contributions Administration | |
|---|------------------|
| GEO/NACE_R2 | Daily rate (EUR) |
| BG | 68,66 |
| CY | 156,55 |
| CZ | 133,09 |
| EE | 144,63 |
| EL | 162,81 |
| HR | 133,93 |
| HU | 109,11 |
| LT | 104,38 |
| LV | 104,90 |
| MT | 153,98 |
| PL | 102,76 |
| PT | 144,94 |
| RO | 99,08 |
| SI | 195,85 |
| SK | 120,93 |

Annex 2 – corrector coefficient based on the total eligible costs of the projects per national portfolio

| | | 35% | 70% | 200% | 300% |
|------------|---------------------------|-----------------|---------------------------|----------------------------|--------------------------|
| Row Labels | Sum of Number of Projects | Sum of Below 50 | Sum of between 50 and 100 | Sum of between 100 and 200 | Sum of above 200 and 400 |
| AT | 67 | 51 | 4 | 4 | 8 |
| BA | 2 | 1 | 0 | 0 | 0 |
| BE | 81 | 64 | 6 | 5 | 6 |
| BG | 26 | 17 | 4 | 3 | 2 |
| CH | 1 | 0 | 1 | 0 | 0 |
| CY | 20 | 15 | 4 | 0 | 1 |
| CZ | 61 | 49 | 6 | 5 | 1 |
| DE | 132 | 104 | 12 | 6 | 10 |
| DK | 39 | 28 | 2 | 2 | 7 |
| EE | 21 | 12 | 3 | 3 | 3 |
| EL | 37 | 26 | 4 | 2 | 5 |
| ES | 125 | 104 | 9 | 4 | 8 |
| FI | 56 | 46 | 5 | 0 | 5 |
| FR | 146 | 116 | 11 | 7 | 12 |
| HR | 46 | 39 | 1 | 0 | 6 |
| HU | 48 | 33 | 5 | 3 | 7 |
| IE | 29 | 18 | 5 | 1 | 5 |
| IL | 2 | 2 | 0 | 0 | 0 |
| IT | 101 | 75 | 13 | 4 | 9 |

corrector coefficient

| | |
|----|------|
| AT | 79% |
| BA | 168% |
| BE | 67% |
| BG | 80% |
| CH | 70% |
| CY | 55% |
| CZ | 56% |
| DE | 66% |
| DK | 93% |
| EE | 101% |
| EL | 84% |
| ES | 60% |
| FI | 62% |
| FR | 67% |
| HR | 70% |
| HU | 88% |
| IE | 92% |
| IL | 35% |
| IT | 70% |

| | | | | | |
|-------------|------|------|-----|----|-----|
| LT | 17 | 9 | 2 | 3 | 3 |
| LU | 12 | 9 | 3 | 0 | 0 |
| LV | 14 | 6 | 1 | 3 | 4 |
| MK | 1 | 0 | 0 | 0 | 1 |
| MT | 6 | 4 | 1 | 0 | 1 |
| NL | 91 | 67 | 13 | 6 | 5 |
| NO | 5 | 4 | 0 | 0 | 1 |
| PL | 60 | 30 | 4 | 10 | 16 |
| PT | 53 | 41 | 5 | 0 | 7 |
| RO | 43 | 33 | 3 | 0 | 7 |
| RS | 9 | 7 | 0 | 0 | 2 |
| SE | 75 | 62 | 4 | 4 | 5 |
| SI | 41 | 31 | 2 | 3 | 5 |
| SK | 42 | 29 | 7 | 3 | 3 |
| UA | | | | | |
| UK | 53 | 40 | 4 | 4 | 5 |
| US | 2 | 0 | 0 | 0 | 2 |
| Grand Total | 1564 | 1172 | 144 | 85 | 163 |

| | |
|----|------------|
| LT | 115% |
| LU | 44% |
| LV | 149% |
| MK | 300% |
| MT | 85% |
| NL | 65% |
| NO | 88% |
| PL | 136% |
| PT | 73% |
| RO | 81% |
| RS | 94% |
| SE | 63% |
| SI | 81% |
| SK | 72% |
| UA | 75% |
| UK | 75% |
| US | 300% |
| | 75% |

Annex 3: Workload table and productivity indicator table as corrected for Work Package 1(b)

| Workload | | | | |
|---|-------------|-------------|-------------|-------------|
| Expected proposals for appraisal (unrounded) | | | | |
| MS | 2021 | 2022 | 2023 | 2024 |
| BG | 9,69 | 9,69 | 9,69 | 9,89 |
| CY | 5,77 | 5,77 | 5,77 | 5,89 |
| CZ | 22,06 | 22,06 | 22,06 | 22,52 |
| EE | 7,22 | 7,22 | 7,22 | 7,37 |
| EL | 15,67 | 15,67 | 15,67 | 16,00 |
| HR | 18,35 | 18,35 | 18,35 | 18,73 |
| HU | 18,35 | 18,35 | 18,35 | 18,73 |
| LT | 7,01 | 7,01 | 7,01 | 7,16 |
| LV | 6,19 | 6,19 | 6,19 | 6,31 |
| MT | 4,74 | 4,74 | 4,74 | 4,84 |
| PL | 28,66 | 28,66 | 28,66 | 29,26 |
| PT | 23,51 | 23,51 | 23,51 | 24,00 |
| RO | 15,26 | 15,26 | 15,26 | 15,58 |
| SI | 16,29 | 16,29 | 16,29 | 16,63 |
| SK | 12,99 | 12,99 | 12,99 | 13,26 |

| Productivity indicator | | | | 8 |
|-------------------------------|-------------|-------------|-------------|----------------|
| Correction coefficient | | | | Annex 2 |
| | 2021 | 2022 | 2023 | 2024 |
| BG | 36,86 | 36,86 | 36,86 | 37,63 |
| CY | 25,52 | 25,52 | 25,52 | 26,05 |
| CZ | 99,39 | 99,39 | 99,39 | 101,46 |
| EE | 58,56 | 58,56 | 58,56 | 59,78 |
| EL | 104,70 | 104,70 | 104,70 | 106,88 |
| HR | 103,25 | 103,25 | 103,25 | 105,40 |
| HU | 128,61 | 128,61 | 128,61 | 131,29 |
| LT | 64,50 | 64,50 | 64,50 | 65,84 |
| LV | 73,52 | 73,52 | 73,52 | 75,06 |
| MT | 32,25 | 32,25 | 32,25 | 32,92 |
| PL | 310,69 | 310,69 | 310,69 | 317,16 |
| PT | 137,85 | 137,85 | 137,85 | 140,72 |
| RO | 98,37 | 98,37 | 98,37 | 100,41 |
| SI | 105,68 | 105,68 | 105,68 | 107,89 |
| SK | 74,36 | 74,36 | 74,36 | 75,90 |

| Staff unit contributions Administration | |
|--|-------------------|
| GEO/NACE_R2 | Daily rate |
| BG | 68,66 |
| CY | 156,55 |
| CZ | 133,09 |
| EE | 144,63 |
| EL | 162,81 |
| HR | 133,93 |
| HU | 109,11 |
| LT | 104,38 |
| LV | 104,90 |
| MT | 153,98 |
| PL | 102,76 |
| PT | 144,94 |
| RO | 99,08 |
| SI | 195,85 |
| SK | 120,93 |

Annex 4: Workload table and productivity indicator table as corrected for Work Package 1(c)

| Workload | | | | |
|--|-------------|-------------|-------------|-------------|
| Expected ongoing actions to monitor (unrounded) | | | | |
| MS | 2021 | 2022 | 2023 | 2024 |
| BG | 0,00 | 4,83 | 9,66 | 14,49 |
| CY | 0,00 | 3,72 | 7,43 | 11,15 |
| CZ | 0,00 | 11,52 | 23,04 | 34,56 |
| EE | 0,00 | 3,72 | 7,43 | 11,15 |
| EL | 0,00 | 7,06 | 14,12 | 21,18 |
| HR | 0,00 | 8,55 | 17,09 | 25,64 |
| HU | 0,00 | 8,92 | 17,84 | 26,76 |
| LT | 0,00 | 3,34 | 6,69 | 10,03 |
| LV | 0,00 | 2,60 | 5,20 | 7,80 |
| MT | 0,00 | 1,49 | 2,97 | 4,46 |
| PL | 0,00 | 11,52 | 23,04 | 34,56 |
| PT | 0,00 | 9,85 | 19,70 | 29,54 |
| RO | 0,00 | 7,99 | 15,98 | 23,97 |
| SI | 0,00 | 7,80 | 15,61 | 23,41 |
| SK | 0,00 | 7,80 | 15,61 | 23,41 |

| Productivity indicator | | | | 33 |
|-------------------------------|-------------|-------------|-------------|----------------|
| Correction coefficient | | | | Annex 2 |
| | 2021 | 2022 | 2023 | 2024 |
| BG | 0,00 | 127,23 | 254,47 | 381,70 |
| CY | 0,00 | 67,76 | 135,51 | 203,27 |
| CZ | 0,00 | 214,08 | 428,15 | 642,23 |
| EE | 0,00 | 124,39 | 248,77 | 373,16 |
| EL | 0,00 | 194,59 | 389,18 | 583,77 |
| HR | 0,00 | 198,36 | 396,72 | 595,08 |
| HU | 0,00 | 257,84 | 515,68 | 773,52 |
| LT | 0,00 | 126,93 | 253,85 | 380,78 |
| LV | 0,00 | 127,54 | 255,08 | 382,62 |
| MT | 0,00 | 41,70 | 83,39 | 125,09 |
| PL | 0,00 | 515,13 | 1.030,25 | 1.545,38 |
| PT | 0,00 | 238,22 | 476,43 | 714,65 |
| RO | 0,00 | 212,46 | 424,93 | 637,39 |
| SI | 0,00 | 208,85 | 417,70 | 626,56 |
| SK | 0,00 | 184,26 | 368,52 | 552,77 |

| Staff unit contributions Administration | |
|--|-------------------|
| GEO/NACE_R2 | Daily rate |
| BG | 68,66 |
| CY | 156,55 |
| CZ | 133,09 |
| EE | 144,63 |
| EL | 162,81 |
| HR | 133,93 |
| HU | 109,11 |
| LT | 104,38 |
| LV | 104,90 |
| MT | 153,98 |
| PL | 102,76 |
| PT | 144,94 |
| RO | 99,08 |
| SI | 195,85 |
| SK | 120,93 |

Annex 5: Workload table and productivity indicator table as corrected for Work Package 2

| Workload | | | | | Productivity indicator | | | | | 37,5 | Staff unit contributions Administration | |
|-------------------------------------|------|------|------|------|------------------------|----------|----------|----------|----------|---------|---|------------|
| Expected ongoing actions to monitor | | | | | Correction coefficient | | | | | Annex 2 | | |
| MS | 2021 | 2022 | 2023 | 2024 | | 2021 | 2022 | 2023 | 2024 | | GEO/NACE_R2 | Daily rate |
| BG | 24 | 23 | 21 | 17 | BG | 707,92 | 692,96 | 633,10 | 498,43 | | BG | 68,66 |
| CY | 14 | 14 | 12 | 9 | CY | 295,71 | 285,35 | 254,27 | 192,12 | | CY | 156,55 |
| CZ | 59 | 55 | 43 | 26 | CZ | 1.244,73 | 1.160,26 | 917,42 | 558,43 | | CZ | 133,09 |
| EE | 18 | 18 | 15 | 12 | EE | 695,01 | 675,99 | 561,88 | 447,78 | | EE | 144,63 |
| EL | 36 | 35 | 30 | 22 | EL | 1.140,52 | 1.109,20 | 952,61 | 702,07 | | EL | 162,81 |
| HR | 46 | 44 | 36 | 23 | HR | 1.211,20 | 1.158,45 | 960,66 | 604,63 | | HR | 133,93 |
| HU | 45 | 43 | 36 | 23 | HU | 1.480,10 | 1.397,97 | 1.168,01 | 757,36 | | HU | 109,11 |
| LT | 14 | 14 | 12 | 10 | LT | 610,02 | 588,45 | 523,77 | 415,95 | | LT | 104,38 |
| LV | 13 | 13 | 11 | 9 | LV | 718,20 | 718,20 | 634,63 | 523,20 | | LV | 104,90 |
| MT | 8 | 8 | 8 | 6 | MT | 239,35 | 239,35 | 239,35 | 191,54 | | MT | 153,98 |
| PL | 60 | 58 | 50 | 36 | PL | 3.045,95 | 2.969,73 | 2.563,23 | 1.851,85 | | PL | 102,76 |
| PT | 42 | 39 | 31 | 20 | PT | 1.164,74 | 1.068,53 | 862,37 | 560,00 | | PT | 144,94 |
| RO | 43 | 41 | 36 | 25 | RO | 1.291,40 | 1.246,07 | 1.079,87 | 747,47 | | RO | 99,08 |
| SI | 36 | 34 | 27 | 17 | SI | 1.084,85 | 1.024,03 | 811,15 | 522,24 | | SI | 195,85 |
| SK | 41 | 40 | 35 | 23 | SK | 1.091,25 | 1.077,84 | 930,27 | 608,31 | | SK | 120,93 |

Annex 6

Origin-destination matrix used for the calculation of travel cost as part of Work Package 3 (Core Network Corridor cooperation); domestic trips are not counted in the further calculation.

Corridor Fora and Working Groups (2019 data):

| Member State (grant agreement) | Total trips | Total trips excl domestic | Trip destination | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|-------------|---------------------------|------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|---|
| | | | AT | BE | BG | HR | CY | CZ | DK | EE | FI | FR | DE | EL | HU | IE | IT | LV | LT | LU | MT | NL | PL | PT | RO | SK | SI | ES | SE | CH | | |
| AT | 16 | 16 | | | 13 | | | | | | | | 1 | | | | | | | | | | | | | | | | | | 1 | |
| BE | 15 | 7 | | | 8 | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | |
| BG | 10 | 10 | | | 6 | | | | | | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | 1 | |
| HR | 12 | 12 | | | 6 | | | | | | | | | | | | 1 | 3 | | | | | | | | | | | | | 2 | |
| CY | 8 | 8 | | | 4 | | | | | | | | | | | 1 | 1 | 1 | | | | | | | | | | | | | 1 | |
| CZ | 12 | 12 | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DK | 7 | 7 | | | 2 | | | | | | | | 1 | | | | 1 | 1 | | | | | | | | | | | | 1 | 1 | |
| EE | 9 | 9 | | | 4 | | | | | | | | 2 | | | | 1 | 1 | | | | | | | | | | | | | 1 | |
| FI | 13 | 13 | | | 6 | | | | | | | | 3 | | | | 1 | 1 | | | | | | | | | | | | | 1 | |
| FR | 19 | 18 | | | 10 | | | | | | | 1 | | | | | 1 | 3 | | | | | | | 1 | | | | | | 3 | |
| DE | 30 | 27 | | | 17 | | | | | | | 1 | 3 | | | 1 | 1 | 2 | | | | | | | 1 | | | | | 2 | 1 | |
| EL | 8 | 8 | | | 4 | | | | | | | | | | | 1 | 1 | 1 | | | | | | | | | | | | | 1 | |
| HU | 13 | 12 | | | 9 | | | | | | | | | | | 1 | | 2 | | | | | | | | | | | | | 1 | |
| IE | 10 | 9 | | | 4 | | | | | | | 1 | | | | | 1 | 1 | | | | | | | 1 | | | | | | 2 | |
| IT | 19 | 16 | | | 10 | | | | | | | | 1 | | | | 1 | 3 | | | | | | | | | | | | | 2 | 1 |
| LV | 9 | 9 | | | 4 | | | | | | | | 2 | | | | 1 | 1 | | | | | | | | | | | | | 1 | |
| LT | 9 | 9 | | | 4 | | | | | | | | 2 | | | | 1 | 1 | | | | | | | | | | | | | 1 | |
| LU | 3 | 3 | | | 2 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| MT | 7 | 7 | | | 2 | | | | | | | | 1 | | | | 1 | 1 | | | | | | | | | | | | | 1 | |
| NL | 15 | 15 | | | 8 | | | | | | | | 2 | | | | 1 | 2 | | | | | | | | | | | | | 1 | 1 |
| PL | 13 | 13 | | | 8 | | | | | | | | 2 | | | | 1 | 1 | | | | | | | | | | | | | 1 | |
| PT | 8 | 7 | | | 2 | | | | | | | 1 | | | | | 1 | 1 | | | | | | | 1 | | | | | | 2 | |
| RO | 11 | 11 | | | 7 | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | 1 | |
| SK | 12 | 12 | | | 11 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| SI | 12 | 12 | | | 6 | | | | | | | | | | | | | 1 | 3 | | | | | | | | | | | | 2 | |
| ES | 16 | 13 | | | 4 | | | | | | | 1 | 3 | | | | 1 | 3 | | | | | | | 1 | | | | | | 3 | |
| SE | 10 | 9 | | | 6 | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | 1 | 1 |

TEN-T Days (forecast), broken down on a yearly basis:

| | | Total trips | Total trips excl domestic | Trip destination | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|----|-------------|---------------------------|------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|------|----|----|----|----|------|
| | | | | AT | BE | BG | HR | CY | CZ | DK | EE | FI | FR | DE | EL | HU | IE | IT | LV | LT | LU | MT | NL | PL | PT | RO | SK | SI | ES | SE |
| Member State (grant agreement) | AT | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | BE | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | BG | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | HR | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | CY | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | CZ | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | DK | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | EE | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | FI | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | FR | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | DE | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | EL | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | HU | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | IE | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | IT | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | LV | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | LT | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | LU | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | MT | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | NL | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | PL | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | PT | 0,5 | 0,25 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | RO | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | SK | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | SI | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | ES | 0,5 | 0,5 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |
| | SE | 0,5 | 0,25 | | | | | | | | | | | | | | | | | | | | | | 0,25 | | | | | 0,25 |

Annex 7

Origin-destination matrices used for the calculation of travel cost as part of Work Package 4 (Rail Freight Corridors); domestic trips are not counted in the further calculation.

Work Package 4 – Matrices of the number of trips

Matrix of number of trips for 4 years (2021-2024)

The following number of trips were estimated based on the assumptions presented in section 3.1.2 (description of work package 4)..

Task 4a – Corridor-specific meetings

Note: Non-integer numbers of trips result from the assumption that meetings take place in all countries (Member States and other countries) involved in the corridors on a rotating basis, which may result non-whole numbers. Example: The number of physical meetings is assumed to be 8 over the entire 4-year period for all corridors. If 7 countries are involved in a corridor (which is the case for North-Sea Baltic and Rhine-Danube rail freight corridor), the number of trips to each country is assumed to be 1.14 (= 8 / 7) for the purpose of calculating the lump sum.

Note: an empty cell means trips are 0.

| Member State (beneficiary) | Total no. of trips excluding domestic | Total no. of trips | Number of trips per destination | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|---------------------------------------|--------------------|---------------------------------|------|------|------|----|----|------|------|----|------|------|------|------|------|------|------|------|------|----|------|------|----|------|------|------|------|------|------|------|------|
| | | | AT | BE | BG | HR | CY | CZ | DK | EE | FI | FR | DE | EL | HU | IE | IT | LV | LT | LU | MT | NL | PL | PT | RO | SK | SI | ES | SE | CH | NO | RS |
| AT | 33,59 | 40,00 | 6,41 | | 2,60 | 1,60 | | | 3,48 | 1,33 | | | 1,14 | 3,48 | 1,00 | 2,14 | | | | | | | 1,33 | | 2,14 | 3,48 | 2,93 | | 1,33 | | 1,33 | 1,60 |
| BE | 19,66 | 24,00 | | 4,34 | | | | | | 1,14 | | 1,60 | 2,74 | | | | 1,60 | 1,14 | 1,14 | 1,60 | | 4,34 | 1,14 | | | | | | | 3,20 | | |
| BG | 13,40 | 16,00 | 2,60 | | 2,60 | 1,60 | | | 1,00 | | | | | 1,00 | 1,00 | 1,00 | | | | | | | | | 1,00 | 1,00 | 1,60 | | | | | 1,60 |
| HR | 13,07 | 16,00 | 1,60 | | 1,60 | 2,93 | | | | | | | 1,33 | | | 1,33 | | 1,33 | | | | | | | | | 2,93 | 1,33 | | | | 1,60 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| CY | 0,00 | 0,00 | | | | | | | | | | | | | | | | | | | | | | |
| CZ | 20,52 | 24,00 | 3,48 | 1,00 | 3,48 | 1,14 | 2,14 | 1,00 | 2,14 | 1,33 | 1,33 | 2,14 | 3,48 | 1,33 | | | | | | | | | | |
| DK | 6,67 | 8,00 | 1,33 | | 1,33 | 1,33 | | | | 1,33 | | | | | | | | 1,33 | 1,33 | | | | | |
| EE | 6,86 | 8,00 | 1,14 | | 1,14 | 1,14 | | | | 1,14 | 1,14 | 1,14 | 1,14 | | | | | | | | | | | |
| FI | 0,00 | 0,00 | | | | | | | | | | | | | | | | | | | | | | |
| FR | 25,92 | 32,00 | 1,14 | 1,60 | 1,33 | 1,14 | 6,08 | 3,14 | 2,48 | 1,33 | 1,60 | 1,60 | 2,00 | 1,14 | 1,14 | 1,33 | 3,33 | 1,60 | | | | | | |
| DE | 39,78 | 48,00 | 3,48 | 2,74 | 1,00 | 2,14 | 1,33 | 1,14 | 3,14 | 8,22 | 1,00 | 2,14 | 2,93 | 1,14 | 1,14 | 2,74 | 1,14 | 2,00 | 2,14 | 2,14 | 2,00 | 1,33 | 1,60 | 1,33 |
| EL | 7,00 | 8,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | | | | | 1,00 | 1,00 | | | | | | | |
| HU | 26,52 | 32,00 | 2,14 | 1,00 | 1,33 | 2,14 | 2,48 | 2,14 | 1,00 | 5,48 | 1,33 | 2,00 | 2,14 | 4,14 | 3,33 | 1,33 | | | | | | | | |
| IE | 0,00 | 0,00 | | | | | | | | | | | | | | | | | | | | | | |
| IT | 26,40 | 32,00 | 2,67 | 1,60 | 1,33 | 1,33 | 1,33 | 2,93 | 1,33 | 5,60 | 1,60 | 1,33 | 1,33 | 2,67 | 1,33 | 1,33 | 1,60 | 1,33 | | | | | | |
| LV | 6,86 | 8,00 | 1,14 | | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | | | | | | | | | | |
| LT | 6,86 | 8,00 | 1,14 | | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | 1,14 | | | | | | | | | | |
| LU | 6,40 | 8,00 | 1,60 | | 1,60 | 1,60 | 1,60 | 1,60 | 1,60 | 1,60 | 1,60 | 1,60 | 1,60 | 1,60 | | | | | | | | | | |
| MT | 0,00 | 0,00 | | | | | | | | | | | | | | | | | | | | | | |
| NL | 19,66 | 24,00 | 4,34 | | 1,14 | 1,60 | 2,74 | 1,60 | 1,14 | 1,14 | 1,60 | 4,34 | 1,14 | | | | | | | | | | | 3,20 |
| PL | 19,52 | 24,00 | 1,33 | 1,14 | 1,33 | 1,14 | 1,14 | 2,00 | 1,33 | 1,14 | 1,14 | 1,14 | 4,48 | 3,33 | 3,33 | | | | | | | | | |
| PT | 6,00 | 8,00 | | | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | | | | | | | | |
| RO | 13,86 | 16,00 | 2,14 | 1,00 | 2,14 | 1,14 | 2,14 | 1,00 | 2,14 | 1,14 | 2,14 | 1,00 | 2,14 | 2,14 | 2,14 | | | | | | | | | |
| SK | 26,52 | 32,00 | 3,48 | 1,00 | 3,48 | 1,14 | 2,14 | 1,00 | 4,14 | 1,33 | 3,33 | 2,14 | 5,48 | 3,33 | | | | | | | | | | |
| SI | 25,73 | 32,00 | 2,93 | 1,60 | 2,93 | 1,33 | 1,33 | 3,33 | 2,67 | 2,67 | 3,33 | 3,33 | 3,33 | 6,27 | 1,33 | | | | | | | | | 1,60 |
| ES | 12,67 | 16,00 | | 1,33 | 3,33 | 2,00 | 1,33 | 1,33 | 1,33 | 1,33 | 2,00 | 1,33 | 3,33 | | | | | | | | | | | |
| SE | 6,67 | 8,00 | 1,33 | | 1,33 | 1,33 | 1,33 | 1,33 | 1,33 | 1,33 | 1,33 | 1,33 | 1,33 | 1,33 | 1,33 | | | | | | | | | |

Task 4b – Cross-corridor meetings

Note: an empty cell means trips are 0.

| Member State (beneficiary) | Total no. of trips excluding domestic | Total no. of trips | Number of trips per destination | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|---------------------------------------|--------------------|---------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|--|
| | | | AT | BE | BG | HR | CY | CZ | DK | EE | FI | FR | DE | EL | HU | IE | IT | LV | LT | LU | MT | NL | PL | PT | RO | SK | SI | ES | SE | CH | NO | RS | | |
| AT | 4 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BE | 4 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BG | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HR | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CY | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CZ | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DK | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EE | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FI | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FR | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DE | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EL | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HU | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IE | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IT | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LV | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LT | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LU | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MT | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NL | 8 | 8 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | |
|----|---|---|---|---|
| PL | 8 | 8 | 4 | 4 |
| PT | 8 | 8 | 4 | 4 |
| RO | 8 | 8 | 4 | 4 |
| SK | 8 | 8 | 4 | 4 |
| SI | 8 | 8 | 4 | 4 |
| ES | 8 | 8 | 4 | 4 |
| SE | 8 | 8 | 4 | 4 |

Work Package 4 – Matrices of travel cost

Matrix of travel cost for 4 years (2021-2024)

Task 4a – Corridor-specific meetings

Note: An empty cell means travel costs are 0.

| Member State (beneficiary) | Total travel cost | Travel cost per destination | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|-------------------|-----------------------------|----|-----|-----|----|-----|-----|-----|----|-----|-----------|-----|-----|----|-----------|-----|-----|-----|----|-----------|-----|----|-----|-----|-----|-----|-----|-----------|-----|-----|
| | | AT | BE | BG | HR | CY | CZ | DK | EE | FI | FR | DE | EL | HU | IE | IT | LV | LT | LU | MT | NL | PL | PT | RO | SK | SI | ES | SE | CH | NO | RS |
| AT | 11.626 | | | 1.8 | 379 | | 817 | 671 | | | 559 | 1.43 3 | 419 | 486 | | 1.12 2 | | | | | | 488 | | 839 | 8 | 749 | | 673 | | 67 | 578 |
| BE | 7.575 | | | | | | | | 477 | | 56 | 1.16 6 | | | | 692 | 455 | 449 | 499 | | 1.37 9 | 447 | | | | | | | 1.45 2 | | |
| BG | 4.919 | 1.16 6 | | | 62 | | 398 | | | | | 446 | 385 | 378 | | | | | | | | | | 188 | 381 | 65 | | | | 36 | |
| HR | 4.203 | 457 | | 61 | | | | | | | 652 | | | 273 | | 543 | | | | | | | | | | 688 | 667 | | | 321 | |
| CY | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|--------|-----------|-----------|-----|-----|-----|-----|------|-----------|-----------|-----|------|-----------|-----|-----------|-----------|-----|-----------|-----------|-----------|-----|-----|-----------|-----|
| CZ | 6.841 | 992 | 388 | | | | | 559 | 62 | 419 | 782 | 577 | | | 488 | 839 | 67 | 525 | | | | | | |
| DK | 2.765 | 598 | | | | | | | 39 | | | 589 | | | | | | | 627 | 561 | | | | |
| EE | 2.442 | | 536 | | | | | | 5 | | | 217 | 21 | | 533 | 447 | | | | | | | | |
| FI | 0 | | | | | | | | | | | | | | | | | | | | | | | |
| FR | 10.723 | 513 | 513 | 533 | 455 | | | | 1.37 4 | | 988 | 577 | | 549 | 691 | 844 | 532 | 449 | 558 | 1.42 1 | 726 | | | |
| DE | 16.868 | 1.47 2 | 1.22 9 | 397 | | 519 | 478 | 466 | 1.53 8 | | 484 | 81 | 1.26 9 | 445 | 438 | 1.18 5 | 418 | 1.7 | 859 | 789 | 1.1 | 661 | 747 | 595 |
| EL | 2.910 | 458 | 363 | | 47 | | | | | 511 | 39 | | | | | | 38 | 42 | | | | | | |
| HU | 9.019 | 612 | 376 | 286 | 799 | | | | 1.23 4 | 911 | 41 | | 577 | | | 732 | 814 | 821 | 782 | 667 | | | | |
| IE | 0 | | | | | | | | | | | | | | | | | | | | | | | |
| IT | 11.748 | 1.16 4 | 736 | 5 | 531 | 683 | | | 652 | 1.28 2 | 52 | | | | 746 | 533 | | 58 | 1.49 | 58 | 759 | 747 | 757 | |
| LV | 2.432 | | 536 | | | 238 | | | | 5 | | | | 27 | 533 | 418 | | | | | | | | |
| LT | 2.237 | | 536 | | | 238 | | | | 5 | | | | 214 | 533 | 216 | | | | | | | | |
| LU | 2.074 | | 463 | | | | | | | 56 | | | | | 58 | | | | | | | | 543 | |
| MT | 0 | | | | | | | | | | | | | | | | | | | | | | | |
| NL | 7.841 | | 1.39 2 | | 477 | | | 743 | 1.13 | | | | 77 | 455 | 449 | 549 | | 447 | | | | | 1.49 3 | |
| PL | 7.613 | 565 | 526 | | 497 | 466 | | | | 471 | 73 | 589 | 416 | 28 | 522 | | | 1.22 7 | 1.39 5 | | | | | |
| PT | 2.918 | | | | | | | 997 | 1.11 8 | | | | | | | | | | | | 83 | | | |
| RO | 5.648 | 961 | 184 | | 853 | | | 644 | 956 | 398 | 81 | | | | | | | | | | 843 | | | |
| SK | 8.125 | 992 | 376 | | 688 | | | 559 | 883 | 419 | 87 | 561 | | | 1.21 9 | 839 | | 782 | | | | | | |
| SI | 8.154 | 837 | 61 | 633 | 497 | | | 652 | | 687 | | 1.87 | | | 1.33 | | 698 | | 58 | | | | 578 | |
| ES | 5.839 | | | 632 | | | | 1.63 | 1.22 | 619 | | 589 | | | | 776 | | | | 57 | | | | |

| | | | | | | | |
|-----------|-------|----|-----|---|-----|-----|-----|
| SE | 3.067 | 61 | 637 | 1 | 583 | 675 | 561 |
|-----------|-------|----|-----|---|-----|-----|-----|

Task 4b – Cross-corridor meetings

Note: An empty cell means travel costs are 0.

| Member State (beneficiary) | Total travel cost | Travel cost per destination | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|-------------------|-----------------------------|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| | | AT | BE | BG | HR | CY | CZ | DK | EE | FI | FR | DE | EL | HU | IE | IT | LV | LT | LU | MT | NL | PL | PT | RO | SK | SI | ES | SE | CH | NO | RS | |
| AT | 1.840 | 0 | 1.840 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BE | 1.794 | 1.794 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BG | 3.930 | 1.794 | 2.136 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HR | 2.982 | 1.142 | 1.840 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CY | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CZ | 2.934 | 1.142 | 1.792 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DK | 3.586 | 1.794 | 1.792 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EE | 3.706 | 1.830 | 1.876 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FI | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FR | 3.076 | 1.794 | 1.282 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DE | 3.486 | 1.694 | 1.792 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|-----------|-------|-----------|-----------|
| EL | 4.158 | 1.83 0 | 2.32 8 |
| HU | 2.982 | 1.14 2 | 1.84 0 |
| IE | 0 | | |
| IT | 3.586 | 1.74 6 | 1.84 0 |
| LV | 3.670 | 1.79 4 | 1.87 6 |
| LT | 3.670 | 1.79 4 | 1.87 6 |
| LU | 2.903 | 1.74 6 | 1.15 7 |
| MT | 0 | | |
| NL | 3.076 | 1.79 4 | 1.28 2 |
| PL | 3.534 | 1.69 4 | 1.84 0 |
| PT | 4.418 | 2.28 2 | 2.13 6 |
| RO | 3.930 | 1.79 4 | 2.13 6 |
| SK | 2.982 | 1.14 2 | 1.84 0 |
| SI | 2.982 | 1.14 2 | 1.84 0 |
| ES | 3.966 | 2.09 0 | 1.87 6 |
| SE | 3.706 | 1.83 0 | 1.87 6 |

Annex 8

| MS | TEN-T total LENGTH (in line-km) for IWW, Rail, Road | Corrector coefficient |
|----|--|-----------------------|
| AT | 5.146 | 90% |
| BE | 5.142 | 90% |
| BG | 5.294 | 90% |
| CY | 445 | 45% |
| CZ | 5.254 | 90% |
| DE | 30.316 | 240% |
| DK | 2.672 | 45% |
| EE | 2.340 | 45% |
| EL | 7.582 | 90% |
| ES | 26.377 | 210% |
| FI | 9.359 | 90% |
| FR | 34.878 | 240% |
| HR | 3.702 | 45% |
| HU | 6.817 | 90% |
| IE | 3.731 | 45% |
| IT | 21.960 | 180% |
| LT | 4.027 | 45% |
| LU | 343 | 45% |
| LV | 3.221 | 45% |
| MT | 117 | 45% |
| NL | 5.429 | 90% |
| PL | 15.795 | 150% |
| PT | 6.053 | 90% |
| RO | 11.475 | 120% |
| SE | 12.981 | 120% |
| SI | 1.514 | 45% |
| SK | 3.369 | 45% |