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ANNEX 1

ANNEX

to the

COMMISSION IMPLEMENTING DECISION

amending Implementing Decision C(2014)1921 establishing a Multi-Annual Work Programme for financial assistance in the field of Connecting Europe Facility (CEF) - Transport sector for the period 2014-2020

ANNEX

The Annexes are amended as follows:

- (a) in Annex I, part 4 is deleted;
- (b) in Annex II, part 4 is deleted;
- (c) Annexes III and IV are replaced by the text in Part II of this Annex;
- (d) A new Annex V as set out in Part I of this Annex is added.

PART I

"Annex V related to Programme Support Actions of the Connecting Europe Facility"

1. PROGRAMME SUPPORT ACTIONS

The consolidated Annex V relates to all Programme Support Actions funded from the appropriations of the Connecting Europe Facility since 2014.

It is divided into:

- A- Programme Support Actions on 2014 commitment appropriations
- B- Programme Support Actions on 2015 commitment appropriations
- C - Programme Support Actions on appropriations 2016-2020

A- Programme Support Actions on 2014 commitment appropriations:

1.1. Bridging missing links, removing bottlenecks, increasing rail interoperability and improving cross-border connections (budget line 06.02.01.01)

IN THE FORM OF GRANTS

a) Support to participation of Member States in the core network corridors (Article 190(1)(d) Rules of Application)

The core network corridors are an essential implementation tool of the TEN-T core network. According to Article 44(1) of Regulation 1315/2013 (TEN-T Regulation), Member States shall participate in the relevant corridors. The objective of the action is to facilitate the participation of Member States in the corridor structures in order to improve the information flows, resulting in better cooperation with the European Coordinators, as detailed in Article 45(7) of the TEN-T Guidelines. This action will result in an improved preparation of the Corridors' Work Plan referred to in Article 47 of the TEN-T Guidelines.

For the purpose of this action, a grant will be directly awarded to each Member State (or to the body designated by it under its responsibility) to cover the costs for the participation of its personnel in the relevant corridors. Considering that the workload depends on the number of corridors covering each Member State, the maximum amount to be awarded is determined as follows:

Member States participating in one or two corridors	Bulgaria; Croatia; Cyprus; Denmark; Estonia ; Finland; Greece ; Ireland ; Latvia; Lithuania; Luxembourg; Malta; Poland ; Portugal ; Romania; Slovenia ; Spain ; Sweden; United Kingdom	Maximum grant per Member State: EUR 308,000
Member States participating in three or four corridors	Austria ; Belgium ; Czech Republic; Hungary ; Italy ; Netherland ; Slovakia	Maximum grant per Member State: EUR 616,000
Member States participating in five or more corridors	Germany; France	Maximum grant per Member State: EUR 924,000

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2014 Deadline for applications: Q3 2014 Information to applicants on the outcome of the evaluation: Q4 2014
Indicative total amount (2014 appropriations only)	EUR 12,000,000		
		Comments	Estimated duration of the actions: 3 years

IN THE FORM OF PROCUREMENT

a) Studies and support for the work of the European Coordinators and the Corridor Forum

European Coordinators and the work of the Corridor Forum requires constant support in terms of analysis of progress made on the corridors, on the evolution of traffic, on the reporting, including through TENtec and for the organisation of the Corridor Forum meetings.

Indicative total amount (2014 appropriations only)	EUR 9,900,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contracts	11	Comments	Estimated duration of the contracts: three years

b) TEN-T days / ministerial conference

Organise in 2015 one ministerial and stakeholder's conference to exchange on the progress of the TEN-T, to present projects funding opportunities, to take stock of the development of the corridor approach and to present various aspects of innovation and new technologies to transport infrastructure, and to present the monitoring support by TENtec.

Indicative total amount (2014 appropriations only)	EUR 650,000	Indicative timeframe for launching the procurement procedure	Q1 2015
Indicative number of contracts	1	Comments	Estimated duration of the contract: 1 event/ 1 year

c) TEN TEC information system.

Creation, maintenance and update of the computerised data information system for the TEN-T, involving all stakeholders, providing state-of-the-art IT tools, in particular interactive satellite-based maps, with a private and a public portal. TENtec supports all aspects of the development of the TEN-T and its funding by mirroring and monitoring the reality of transport infrastructure as closely as possible to ensure efficiency of funding and financing allocated to the TEN-T. It provides for synergies with the other CEF sectors.

Indicative total amount (2014 appropriations only)	EUR 1,250,000	Indicative timeframe for launching the procurement procedure	Q1 2014
Period (Years)	2	Comments	Estimated duration of the contract: 2 years
Indicative number of contracts	Multiple under Framework contracts, indicative 3		

d) Expenditure related to the European Coordinators (reimbursement of travel and subsistence expenses incurred by persons mandated by the institutions, Article 121(2)(h) Financial Regulation, and financial assistance for the secretarial expenses borne by the European Coordinators, Article 45(4) of the TEN-T Regulation).

The European coordinators referred to in Article 45(5) of the TEN-T Guidelines shall support the coordinated implementation of the core network corridors as well as ERTMS and Motorways of the Sea. In view of this task, the Coordinators travel frequently along their corridors and for the horizontal priorities they pursue. They convoke meetings between the parties involved, they analyse financial, technical and political conditions for the progress of the projects. European Coordinators are entitled to reimbursement of travelling and subsistence costs and to financial assistance for their secretarial expenses.

Indicative total amount (2014 appropriations only)	EUR 5,894,000	Indicative timeframe	Not applicable
		Comments	Total of EUR 396,000 per year of monthly flat rate allowances (to cover secretarial expenses) for the 11 European Coordinators, and around EUR 440,000 for yearly missions' costs.

e) Development of a harmonised inventory of assets for persons with reduced mobility and persons with disabilities.

The revised technical specification of interoperability (TSI) related to accessibility of persons with reduced mobility and persons with disabilities to the Union's rail system provides for an inventory of assets to be established in each Member State with a view to identifying barriers, providing information to users and monitoring progress on accessibility. The action aims at developing an harmonised tool on the basis of successful existing applications and in compliance with the revised TSI.

Indicative total amount (2014 appropriations only)	EUR 500,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contracts	1	Comments	Estimated duration of the contract: one year.

f) Services for the technical support for the deployment of ERTMS along the core network corridors

The deployment of ERTMS along the core network corridors requires dedicated technical expertise in order to analyse the technical aspects of the deployment, in particular as regards the interoperability of the different version of the systems and the compatibility with existing national traffic management systems and their operating rules. The action aims at purchasing technical expertise for each core network corridor and for ensuring the coherence with the other parts of the network. The action will facilitate the deployment of ERTMS along the core network corridors and improve the interoperability of the railways.

Indicative total amount (2014 appropriations only)	EUR 6,048,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contracts	9	Comments	Estimated duration of the contracts: seven years

1.2. Ensuring sustainable and efficient transport in the long run (referring to the budget line 06.02.01.02)

IN THE FORM OF PROCUREMENT:

a) Transport system modelling for EU and Neighbouring Countries

The objective is to assist the Commission in the development and implementation of the TEN-T and its extension to Neighbouring Countries and at the same time to provide a sound basis for the quantitative assessment to be undertaken in the framework of the mid-term review of the 2011 White Paper “Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system”, by means of a new transport network model covering EU28 & Neighbouring Countries. The new transport network model will support through strategic analysis the development of EU transport and transport infrastructure policies, with a view to preparing for expected future transport flows.

Indicative total amount (2014 appropriations only)	EUR 1,000,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contracts	1	Comments	Estimated duration of the contract: one year

1.3. Optimising integration and interconnection of transport modes and enhancing interoperability of transport services, while ensuring the accessibility of transport infrastructure (budget line 06.02.01.03)

IN THE FORM OF GRANTS

a) Preparation of technical specifications for the ATM systems in the context of European standards and support to standardisation of SESAR technologies (award without a call for proposals to Eurocae and ESOs: beneficiaries identified in the basic act on the basis of 190(1)d Rules of Application in conjunction with Article 4(1) of Regulation 552/2004 and Regulation (EU) No 1025/2012)

The objectives and expected results of this action are the effective and efficient coordination of industrial stakeholders involved in standardisation processes by ESOs and Eurocae in order to achieve the timely availability of technical specifications and standards necessary for the implementation of new ATM technologies

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2014 Deadline for application: Q3 2014 Information to applicants on the outcome of the evaluation: Q4 2014
Indicative total amount (2014 appropriations only)	EUR 1,000,000		
		Comments	Estimated breakdown of EUR 1,000,000: EUR 600,000 for ESOs and 400 000 for Eurocae Estimated duration of the actions: 1 year

b) Air Traffic Management

Establishment of the Management Level (the Deployment Manager) and Implementation Level of SESAR Deployment Governance in accordance with Commission Implementing Regulation 409/2013, through a framework partnership awarded following a call for proposals.

The objective and expected result of the action is the establishment of the SESAR deployment governance in accordance with the Regulation 409/2013, ensuring the timely, coordinated and synchronised deployment of new ATM technologies, which is necessary in order to achieve the SES performance objectives and the overall economic benefits expected from ATM modernisation.

Maximum rate of co-financing	Not applicable	Indicative Timetable	Publication of the call for proposals: Q1/Q2 2014 Deadline for applications: Q2/Q3 2014 Information to applicants on the outcome of the evaluation: Q3 2014
Indicative amount (2014 appropriations)	Not applicable The specific grants awarded under the FP (other than the specific grant in point (c)) will be covered by an amendment of the MAP.		
		Comments	Framework Partnership to be concluded for 7 years.

c) Air Traffic Management

Specific tasks of the Deployment Manager beyond the coordination of the implementation projects (Article 9 of Reg. 409/2013), in particular the development of the Deployment Programme (award of a specific grant to the Deployment Manager under the framework partnership)

The objective and expected result of the action is effective and efficient execution of the tasks of the Deployment Manager referred to in Article 9 of the Commission Implementing Regulation 409/2013, in particular the drafting and maintenance of the Deployment Programme (Articles 11 and 12 of Commission Implementing Regulation 409/2013).

Expected results and underlying tasks:

- Developing, proposing, maintaining and implementing the Deployment Programme;
- Establishing and maintaining cooperative arrangements with the military to avoid any adverse effect on defence capabilities;
- Establishing and maintaining cooperative arrangements with the Network Manager to ensure their tasks are fulfilled without any form of duplication or competition, in particular, for the deployment aspects that have an impact on the network infrastructure, airspace organisation

and performance as well as coherence with the Network Strategy Plan and the Network Operations Plan;

- Developing other possible means of financing for Common Projects other than EU grants (e.g. deployment fund);
- Ensuring synchronisation of Implementation projects between them;
- Monitoring of the achievement of the Single European Sky performance objectives;
- Establishing and maintaining appropriate coordination with National Supervisory Authorities;
- Establishing and maintaining appropriate cooperative arrangements with the SESAR Joint Undertaking to ensure consistency with the ATM Master Plan;
- Establishing and maintaining appropriate cooperative arrangements with the manufacturing industry to ensure, inter alia, timely industrialisation of products.

Note: The above tasks exclude the project-level coordination of Implementation projects, whose financing will be ensured via grants for Implementation projects.

Maximum rate of co-financing	100%	Indicative Timetable	Deadline for application: Q3/Q4 2014 Information on the outcome of the evaluation: Q3/Q4 2014
Indicative total amount (2014 appropriations only)	EUR 5,500,000		
		Comments	Estimated duration of the action: one year

IN FORM OF PROCUREMENT

a) Comprehensive study supporting the further development of the performance and charging scheme of the Single European Sky

The study should identify possibilities how the Single European Sky performance and charging scheme can be further developed in order to meet the Single European Sky objectives.

Indicative total amount (2014 appropriations only)	EUR 400,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

b) Specific Contract for the assistance in the implementation of Single European Sky Interoperability regulations (under the existing Framework Contract with Eurocontrol)

The objective of this contract is to provide technical support the Commission in the implementation of the adopted Single European Sky Interoperability Implementing Rules (e.g. Regulation 1207/2011, Regulation 73/2011).

Indicative total amount (2014 appropriations only)	EUR 250,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

c) Specific Contract related to assistance in implementation of the Single European Sky Performance Regulation (under the existing Framework Contract with Eurocontrol)

The objective of this contract is to finance the assistance to the European Commission by the Performance Review Body in the implementation of Commission Regulation No 691/2010 and No 390/2013 in accordance with the terms of Commission Decision C(2010)5134 of 29.7.2010 designating the Performance Review Body.

Indicative total amount (2014 appropriations only)	EUR 7,000,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

d) Technical Support to the Industry Consultation Body (ICB) of the Single European Sky

ICB is a consultation body created in the framework of the Single European Sky (Article 6 of Reg. 549/2004). The aim of this contract is to provide the consolidated information needed to support the ICB in formulating its opinions on strategy, operational concepts, high level architecture, roadmap and implementation. It will also support the definition of ensuring work programmes for rules and standards.

Indicative total amount (2014 appropriations only)	EUR 530,000 + 650,000	Indicative timeframe for launching the procurement procedure	Q4 2014
Indicative number of contract	2	Comments	Estimated duration of the contract: 2 years

IN THE AREA OF RIVER INFORMATION SYSTEMS:

IN THE FORM OF PROCUREMENT

a) Pilot deployment of an integrated monitoring system for the inland waterway component of the TEN-T

Building upon the initial corridor analysis and existing recurrent information streams – including from River Information Services, the action aims at developing a module for data gathering and integration to integrate with the TENTec system. The longer term objective is to make available inland navigation data for TEN-T more quickly, more reliably and more cost-efficiently.

Indicative total amount (2014 appropriations only)	EUR 500,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contracts	1	Comments	Estimated duration of the contract: one year

b) Developing technical standards in the field of inland waterway transport

The action will significantly step up the development of technical standards in the field of inland waterway transportation, in relation to the priority action areas of the NAIADES II programme and contribute to the implementation of the TEN-T network. Furthermore, the legislative proposal attached to the NAIADES II Communication replacing Directive 2006/87/EC on technical requirements for vessels and the forthcoming proposal on professional qualifications will host the technical standards developed under this action.

Indicative total amount (2014 appropriations only)	EUR 2,300,000	Indicative timeframe for launching the procurement procedure	Q2 2015
Indicative number of contracts	1	Comments	Estimated duration of the contract: 3 years.

1.4. Bridging missing links, removing bottlenecks, increasing rail interoperability and improving cross border connections (budget line 06.02.01.04)

IN THE FORM OF GRANTS

a) Technical Assistance services for the development and implementation of projects implementing the TEN-T core network in Member States eligible to the Cohesion Fund

In order to facilitate the preparation of projects of common interest, and in particular in those Member States eligible to the Cohesion Fund, the CEF Regulation (Article 11.3) provides that particular attention shall be given to programme support actions in these Member States. The objective of this action is to ensure the provision of technical assistance services to these Member States aimed at strengthening the institutional capacity and the efficiency of their authorities at central, regional or local levels to prepare infrastructure projects developing the TEN-T core network, as listed in Annex I to the CEF regulation, that are of sufficient maturity and quality, and have sufficient added value for the Union. The expected impact is increased efficiency in the preparation and implementation of transport infrastructure projects and the acceleration of the development of the TEN-T core network in these Member States.

The provision of such technical assistance services will be ensured in two ways:

1) via the Jaspers ("Joint Agreement for Supporting Projects in European Regions") initiative, on the basis of an agreement between the European Commission and the European Investment Bank (EIB), which will specify the type of services to be provided to the Member States and the terms and conditions of the financial contribution of the Commission and the EIB to this action. For the purpose of this action, a grant will be directly awarded to the EIB, having regard to Article 125(7) of the Financial Regulation. The list of projects for the preparation of which this assistance will be made available will be decided by the Member States concerned in consultation with the Commission.

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to the EIB to submit a proposal: Q2 2015 (on the basis of the proposals from Member States referred to under point 2) Signing of grant agreement: Q2 2015
		Comments	Estimated duration of the action: two years.

2) by means of grants directly awarded to the Member States eligible to the Cohesion Fund, or relevant entities designated under their authority (Article 190(1)(d) Rules of Application), on the basis of a proposal indicating the type of services and the list of projects for the preparation of which this assistance is requested should be made available to the Commission. Member States shall precise in their proposals, where applicable, which technical assistance (projects preparation) can be delivered by the EIB through Jaspers under point 1) or through activities they would implement and which would be supported by grants awarded to them under point 2).

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2014 Deadline for applications: Q3 2014 Information to applicants on the outcome of the evaluation: Q1 2015
Indicative total amount (2014 appropriations only) for technical assistance services via Jaspers (point 1) and grants to Member States (point 2)		Comments	Estimated duration of the actions: 2 years
Maximum amount		EUR 5,000,000	

b) Technical assistance to improve capacity building for Railway Infrastructure Managers in Member States eligible to the Cohesion envelope (Article 190(1)(c) Rules of Application)

The majority of projects pre-identified in Part I of Annex I to the CEF Regulation are railway infrastructure projects, notably cross-border or bottlenecks projects on the core network corridors. These projects are complex, notably due to their cross-border nature, and require additional capacity for Railway Infrastructure Managers in preparing projects meeting the challenges for the development of a Single European Railway Area, in particular in those Member States eligible to the Cohesion envelope. The objective of the action is to enhance the capacity of Railway Infrastructure Managers, which are bodies in a monopoly situation for the management of the TEN-T rail infrastructure as identified in the TEN-T Regulation. The action should result in an increase number of high quality projects of European added value on the core network and its corridors.

For the purpose of this action, a grant will be directly awarded to each of the following Railway Infrastructure Managers in charge of the TEN-T core rail infrastructure as identified in the TEN-T Guidelines:

Member State	Organisation
Bulgaria	Rail infrastructure manager
Croatia	Hrvatske Željeznice Infrastruktura
Czech Republic	Správa Železniční Dopravní Cesty
Estonia	AS Eesti Raudtee
Greece	Organismo Siderodromôn Elladas
Hungary	Magyar Államvasutak Zrt.
Hungary	Győr-Sopron-Ebenfurti Vasút Zrt./Raab-Oedenburg-Ebenfurter Eisenbahn AG
Hungary	Nemzeti Infrastruktúra Fejlesztő Zrt
Latvia	VAS Latvijas Dzelzceļš
Lithuania	AB Lietuvos Geležinkeliai
Poland	PKP Polskie Linie Kolejowe SA

Portugal	Rede Ferroviária Nacional
Romania	Compania Națională de Cai Ferate “CFR” – SA
Slovakia	Železnice Slovenskej Republiky
Slovenia	Rail infrastructure manager
	Rail Baltic/Rail Baltica body ¹

The average individual grant that could be provided to the Railway Infrastructure Managers is estimated at maximum EUR 780,000 per Member State for the 2014 – 2020 period.

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2014
Indicative total amount (2014 appropriations only)	EUR 10,920,000		Deadline for applications: Q3 2014 Information to applicants on the outcome of the evaluation: Q4 2014
		Comments	Estimated duration of the actions: 7 years

B- Programme Support Actions on 2015 commitment appropriations:

1.5. Ensuring sustainable and efficient transport in the long run (referring to the budget line 06.02.01.02)

PROGRAMME SUPPORT ACTIONS IN THE AREA OF MARITIME AND INLAND WATERWAYS NAVIGATION

The general objective of these PSAs is to support the implementation of the TEN-T Regulation as regards the inland waterway transport and inland ports in a coherent way throughout the relevant TEN-T Corridors.

The specific objectives are to improve the information on the use of inland waterways infrastructure including throughout the TEN-T network, to support the efforts of the Member States to ensure coherence, coordinate and exploit synergies as regards the maintenance of inland waterways.

IN THE FORM OF GRANTS

a. Support with regard to the technical assistance for the initial stage of NAIADES II with regard to technical requirements in the field of maintenance of inland waterways infrastructure

This PSA addresses the development of technical standards in the field of maintenance of inland waterways infrastructure and support market observation, data collection and analysis, in particular in relation to the Rhine Danube Corridor. It is to be implemented through a grant directly awarded to the Danube Commission on the basis of Article 190(1)(f) RAP.

The legal basis² for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation.

EU financial aid in the form of a grant: up to 100% of eligible costs.

¹ As referred to in the Prime Ministers' Joint Statement of 8 November 2013 made in Riga

² Where referred to in this Annex, the term Legal Basis refers to the provisions authorising the expenditure

Maximum rate of co-financing	100%	Indicative Timetable	Award of specific grant: Q2 2015
Indicative amount to be committed in 2015	490,000		
Period (Years)	3	Comments:	EUR 490,000 from the 2015 budget.

IN THE FORM OF PROCUREMENT

a. Study on the market observation for the inland navigation systems

The objective of this PSA is to carry out a market observation study for the inland navigation systems. The study will aim at collecting the data and improve the current market observation system.

The legal basis for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation.

Indicative amount to be committed in 2015	1,000,000	Indicative timeframe for launching the procurement procedure	Mid-March 2015
Period (Years)	3	Comments	EUR 1,000,000 from the 2015 budget.

b. Cross-cutting programme support action related to the maritime ports, inland ports and inland waterways on the core network

The aim of this Programme support action will be to strengthen the port and inland waterway related aspects of the TEN-T network implementation with a view to support the implementation of the action plan "Ports: an engine for growth" (COM(2013)295 and the initial stage of NAIADES II.

The action will support the monitoring and coordination of corridor implementation and provide analysis and supporting tools as regards TEN-T relevant issues related to ports, ports connections and inland waterway transport, in particular in view of the review of the Corridor Work Plans. Guidance will be put in place and instruments will be developed for projects preparation and financing, including innovation to SMEs. Guidance will be developed with regard to the concept of "good navigation status" referred to in Article 15.3(b) of the Regulation (EU) 1315/2013. The action will assess and provide guide to good practices on strategies to develop industrial and logistic activities around ports and inland waterways to accompany investments. It will foster the deployment of innovative port digital multimodal services by identifying bottlenecks related to standardisation and access to data and supporting cooperation between ports along corridors. Finally, it will assess and promote measures to fully exploit the potential of new port and inland waterways transport markets, including sea-river transport.

This PSA will be carried out through a call for tender.

The legal basis for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation.

Indicative amount to be committed in 2015	4,300,000	Indicative timeframe for the procurement procedure	Call for tender: April 2015 Award decision: September 2015
Period (Years)	3	Comments	EUR 4,300,000 from the 2015 budget.

1.6. Optimising the integration and interconnection of transport modes and enhancing interoperability, safety and security of transport (referring to the budget line 06.02.01.03)

PROGRAMME SUPPORT ACTIONS RELATED TO THE SINGLE EUROPEAN SKY

General objectives

The objective in the area of the Single European Sky (SES) is to support its timely implementation and in particular to support the deployment of SESAR, its technological pillar.

Specific objectives

The specific objectives in this sector are:

- consolidate and accelerate the process of modernisation of Air Traffic Management (ATM) in Europe, in particular by addressing, through the deployment of new technologies, the inefficiencies in the provision of air navigation services and the fragmentation of the European ATM system.
- timely and synchronised deployment of SESAR, in particular through the common projects in compliance with the Commission Implementing Regulation (EU) No 409/2013 on the definition of common projects, the establishment of governance and the identification of incentives supporting the implementation of the European Air Traffic Management Master Plan.

IN THE FORM OF GRANTS

a) Specific grant agreement under the framework partnership agreement for the financing of the deployment of SESAR and of its Management Level

In the deployment phase of the SESAR project, the industry will deploy a new generation of equipment, systems and standards. The deployment will take place within the legal and financial framework laid down by the Commission through the instrument of "common project" (Article 15a of the Regulation (EC) of the European Parliament and the Council 550/2004 and Articles 4, 5 and 6 of the Commission Implementing Regulation (EU) No 409/2013 on the definition of common projects, the establishment of governance and the identification of incentives supporting the implementation of the European Air Traffic Management Master Plan) and will be coordinated and managed by the Deployment Manager. The first "pilot" common project was adopted as the Commission Implementing Regulation (EU) No 716/2014.³

The SESAR Deployment Framework Partnership agreement establishing and bringing together the Management Level (the Deployment Manager) and the Implementation Level of SESAR Deployment Governance was concluded in 2014.

The objective of this PSA is to support the tasks of the Deployment Manager in accordance with Article 9 of the Commission Implementing Regulation (EU) No 409/2013, in particular the development of the Deployment Programme.

The following tasks are to be performed by the Deployment Manager:

- developing, proposing, maintaining and implementing the deployment programme;

³ Commission Implementing Regulation (EU) No 716/2014 of 27 June 2014 on the establishment of the Pilot Common Project supporting the implementation of the European Air Traffic Management Master Plan Text with EEA relevance, OJ L 190, 28.6.2014, p. 19–44

- associating the operational stakeholders that are required to implement common projects;
- establishing mechanisms and decision-making processes that ensure efficient synchronisation and overall coordination of the implementation projects and the related investment in line with the deployment programme;
- ensuring effective management of risks and conflict of interest;
- advising the Commission on issues related to the implementation of common projects and to the setting up of new common projects;
- implementing Commission decisions and ensuring and monitoring their implementation by the implementation level;
- identifying the most appropriate financing mechanisms combining public and private funding;
- monitoring implementation of the deployment programme;
- reporting to the Commission;
- ensuring appropriate coordination with National Supervisory Authorities.

The legal basis for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation.

EU financial aid in the form of a grant: up to 100% of eligible costs.

Maximum rate of co-financing	100%	Indicative Timetable	Award of specific grant: 2015
Indicative amount to be committed in 2015	6,000,000		
Period (Years)	1	Comments	EUR 6,000,000 in 2015

IN THE FORM OF PROCUREMENT:

a) Specific Contract under the existing Framework Contract with Eurocontrol for the implementation of Single European Sky Interoperability Regulations and the development of SES related ATM technical specifications for SESAR deployment

Nine Commission Implementing Regulations have been adopted under the "interoperability" Regulation (No 552/2004) of the Single European Sky, covering topics ranging from the exchange of flight data between air traffic control units, to data link services or surveillance systems. Despite some existing reporting mechanisms, a comprehensive implementation/monitoring overview of the Implementing Regulations, taking into account the obligations of all regulated parties and stakeholders, is currently missing. A closer follow-up of each individual interoperability IR, through e.g. the organisation of dedicated workshops or targeted consultations of stakeholders by EUROCONTROL, on behalf of the Commission, would help complete this overview and address possible issues. In addition, some of the adopted Regulations contain specific provisions, e.g. on exemptions, to be addressed by the Commission. As was the case for the exemptions to the Data Link Regulation⁴, the assistance of EUROCONTROL would be required to review, maintain and process exemptions requests e.g. related to the Surveillance Performance Interoperability

⁴ Commission Regulation (EC) No 29/2009 of 16 January 2009 laying down requirements on data link services for the single European sky, OJ L 13, 17.1.2009, p. 3–19

(SPI)⁵ or Voice Channels Spacing (VCS)⁶ Regulations and produce a report to the Commission, in view of the adoption of the required Decision(s) on exemptions.

Additionally, and complementing the development of standards and specifications developed by EUROCAE and the European Standardisation Organisations (ESO's), the assistance and contribution of EUROCONTROL would be required to update existing EUROCONTROL specifications or develop new ones as required for the deployment of SESAR.

The objective of this PSA is the provision of the technical support to the Commission by EUROCONTROL in the implementation of the Single European Sky Interoperability Implementing Regulations and the development of SES related ATM specifications, including those required for the SESAR deployment.

The legal basis for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation.

This PSA will be covered by a specific contract awarded to Eurocontrol under the Framework Contract.

EU financial aid in the form of procurement, up to the amount indicated below:

Indicative amount to be committed in 2015	500,000	Indicative timeframe for the procurement procedure	Signature of the contracts in 2015
Period (Years)	1	Comments	EUR 500,000 from the 2015 budget.
Indicative number of contracts	2		

b) Specific Contract under the existing Framework Contract with Eurocontrol for the implementation of the Performance Regulations

The objective of this PSA is the assistance provided to the European Commission by the Performance Review Body established by the Commission Decision C(2010)5134 of 29.7.2010 in the implementation of the Performance Regulations (EU) No 691/2010 and No 390/2013 in the area of the air navigation services.

The legal basis for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation. This PSA is a specific contract awarded to Eurocontrol under the Framework Contract.

Indicative amount to be committed in 2015	7,700,000	Indicative timeframe for launching the procurement procedure	Q2 2015
Period (Years)	1,5	Comments	EUR 7,700,000 from the 2015 budget.

c) Technical Support to the Industry Consultation Body (ICB) of the Single European Sky

ICB is a consultation body created in the framework of the Single European Sky in accordance with Article 6 of Regulation (EC) No 549/2004 of the European Parliament and the Council.

The Single Sky legislation (SES and SES II) foresees the adoption of enabling legislation (implementing rules) in the form of Commission Regulations adopted through the

⁵ Commission Implementing Regulation (EU) No 1207/2011 of 22 November 2011 laying down requirements for the performance and the interoperability of surveillance for the single European sky, OJ L 305, 23.11.2011, p. 35

⁶ Commission Implementing Regulation (EU) No 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky, OJ L 320, 17.11.2012, p.14

Comitology procedure (Single Sky Committee). The development of regulations requires an open and transparent consultation process that provides for participation of all the stakeholders, to ensure that they are well founded and provide for balance between the different groups. Therefore all interested groups — notably service providers, airlines, equipment manufacturers, staff — need to be closely involved in all aspects of regulation. The Single European Sky legislation obliges the Commission to establish the Industry Consultation Body for the appropriate involvement of stakeholders in the implementation of the Single Sky, in particular in relation to the development and introduction of new concepts and technologies in the European Air Traffic Management (ATM) network. There is a need for the provision of EU policy oriented consolidated information required to support the decision making within the industry consultation process in terms of strategy, operational concept, high level architecture, roadmap and implementation. It supports the definition of ensuing roadmaps for rules and standards, support to SESAR, support to Research and Development elements outside of SESAR and support to the Trans European Transport Networks.

The aim of this PSA is to provide the ICB with the consolidated information it needs to formulate its opinions on high level architecture in the area of the Single European Sky.

The legal basis for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation.

This PSA will be implemented through a new framework contract for aviation to be concluded in 2015.

Indicative amount to be committed in 2015	1,200,000	Indicative timeframe for launching the procurement procedure	2015
Period (Years)	2	Comments	EUR 1,200,000 from the 2015 budget.
Indicative number of contracts	1		

d) Study on the establishment of the performance indicators for the air navigation services for the 3rd reference period and developing a performance approach for the air transport sector

The objective of the Programme Support Action is to develop key performance indicators (KPIs) and an overall evaluation of the single European Sky performance scheme and the potential to develop a performance approach that covers the entire air transport sector.

This study is required to re-examine the interdependencies between the key performance areas (KPA) of safety, environment, capacity and cost-efficiency, looking at the strong and weak links between them. It should assess the weaknesses of the current performance scheme and assess the KPA requirements and indicators that would be recommended in reference period 3 and beyond. The output should lead to easy-to-understand KPA and KPI definitions.

The study should also analyse the possibilities to develop a consistent performance approach that covers the entire air transport sector (airports, airlines, passengers, freight customers, aviation safety, human factor, etc.).

This PSA will be carried out through call for tenders.

The legal basis for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation.

Indicative amount to be committed in 2015	EUR 500,000	Indicative timeframe for launching the procurement procedure	2015
Period (Years)	1	Comments:	EUR 500,000 from the 2015 budget.

e) Assistance to the Coordination Platform for the National Supervisory Authorities

The National Supervisory Authorities Coordination Platform (NSA CP) has been created to support the tasks of NSAs in the Single European Sky framework in accordance with Article 2 of Regulation of the European Parliament and the Council (EC) No 550/2004. The NSA CP is run since end 2009 by the Commission with support from a technical contractor (up to now fulfilled by Eurocontrol).

The objective of this PSA is to finance the assistance to the Commission in establishing and follow-up of a Multi-Annual work plan related to the National Supervisory Authorities Coordination Platform. Its main tasks are:

- providing guidance material to NSAs on legislative, technical and interoperability matters, cross fertilisation of knowledge and uniformisation of practices at the level of the NSAs;
- Member States and the European Commission have agreed that the Platform will contribute to the SES implementation under the aegis of the Single Sky Committee and therefore the Platform will report to the Single Sky Committee on a regular basis.

This PSA will be implemented through a new framework contract for aviation to be concluded in 2015.

The legal basis for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation.

Indicative amount to be committed in 2015	700,000	Indicative timeframe for launching the procurement procedure	2015
Period (Years)	2	Comments:	EUR 700,000 from the 2015 budget.
Indicative number of contracts	2		

f) PSA on the social dimension of the Single European Sky

The Single Sky legislation foresees the adoption of enabling legislation (implementing rules) in the form of Commission Regulations adopted through the Comitology procedure (Single Sky Committee). The development of regulations requires an open and transparent consultation process that provides for participation of all the stakeholders, to ensure that they are well founded and provide for balance between the different groups. Therefore all interested groups — notably service providers, airlines, equipment manufacturers and professional staff representative bodies — need to be closely involved in all aspects of regulation.

The Single European Sky legislation (Regulation (EC) No 549/2004, Article 10(2)) obliges the Commission to establish a consultation mechanism with stakeholders at Union level and that the specific Sectoral Social Dialogue Committee set up under Commission Decision 98/500/EC shall be involved in the consultation.

As a result, a consultative expert group on the social dimension of the Single European Sky was established (hereinafter referred to as "the Expert group on the single European sky") by the Commission decision C(2010)9016.

The task of the Expert group on the single European sky is to advise the Commission with respect to the implementation and development of the single European sky regarding all measures having significant social implications.

The purpose of this contract is to provide the necessary administrative assistance in particular:

- provision of advice on agenda and the proposals addressed to the Single Sky Committee set up in Article 5 of Regulation (EC) No 549/2004 (Article 2(3) of the Decision C(2010)9016);
- provision of advice on other topics agreed together with the Commission (Article 4(3) of the Decision C(2010)9016).

The travel and subsistence budget will only cover the expenses of the contractor as the travel expenses of the members of the group are reimbursed based on the Decision C(2010)9016 (Article 5(3)).

This PSA will be implemented through a framework contract for aviation to be concluded in 2015.

The legal basis for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation.

Indicative amount to be committed in 2015	600,000	Indicative timeframe for launching the procurement procedure	2015
Period (Years)	2	Comments:	EUR 600,000 from the 2015 budget.

PROGRAMME SUPPORT ACTIONS IN THE AREA OF INTELLIGENT TRANSPORT SYSTEMS:

General objectives

Intelligent transport systems for roads of the trans-European transport network vitally contribute to multimodality of the transport system, enhancement of road safety, reduction of carbon emissions by fostering the optimisation of infrastructure use and efficiency of traffic operations for both passengers and freight. They also open up new perspectives for user services and towards the achievement of connected mobility. TEN-T infrastructure shall be equipped with the relevant components in compliance with the EU transport policy in the field of ITS, notably the Directive 2010/40/EU⁷ and its delegated acts. In particular, the right implementation of European specifications and standards will support data exchange as needed for the deployment of systems which are interoperable and provide for continuity of services across Member States and operators.

IN THE FORM OF GRANTS

a) Development of DATEX II for the provision of interoperable Intelligent Transport Systems and Services for road transport

The objective of this activity is to further maintain, adapt and develop DATEX II.

DATEX II is a standardised e-language for traffic and travel data exchange between traffic control centres, traffic information centres and service providers. DATEX II is broadly used across the EU and the number of users is increasing steadily. DATEX II is the standard of reference in the delegated regulations adopted by the European Commission under Directive 2010/40/EU (the "ITS Directive").

Users support needs to be ensured for the good implementation of existing data profiles across Europe. Maintenance and further development of DATEX II in order to comply with EU

⁷ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.

regulations and adapt to future innovations and users' needs is essential (e.g. adapt DATEX II to the urban environment enables multimodality of the transport system)

The legal basis for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation.

This Programme Support Action will be implemented through a grant awarded following a call for proposals published in Q2 2015.

EU financial aid in the form of a grant: up to 50% of eligible costs.

Indicative amount to be committed in 2015	EUR 2,000,000	Indicative timeframe for launching the call for proposals procedure	Q2 2015
Period (Years)	5	Comments:	EUR 2,000,000 from the 2015 budget.

C-Programme Support Actions on appropriations 2016-2020:

1.7. Bridging missing links, removing bottlenecks, increasing rail interoperability and improving cross boarder connections (budget line 06.02.01.01)

IN THE FORM OF GRANTS

a. Support to enhanced participation of Member States in the core network corridors

The objective of this Programme Support Action is the continuation of the direct support to the Member States in implementing the core network corridors including the cross border projects in 2017-2020.

The core network corridors are an essential implementation tool of the TEN-T core network and are intended, in particular, to improve cross-border links within the Union. According to Article 44(1) of Regulation 1315/2013 (TEN-T Regulation), Member States shall participate in the relevant corridors.

The objectives of the action are to facilitate the participation of Member States in the corridor structures in order to improve the information flows and to streamline the implementation of cross-border projects. The targeted development of information flows (for instance through dedicated twinning programmes) is also intended to ensure the improved cooperation between the Member States as regards the implementation of cross-border projects and exchanging best practices across the Union.

This action will result in further development and smoother implementation of the Corridors' Work Plan referred to in Article 47 of the TEN-T Guidelines and initially presented by the European Coordinators in December 2014 and approved by the Member States in 2015. Other updates of these Work Programmes are foreseen until 2020. Another result will be a better cooperation with the European Coordinators, as detailed in Article 45(7) of the TEN-T Guidelines.

For the purpose of this action, a grant will be directly awarded to each Member State (or to the body/ies designated by it under its responsibility to develop major cross-border projects) to cover the direct eligible costs for the participation in the relevant corridors as well as to cover the direct eligible costs related to specific communication, best-practice exchange and knowledge sharing actions in relation to the managing of major cross-border projects identified in the relevant Corridor Work Plans.

Considering that the workload depends on the number of corridors covering each Member State, the maximum amount to be awarded is determined, as follows:

The legal basis for this PSA is Article 5(2)(a) of the CEF Regulation.

The direct award to the Member States – Ministries being in a position of monopoly for the above described tasks, or the designated bodies under their responsibility is based on Article 190(1)(c) Rules of Application to the EU Financial Regulation.

Member States participating in one or two corridors	Bulgaria; Croatia; Cyprus ; Denmark; Estonia; Finland; Greece; Ireland; Latvia; Lithuania; Luxembourg; Malta; Poland; Portugal; Romania; Slovenia; Spain; Sweden; United Kingdom	Maximum grant per Member State: EUR 384,600
Member States participating in three or four corridors	Austria; Belgium; Czech Republic; Hungary; Italy; Netherland; Slovakia	Maximum grant per Member State: EUR 769,200
Member States participating in five or more corridors	Germany; France	Maximum grant per Member State: EUR 1,153,800

Indirect costs shall not be eligible.

Maximum rate of co-financing of direct eligible costs	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2016 Deadline for applications: Q3 2016 Information to applicants on the outcome of the evaluation: Q4 2016 Start of implementation: Q1 2017 Contracts can be signed on 2017 budgets
Indicative total amount (2017 appropriations only)	Final amount: 9 597 340.25 EUR On 2017 appropriations		
		Comments	Estimated duration of the actions: 4 years Previous action on 2014 commitments: EUR 12 000 000

b. Programme Support Actions related to increasing interoperability through the development of the Rail Freight Corridors "Support to the establishment and implementation of the Rail Freight Corridors"

In the context of ensuring interoperability, EU Rail Freight Corridors (RFCs) need to be established and developed in line with Regulation 913/2010/EC⁸ concerning a European rail network for competitive freight, as the rail freight backbone of the TEN-T Core Network Corridors (see also Art. 44 of the TEN-T Guidelines). The general objective of this PSA is to assist the RFCs, through support of their daily management, in their establishment, development and extensions, in line with the legal requirements and the market demands and to help them provide a high level of service to the customers.

The PSA will provide support to the secretarial, managerial and communication activities of the RFC Management Boards (including Working Groups, Corridor One-Stop-Shops and Advisory Groups), covered by the provisions of Regulation 913/2010/EC as amended by Article 29 of the CEF Regulation.

⁸ Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight

With regard to the RFCs which have already benefitted from the EU grant support under the CEF call for proposals, no task/activity already co-financed through such a grant shall be financed through the PSA.

In the framework of this PSA, the Commission may set specific priorities in its invitation to submit a grant and further define the tasks/activities concerned.

Infrastructure works on the RFCs should not be financed through this PSA.

The grants will be awarded to:

- the RFC EEIG, when the RFC is made of such a legal entity;
- a consortium of Railway Infrastructure Managers (RIMs) and, where applicable, Allocation Bodies (ABs) represented in the Management Board,⁹ in the case of absence of a legal entity; in view of ensuring pan-European coordination of the RIMs participating in a RFC, it is required that the application be coordinated by one RIM/AB acting as Coordinator on behalf of the others participating in the RFC.

The legal basis for this PSA is Article 5.2(a) of the CEF Regulation.

Direct grant shall be justified on the basis of Article 190(1) (d) of the Rules of Application to the EU Financial Regulation. The initial list of Rail Freight Corridors is specified in Annex II to the Regulation CEF Regulation.

Indicative list of Beneficiaries:

RFC	Member States	Legal entity
RFC 1	NL, BE, DE, CH, IT	EEIG Corridor Rhine-Alpine
RFC 2	NL, BE, FR, LU, CH, UK	EEIG RFC North Sea – Med
RFC 3	NO, SE, DK, DE, AT, IT	<u>Infrastructure Managers:</u> Jernbaneverket (NO) Trafikverket (SE) the Øresundsbro Konsortiet Banedanmark (DK) DB Netz AG (DE) ÖBB Infrastruktur AG (AT) Rete Ferroviaria Italiana S.p.a (IT)
RFC 4	PT, ES, FR, DE	EEIG Atlantic Corridor
RFC 5	PL, CZ, SK, AT, SI, IT	EEIG Baltic-Adriatic Corridor
RFC 6	ES, FR, IT, SI, HU, HR	EEIG Mediterranean corridor
RFC 7	AT, CZ, SK, HU, RO, BG, EL, DE	<u>Infrastructure Managers/Allocation Bodies:</u> ÖBB-Infrastructure (AT) SZDC (CZ) ŽSR (SK) MÁV (HU) GYSEV (HU & AT) VPE (HU) CFR (RO) NRIC (BU) OSE (GR) DB Netz AG (DE)
RFC 8	BE, NL, DE, CZ, PL, LT, LV, EE	<u>Infrastructure Managers/Allocation Bodies:</u> DB Netz AG (DE) Infrabel (BE) ProRail (NL) SZDC (CZ) PKP PLK SA (PL)

		Lietuvos geležinkeliai (LT) Valstybinė geležinkelio inspekcija (LT) (EE) (LV)
RFC 9	CZ, SK, AT, HU, RO, FR, DE	<u>Infrastructure Managers/Allocation Bodies:</u> SNCF Réseau (FR) DB Netz (DE) SZDC (CZ) ZSR (SK) ÖBB Infra (AT) GYSEV (HU & AT) MAV (HU) VPE (HU) CFR (RO)
RFC 11	SI, SK, PL, HU	<u>Infrastructure Managers/Allocation Bodies:</u> (SI) MAV (HU) GYVEV (HU) VPE (HU) ZSR (SK) PKP PLK SA (PL)

EU financial aid shall be in the form of a grant: up to 100% of the eligible direct cost (indirect costs shall not be eligible).

Maximum rate of co-financing	100 %	Indicative timetable: Award of a multiannual specific grant in annual instalments Invitation by the Commission to submit an application for a grant: Q2 2016 Evaluation of the grant applications: Q3 2016 Signature of specific grant agreements and Implementation: January 2017
Indicative amount to be committed		
2017	12 Mio EUR on 2017 appropriations	Payments in annual instalments
Comments	Foreseen duration of the grants: 4 years The amounts per RFC may vary, depending on the number of IMs, on the degree of development of the RFC and the activities proposed.	

c) Programme Support Action for the Technical Assistance to enhance preparation of projects in the context of Blending call for proposals, aiming at combining EU CEF grants with private finance, awarded to the European Investment Bank

Support Actions can be used to enhance the quality and bankability of TEN-T projects, to attract private sector financing, and reinforcing the take-up of innovative financial instruments in cohesion Member States, notably through:

- Supporting promoters (public or private) on project preparation, including: technical/financial capacity of the applicant, the financial structuring of the project to attract private sector funds, the economic viability of the project based on the Cost Benefit Analysis (CBA), the viability of any PPP/Concession arrangement and the technical aspects of the project.
- Providing budget for targeted capacity building in Member States for the private financing of transport infrastructure.

In this respect, technical support will be set up with the European Investment Bank, under the coordination of the European Investment Advisory Hub (EIAH) in particular for the Cohesion Member States. Support can be requested from the EIAH up to September 2020.

The legal basis for this Programme Support Action is defined in Article 5(2)(a) and Article 7(2)(j) of the CEF Regulation.

The grant can be directly awarded to the European Investment Bank based on Article 125(7) of the EU Financial Regulation.

Maximum rate of co-financing of direct eligible costs	90%	Indicative Timetable	Invitation to submit a proposal to be sent in Q4 2017
Indicative total amount (2018 appropriations only)	EUR3000 000 on 2018 appropriations		Evaluation of the proposal Q1 2018 Grant Agreement in place in 2018
		Comments	Estimated duration of the actions: 3years 2018-2020

IN THE FORM OF PROCUREMENT:

a. Programme Support Actions related to the TENTEC information system for the Trans-European Transport Networks

Creation, maintenance and update of the computerised data information system for the TEN-T, involving all stakeholders, providing state-of-the-art IT tools, in particular interactive satellite-based maps, with a private and a public portal. TENtec supports all aspects of the development of the TEN-T and its funding by mirroring and monitoring the reality of transport infrastructure as closely as possible to ensure efficiency of funding and financing allocated to the TEN-T. It provides for synergies with the other CEF sectors.

The Commission shall use the consolidated operational reporting provided by INEA Agency from the Action Status Reports from the CEF-funded projects on completion of TEN-T performance indicators required by the CEF legal basis under Articles 3 and 4. The consolidated data will be used by the Commission for preparing the accompanying budgetary statements and as an input to the mid-term evaluation of the CEF required under Article 27 of the CEF.

The legal basis for this PSA is Article 5(2)(a) and 7(2) of the CEF.

		Indicative timeframe for launching the procurement procedure	Multiple award of specific contracts under Framework Service Contract
2016		Q1 of 2016	EUR 1.150.000 on 2016 appropriations,
2017		Q1 of 2017	EUR 1.150.000 on 2017 appropriations
2018		Q1 of 2018	EUR1.150.000 on 2018 appropriations
2019		Q1 of 2019	EUR 1.150.000 on 2019 appropriations
2020		Q1 of 2020	EUR 1.150.000 on 2020 appropriations
Nb of contracts: multiple contracts under Framework Service Contract	10		Comments: EUR 1,000,000 on 2014 appropriations covering multiple service contracts with duration 2015-until Q1 of 2016

b. In the form of other expenditure: transfer to the Directorate General for Informatics (DG DIGIT) in relation to costs related to IT tools used for the evaluations of CEF projects

In addition to the development and maintenance of the TENTEC database, the Commission and INEA also use central IT tools for the evaluation of CEF projects. The IT tools are managed by Directorate General for Informatics.

The legal basis for this PSA is Article 5(2)(a) and 7(2) of the CEF.

		Indicative timeframe for launching the procurement procedure	Service Contract
2016		EUR 182,177 on 2016 appropriations	Q4 2016
2017		EUR 210,918 on 2017 appropriations	Q4 2017
Nb of contracts:	N.A.	Transfer of appropriations to DG DIGIT	

c. Modelling system for EU and Neighbouring countries and the integration of the modelling into TENTEC

The development of EU transport and transport infrastructure policies needs to be supported by robust quantitative analysis, providing a comprehensive and consistent picture of the European transport sector and its evolution while at the same time giving due consideration to the transport network.

The new transport network model (financed under Horizon 2020 and not from the CEF) will cover all modes of transport for passenger and freight, with focus on trans-European trajectories and nodes of European/international importance. It will cover the core and comprehensive TEN-T networks and aspects related to trip generation, trip distribution, mode choice and trip assignment.

The objectives of this Programme Support Action are the improvement of the TEN-T network by means of producing a connected network (network with topology); the maintenance and adaptation of this network to the future needs of the transport network model; the integration of the new model with TENtec. The costs are related to the integration of the modelling system into TENTEC.

Due to the fact that TENTEC activities are proposed to funding objective 1, this modelling tool is also aligned with main TENTEC tasks on funding objective 1.

The legal basis for this Programme Support Action is Article 5(2)(a) and 7(2) of the CEF Regulation.

Indicative amount to be committed in 2016	EUR 215,000	Indicative timeframe for launching the procurement procedure	Q2 2016
Indicative amount to be committed in 2017	EUR 169,425	Indicative timeframe for launching the procurement procedure	Q2 2017
Indicative amount to be committed in 2018	EUR 182,500	Indicative timeframe for launching the procurement procedure	Q2 2018
Period (Years)	3	Comments	EUR 1.000.000 on 2014 appropriations
Nb of contracts under Framework Service Contract	3		

d. Studies and support for the work of the European Coordinators and the Corridor Forum

European Coordinators and the work of the Corridor Forum requires constant support in terms of analysis of progress made on the corridors, on the evolution of traffic, on the reporting, including through TENtec and for the organisation of the Corridor Forum meetings.

Following the introduction of work plans of second and third generation, the work of European Coordinators will need to focus on monitoring implementation. Studies and support will be necessary to gather and analyse data on the implementation of the Core Network Corridors.

Their work will also be devoted to the preparation of the next phase of project development leading to the completion of the TEN-T core network by 2030. Studies will therefore be necessary to identify the remaining projects to be financially supported under the next multi-annual financial framework 2021-2028.

Similar support will also need to be devoted to the European Coordinator for the Motorways of the Sea. It concerns in particular the preparation of next generation of implementation plans and their monitoring based on experiences and developments relating to Union maritime transport as well as the forecast traffic on the motorways of the sea.

The procurements will be done via an open call for tender.

Indicative total amount (2018 appropriations only)	EUR 3,500,000 On 2018 commitments	Indicative timeframe for launching the procurement procedure	Invitation to tender: Q4 2017 Contracts can be only signed on 2018 budget
Indicative number of contracts	10	Comments	Estimated duration of the contracts: two years Previous contracts: 9,900,000 on 2014 appropriations
Indicative total amount (2020 appropriations only)	EUR 3,500,000 On 2020 commitments	Indicative timeframe for launching the procurement procedure	Invitation to tender: Q3 2019 Contracts can be only signed on 2020 budget
Indicative number of contracts	10	Comments	Estimated duration of the contracts: two years (2020 and 2021) Previous contracts: 9,900,000 on 2014 appropriations and 3,500,000 on 2018 appropriations

e. Support to the European Commission in the deployment of ERTMS on Core and Comprehensive Networks

The general objective of this PSA is to support interoperability and the deployment of ERTMS, both in terms of fleet. This work will build on the tasks achieved in the context of the Core Network Corridors.

The specific objectives are to:

- define the investments required to enable fleets of ERTMS-alone or ERTMS plus one class B signalling system trains to run on significant parts of the European rail

network, in particular focussing on the investments needed on additional routes beyond the Core Network Corridors (e.g. diversionary routes), and the timing of such investments. Such work will incorporate and not overlap with work carried out under the Corridor Work Plans and by the Deployment Management Teams supporting the Commission.

- define the investments beyond ERTMS deployment to achieve genuine interoperability on such networks, for example on power supply;
- define the full cost of ERTMS and associated deployment on core and comprehensive networks.

The PSA is a priority of the Connecting Europe Facility Regulation defined in Article 4.2 (a)

The legal basis for this PSA is Article 5.2(a) of the CEF Regulation.

Indicative amount to be committed on 2018 budget appropriations	EUR 600.000 on 2018 appropriations	Indicative timeframe for launching the procurement procedure	Q3 2018
Period (Years):	1	Comment:	Complemented by a contract "Services for the technical support for the deployment of ERTMS along the core network corridors" EUR 6.048.000 on 2014 appropriations
Nb. of contract	1		

IN THE FORM OF OTHER EXPENDITURE:

f. transfer of operational appropriations to the INEA Agency for specific TENTEC services

The Programme Support Action also supports 'front-office modules' in that they cover external grant processes exposed to beneficiaries and Member States, which are implemented by INEA, with an annual estimated cost of EUR 250,000 transferred to INEA on an annual basis by DG MOVE.

The front office developments include business analysis, technical specifications, design and system architecture and will concentrate on provision of the following services/functions:

- Exchanges with potential beneficiaries on the forms and amounts of Union financial assistance for CEF projects,
- Submission of data regarding the technical and financial progress of CEF co-funded projects.
- Facilities for the geographical representation of CEF projects through interactive viewers (GIS).
- Updates, reviews and maintenance.
- Helpdesk support to external users.

New tasks will consist of gathering, consolidating of operational reporting from the CEF funded projects from the Action Status Reports managed by the Agency on completion of TEN-T performance indicators required by the CEF legal basis under Articles 3 and 4. The consolidated data on indicators and milestones will be used by the Commission for preparing the accompanying budgetary statements and as an input to the mid-term evaluation of the CEF required under Article 27 of the CEF.

	Transfer of appropriations to INEA	
2016	EUR 250.000	EUR on 2016 appropriations,
2017	EUR 243.800	EUR on 2017 appropriations
2018	EUR 250.000	EUR on 2018 appropriations
2019	EUR 250.000	EUR on 2019 appropriations
2020	EUR 250.000	EUR on 2020 appropriations
		Comments: EUR 250,000 on 2014 appropriations have been transferred to INEA for front office tasks

1.8. Ensuring sustainable and efficient transport in the long run (referring to the budget line 06.02.01.02)

IN THE FORM OF GRANTS

a. Programme Support Action on Enhancing the cooperation between Railway Infrastructure Managers for better safety management

The objective of this PSA is to assist European rail infrastructure managers in sharing knowledge and best practice across railways to support new approaches to safety management. The action should result in a shared understanding of what are the possible opportunities, benefits, but also blockers to a more mature and just safety culture. It shall prepare grounds for implementation of occurrence reporting.

The Railway Safety Directive 2004/49/EC¹⁰ establishes rules for development and improvement of safety on the Union's railways, including common principles for the management of railway safety. Article 9 of the Directive provides that infrastructure managers and railway undertakings shall establish their respective safety management systems, i.e. the organisation and arrangements to ensure the safe management of its operations.

Promoting safety and just culture in organisations is an essential element of effective implementation of occurrence reporting. Occurrence reporting and systematic analysis of rail incident and accident data is a cornerstone of modern safety management systems. Railways remain the only major transport mode in which an EU-wide common collection of information on occurrences is not in place.

This Programme Support Action will be implemented through a grant to support a Twinning Programme for management staff of rail infrastructure managers with safety responsibility. The grant will be awarded to a consortium consisting of:

- a coordinator, who can also be a sending/hosting organisation; it has to be either an EU Member State rail infrastructure manager or an association of EU rail infrastructure managers;
- other beneficiaries - at least 10 sending and/or hosting EU Member State rail infrastructure managers.

The grant will cover up to 100% of the direct eligible costs of the action.

The legal basis for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation.

¹⁰ Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification.

Given that it requires a particular type of body on account of its technical competence and administrative power, this Programme Support Action will be implemented through a grant awarded without a call for proposals to EU/EFTA Member State rail infrastructure managers or an association of EU/EFTA rail infrastructure managers on the basis of Article 190.1(f) of the Rules of Application of the Financial Regulation.

Indicative amount to be committed in 2016	Final amount EUR 178.345	Indicative timeframe	Invitation to submit a proposal to be sent in Q1 2016
Period (Years)	1	Comments	EUR 178.345 from the 2016 budget

b) Big Data for Aviation and a planned development of ECCAIRS - safety occurrences reporting into EASA's Big Data project

In the “Aviation Strategy for Europe”, published in December 2015, the European Commission welcomes the launch of the Big Data for Civil Aviation initiative. The objectives of the European Big Data for Civil Aviation Programme are to make the European aviation system even safer, to support the European technological and market leadership in Civil Aviation and to enhance the European know-how in Big Data technology.

The action will build on the independent Feasibility Study commissioned in 2015 by the European Aviation Safety Agency. This study confirmed the importance of the Big Data programme for aviation safety and concluded that its development is feasible. The study recommended to start with a Proof of Concept phase, involving a limited number of stakeholders, including European airlines, aircraft manufacturers and Member State aviation authorities, prior to full implementation. The Proof of Concept will concentrate on the collection of existing flight safety data from aircraft Flight Data Monitoring and occurrence reports. The Big Data programme as developed for Civil Aviation can be used as a platform for Big Data applications for other modes of transport. The programme will be one of the first pilot projects in the area of Big Data applications. The Programme Support Action will enable the development and implementation of the Proof of Concept phase.

Expected results and underlying tasks:

Designing and implementing a Big Data solution adapted to the safety of transport sectors, starting with Civil Aviation. The design of the solution will comprise:

- the creation of a data structure that will enable to extract, transform and load all relevant safety data into a Big Data system; for the Proof of Concept this data will be flight safety data and occurrence reports. The scope of data will be expanded to include aviation surveillance (air traffic control) data and weather data;
- the design of innovative data processing and query algorithms that will extract knowledge from data. Big Data is expected to enable a step change transition from reactive safety management to proactive safety management in transport in Europe;
- design and implementation of the relevant IT infrastructures; for the Proof of Concept this will be based on a 500 TB big data analytics platform, with software licences, architecture, integration and data feeds of the IT platform;
- ensure the full integration and redevelopment of the occurrence reporting system (ECCAIRS), which is currently hosted by the Joint Research Center of the European Commission into the Big Data programme;
- establishing and maintaining cooperative agreements with EU aviation and environment research programmes in order for the results of these research

programmes to be applied to aviation safety data and weather data as well as to advancements in methodologies and data analytics.

- establishing and maintaining cooperative arrangements with all the relevant stakeholders to ensure that the data are continuously provided and that the participation and contribution of the whole sector is ensured in order to provide analysis capacities and so that system outputs (risk mitigation measures) are implemented by the players; to this extend a collaborative governance structure will have to be designed and tested during the Proof of Concept phase;
- establishing and maintaining cooperative arrangements with all the relevant International stakeholders to ensure that the on-going developments of Big Data systems for aviation safety are fully compatible, that the EU standards are promoted and that global safety intelligence can be derived from all these regional platforms;
- ensure that the outputs of the Big Data platform are well embedded into the overall European Risk Management System for aviation that should become data-driven (ref. to the European Plan for Aviation Safety).

The role of the European Aviation Safety Agency (EASA), which is at the centrepiece of the European Aviation System, is provided by Regulation (EC) No 216/2008 on aviation safety and establishing the Agency, the so-called Basic Regulation. The Agency is involved in the coordination of the gathering, exchange and analysis of information on matters regarding aviation and aviation safety (within the scope of the Basic Regulation). As such, EASA has already established a network with the aviation safety partners needed to contribute data and aviation expertise to make this initiative a success. In the future, the role of EASA in this field will be strengthened as outlined in the Commission proposal for revising the Basic Regulation¹¹.

EASA has the administrative position, the technical network and the expertise to govern the collection of the necessary data. It also has the required trustworthiness for handling these data, which are often subject to personal data protection rules or of a confidential or a commercially sensitive nature. The transmission of this data by aviation stakeholders, either on a mandatory or on a voluntary basis, will be essential for the development of the Big Data programme and for the further improvement of aviation safety. The Big Data programme will fully support the implementation of the performance/risk based approach needed to have a more efficient and cost-effective European aviation safety system.

It is expected that upon entry into force of the revised Basic Regulation of EASA, the Agency will, upon request, assist the Commission in the management of the European Central Repository referred to in Article 8 of Regulation (EU) No 376/2014.

Therefore the tasks to expand the scope of safety data for the Big Data programme and to develop ECCAIRS 2.0 will aim at:

- (1) Modernise the current system to collect, process, store and protect the safety occurrences collected in the framework of the Regulation (EU) No 376/2014. The current system is based on outdated technologies. The safety reports, or occurrences, are a key element of the Big Data system. The action will ensure that “ECCAIRS 2.0” and Data4Safety will be used as an opportunity to integrate the occurrence reporting system into the Data4Safety programme and exploit all potential synergies. The two programs will therefore benefit of operational interconnections and synergies. The synergies will enable economies of scales and ensure full compatibility.

¹¹ COM(2015) 613 final

- (2) Expand the scope of safety data that will be collected and analysed into the Big Data platform. Initially the focus was on flight safety data and safety reports. The extension will enable to explore additional sources and in particular surveillance data (air traffic control data), weather data and space-based information (by Copernicus and EGNOS/Galileo). This extension will enable to develop the concept of data fusion to its full extent. Hence, when going to the operational phase, the fundamental algorithms and methods to fuse the most important safety data would have been cleared.

For the purpose of this Programme Support Action grants will be awarded to EASA in order to develop the analysis platform and the IT platform, for which EASA will award contracts to specialised organisations.

EU financial aid in the form of a grant: up to 100% of eligible direct costs (indirect costs shall not be eligible).

Legal Base:

Programme Support Action - Article 5(2)(a) of the CEF Regulation referring to implementation of the horizontal priority in Annex I of the CEF on "New Technologies and Innovation", in accordance with Article 33(c) of the TEN-T Guidelines "improve the safety and sustainability of the movement of persons and of the transport of goods".

The PSA will be implemented as a grant from the European Commission directly provided to the European Aviation Safety Agency based on 190(1)(f) of the Rules of Application of the EU Financial Regulation.

The Commission will issue an invitation to submit a proposal to EASA in Q4 2016.

EASA will carry out the competitive call for tender procedures to award contracts for the different work packages to specialised organisations.

Indicative amount to be committed in 2016	EUR 2,000,000 on 2016 appropriations	Indicative timeframe for submitting a proposal by EASA to the Commission	Q4/2016
Period (Years)	4		Estimated duration of the Proof of Concept Phase is 3 years (2017 – 2020). EUR 2,000,000 from budget 2016
Indicative number of contracts	3	Comments	One contract for the Work Package on the IT Platform. One Contract for the WP on the Analysis Platform. One contract for the WP on Project Management Office. There may be some lower value contracts depending on operational needs
Indicative amount to be committed in 2017	EUR 3,000,000 on 2017 appropriations	Indicative timeframe for the procurement procedure	Q1/2 2017
Period (Years)	2		Estimated duration of the Proof of Concept Phase is 3 years (2017 – 2019). EUR 3,000,000 from budget 2017
Indicative number of contracts	3	Comments	One contract for the Work Package on the IT Platform. One Contract for the WP on the Analysis Platform.

			One contract for the WP on Project Management Office. There may be some lower value contracts depending on operational needs.
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With regard to a grant to expand the scope of safety data for the Big Data programme and to develop ECCAIRS 2.0:

Indicative amount to be committed in 2019	Up to EUR 5,000,000 on 2019 appropriations. Exact amount will be assessed by the Commission, based on the rate of implementation of phase 1 contracts related to Big Data.	Indicative timeframe for submitting a proposal to the Commission:	Expected request to submit a proposal in 2018, grant can be put in place in 2019.
Period (Years)	3		
Indicative number of contracts	3	Comments	<ul style="list-style-type: none"> One contract for the design and development of the new ECCAIRS 2.0 software suite. One contract for developing occurrence-specific analysis modules in Data4Safety. One contract for integration of additional data sources in the data fusion scheme, in particular surveillance and weather data. Additional contracts as per operational needs.

PROGRAMME SUPPORT ACTIONS IN THE FIELD OF INNOVATION AND NEW TECHNOLOGIES RELATED TO THE DEPLOYMENT OF ALTERNATIVE FUELS:

IN THE FORM OF GRANTS

a) Programme Support Action to assist the Member States in the implementation of fuel price comparison required by Directive 2014/94/EU

The objective of this action is to assist Member States in the implementation of Directive 2014/94/EU on the deployment of alternative fuels infrastructure across the EU.

Article 7.3 of that Directive defines requirements for Member States in the field of consumer information, which is considered as instrumental in accelerating the transition towards low and zero emission mobility.

In particular, Member States shall provide information on prices of fuels, including of clean fuels, allowing consumers to make a comparison between fuels in a common unit.

The calculation of prices shall be in Euro and National currencies per 100 km.

The aim is twofold:

- On the one hand, to support a consistent implementation of the provisions of Article 7.3 of the Alternative fuel infrastructure Directive in all Member States and get an evaluation of the consumer behaviours based on the information provided;
- On the other hand, to support Member States in making consumer information available in via digital tools (which should be advertised at fuel stations).

Legal basis is Article 5(2)(a) and Article 7(2)(j) of the CEF Regulation.

The objectives to which this Programme Support Action contributes to are defined in Article 33(a)(b) and(i) of the TEN-T Regulation.

The request to submit proposals shall be sent out to all EU Member States, based on Article 190(1)(d) of the Rules of Application of the EU Financial Regulation.

Implementation of this PSA:

- This Programme Support Action shall be implemented through a request to submit proposals issued by the European Commission to the EU Member States and it will be managed by DG Mobility and Transport.
- This request to submit proposals shall be open to all EU Member States.
- To be eligible, one single proposal shall be submitted by a consortium representing at least 9 or more Member States, including a representative number of the Cohesion Member States. Member States can designate Implementing Bodies acting under the authority and responsibility of that Member State.
- The Commission requires that a coordinator is designated by the applicants, in view of putting in place a Grant Agreement and having one contact point with the European Commission.
- The grant shall be up to 80% of eligible direct costs for the applying Member States, except for the coordinator and up to 100% of eligible direct costs for the Member State acting as coordinator, covering the additional coordination and management eligible expenses.
- All indirect costs are not eligible.

Indicative amount to be committed in 2018	2 million EUR on 2018 appropriations	Indicative timeframe for issuing a request to submit proposals to the Member States	1st Semester 2018 In addition, the Action will also be published On DG Mobility and Transport website and Europa website
Period (Years)	1		

b) Programme Support Action concerning data collection related to recharging/refuelling points for alternative fuels and the unique identification codes related to e-Mobility actors

The objective of this action is to assist Member States with the implementation of the tasks described in the Commission Communication on "Action Plan on Alternative Fuels" ¹²related to:

1. collection of data related to the physical characteristics of recharging/refuelling points that are highly relevant for end users (e.g. location, availability);

¹² COM(2017) 652 final of 8.11.2017 "Towards the broadest use of Alternative Fuels – an Action Plan on Alternative Fuels Infrastructure, including the report on the implementation of Directive 2014/94/EU"

2. allocation of harmonised e-mobility identification codes, ensuring uniqueness of those e-mobility codes across Europe ;
3. creation and maintenance of a repository of e-mobility identification codes in use.

Action (1) aims at building-up data for physical infrastructure concerning the charging/refuelling points for electric vehicles, LNG, CNG and hydrogen. Data collected are expected to feed the national access points created under Directive 2010/40/EU. Information created on that basis is expected to increase user confidence about availability, location (GNSS coordinates).

Actions (2) and (3) aim to boost continuity of service and ensuring seamless cross-border trips for consumers as they expect to experience low and zero emission mobility in a seamless way, as they are used to doing with conventionally fuelled vehicles.

Legal basis:

The legal basis for this PSA are Article 5(2)(a) and Article 7(2)(j) of the CEF Regulation.

The objectives to which this Programme Support Action contributes to are defined in Article 33(e) (g) of the TEN-T Regulation.

The request to submit proposals shall be send out to all EU Member States, based on Article 190(1)(d) of the Rules of Application of the EU Financial Regulation.

Implementation of this PSA:

- This Programme Support Action shall be implemented through a request to submit proposals issued by the European Commission to the EU Member States and it will be managed by DG Mobility and Transport.
- This request to submit proposals shall be open to all EU Member States.
- To be eligible, one single proposal shall be submitted by a consortium representing at least 9 or more Member States, including a representative number of the Cohesion Member States. Member States can designate Implementing Bodies acting under the authority and responsibility of that Member State.
- The Commission requires that a coordinator is designated by the applicants, in view of putting in place a Grant Agreement and having one contact point with the European Commission.
- The grant shall be up to 80% of eligible direct costs for the applying Member States, except for the coordinator and up to 100% of eligible direct costs for the Member State acting as coordinator, covering the additional coordination and management eligible expenses.
- All indirect costs are not eligible.

Indicative amount to be committed in 2018	3 million EUR on 2018 appropriations	Indicative timeframe for issuing a request to submit proposals to the Member States:	1st Semester 2018 In addition, the Action will also be published On DG Mobility and Transport website and Europa website
Period (Years)	2		

1.9. Optimising integration and interconnection of transport modes and enhancing interoperability of transport services, while ensuring the accessibility of transport infrastructure (budget line 06.02.01.03)

PROGRAMME SUPPORT ACTIONS IN THE FIELD OF THE SINGLE EUROPEAN SKY

General objectives

The objective in the area of the Single European Sky (SES) is to support its timely implementation and in particular to support the deployment of SESAR, its technological pillar.

Specific objectives

The specific objectives in this sector are:

- consolidate and accelerate the process of modernisation of Air Traffic Management (ATM) in Europe, in particular by addressing, through the deployment of new technologies, the inefficiencies in the provision of air navigation services and the fragmentation of the European ATM system.
- timely and synchronised deployment of SESAR, in particular through the common projects in compliance with the Commission Implementing Regulation (EU) No 409/2013 on the definition of common projects, the establishment of governance and the identification of incentives supporting the implementation of the European Air Traffic Management Master Plan.
- Implementing the performance framework that applies to the SES and SESAR in compliance with the Commission Implementing Regulation (EU) No 390/2013.

The legal bases for the following Programme Support Actions (PSA) are Articles 5.2(a) and 7.2(j), where implemented by means of grants, of the CEF Regulation.

IN THE FORM OF GRANTS

a. Specific grant agreement under the framework partnership agreement for the financing of the deployment of SESAR and of its Management Level (the Deployment Manager)

In the deployment phase of the SESAR project, operational stakeholders will deploy a new generation of air traffic management (ATM) equipment, systems and standards that constitute the SESAR concept of operations. The essential functionalities of this concept will be deployed in accordance with framework laid down in the Commission Implementing Regulation (EU) No 409/2013 on the "definition of common projects, the establishment of governance and the identification of incentives supporting the implementation of the European ATM Master Plan" and will be coordinated and managed by the Deployment Manager. This framework defines four main deployment instruments: Common Projects, deployment governance, the Deployment Programme and implementation projects. Moreover, the deployment governance encompasses the Policy level, under the responsibility of the Commission, the Management level under the responsibility of the Deployment Manager and the implementation level, under the responsibility of operational stakeholders that implement Common Projects. The contractual instrument that binds the three levels of governance is the SESAR Framework Partnership Agreement. The first common project, referred to as the "Pilot

Common Project" or PCP, was adopted as the Commission Implementing Regulation (EU) No 716/2014.

The appointment of the Deployment Manager, through the signing of the SESAR Deployment Framework Partnership agreement bringing together the Management Level (the Deployment Manager) and the Implementation Level of SESAR Deployment Governance, and the delivery of a preliminary version of the Deployment Programme, were finalised on 5 December 2014. The Framework Partnership Agreement with the Deployment Manager has been concluded for a period going up to the end of 2020.

The objective of this PSA is to continue to support the tasks of the Deployment Manager in accordance with Article 9 of the Commission Implementing Regulation (EU) No 409/2013, in particular to:

- develop, propose, maintain and implement the Deployment Programme;
- associate the civil and military operational stakeholders that are required to implement common projects;
- establish mechanisms and decision-making processes that ensure efficient synchronisation and overall coordination of the implementation projects and the related investment in line with the deployment programme;
- ensure effective management of risks and conflict of interest;
- advise the Commission on issues related to the implementation of common projects and to the setting up of new common projects;
- implement Commission decisions and to ensure and monitor their implementation by the implementation level;
- identify the most appropriate financing mechanisms combining public and private funding;
- monitor implementation of the Deployment Programme;
- report to the Commission;
- ensure appropriate coordination with National Supervisory Authorities.

The legal bases for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation.

EU financial aid in the form of a grant: up to 100% of eligible direct costs (indirect costs shall not be eligible).

Maximum rate of co-financing	100%	Indicative Timetable: Award of a multi-annual specific grant in annual instalments	
Indicative amounts to be committed:			
2016	EUR 9,000,000	Q4 of 2016	
2017	EUR 8,000,000	Q4 of 2017	
2018	EUR 5,000,000	Q4 of 2018	
2019	EUR 4,000,000	Q4 of 2019	
2020	EUR 4,000,000	Q4 of 2020	
Period (Years)	5	Comments	Previous commitments: 2014: EUR 5,500,000 2015: EUR 6,000,000

b. Specific grant agreements to EUROCAE and to the European Standardisation Organisations to support the development of standards and technical specifications for SESAR technologies

The objectives and expected results of this action are the effective and efficient coordination of industrial stakeholders involved in standardisation processes by ESOs and EUROCAE in order to achieve the timely availability of technical specifications and standards necessary for the implementation of new ATM technologies.

Award without a call for proposals to EUROCAE and to ESOs: beneficiaries identified in the basic act on the basis of 190(1)d Rules of Application of the EU Financial Regulation in conjunction with Article 4(1) of Regulation (EC) N° 552/2004 and Commission Implementing Regulation (EU) No 1025/2012

EU financial aid in the form of a grant: up to 100% of direct eligible costs (indirect costs shall not be eligible)

Maximum rate of co- financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2016 Deadline for application: Q3 2016 Information to applicants on the outcome of the evaluation: Q4 2016
Indicative amount to be committed in 2016	1,500,000		
Maximum rate of co- financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2017 Deadline for application: Q3 2017 Information to applicants on the outcome of the evaluation: Q4 2017 Commitment cannot be done before 2018
Indicative amount to be committed in 2018	1.500.000 on 2018 appropriations		
Period (Years)	4	Comments	Estimated breakdown of each EUR 1,500,000: <ul style="list-style-type: none"> • EUR 1,000,000 for EUROCAE and • EUR 500,000 for ESO's (ETSI and CEN) Estimated duration of the actions: 4 years
Indicative nb of contracts	3 (one for Eurocae; one for ETSI; one for CEN)		Comments: previous commitment: EUR 1.000.000 in 2014 (Eurocae),

IN THE FORM OF PROCUREMENTS

c. Specific Contract for the implementation of Single European Sky Interoperability Regulations and the development of SES related ATM technical specifications for SESAR deployment

Nine Commission Implementing Regulations have been adopted under the "interoperability" Regulation (No 552/2004) of the Single European Sky, covering topics ranging from the exchange of flight data between air traffic control units, to data link services or surveillance

systems. Despite some existing reporting mechanisms, a comprehensive implementation/monitoring overview of the Implementing Regulations, taking into account the obligations of all regulated parties and stakeholders, is currently missing. A closer follow-up of each individual interoperability IR, through e.g. the organisation of dedicated workshops or targeted consultations of stakeholders is necessary to complete this overview and address possible issues. In addition, some of the adopted Regulations contain specific provisions, e.g. on exemptions, to be addressed by the Commission. As was the case for the exemptions to the Data Link Regulation¹³ with the assistance of EUROCONTROL, new technical assistance would be required to review, maintain and process exemptions requests e.g. related to the Surveillance Performance Interoperability (SPI)¹⁴ or Voice Channels Spacing (VCS)¹⁵ Regulations and produce a report to the Commission, in view of the adoption of the required Decision(s) on exemptions.

Additionally, and complementing the development of standards and specifications developed by EUROCAE and the European Standardisation Organisations (ESOs), assistance would be required to help update existing EUROCONTROL specifications or develop new ones as required for the deployment of SESAR.

The objective of this PSA is the provision of the technical support in the implementation of the Single European Sky Interoperability Implementing Regulations and the development of SES related ATM specifications, including those required for the SESAR deployment.

The legal bases for this PSA are Articles 5.2(a) and 7.2 of the CEF Regulation

EU financial aid in the form of procurement, up to the amount indicated below:

Indicative amount to be committed in 2016	500,000	Indicative timeframe for the procurement procedure	Signature of the contracts in 2016
Period (Years)	1	Comments	EUR 500,000 from the 2016 budget. Comment: previous action : EUR 500.000 in 2015 has not been carried out and appropriations have been added to the MAP Programme 2015-2020
Indicative number of contracts	2		

d. Procurement contracts on assistance to the implementation of SES performance and charging schemes

Task 1:

The objective of this PSA is technical assistance to the European Commission and/or the Performance Review Body (PRB) (see Article 11(2) of Regulation (EC) No 549/2004) in the implementation of the Performance and Charging Regulation (EU) N° 390/2013 and (EU) N° 391/2013 in the area of air navigation services

Regarding the performance scheme, the tasks for which the Commission seeks assistance are

¹³ Commission Regulation (EC) No 29/2009 of 16 January 2009 laying down requirements on data link services for the single European sky, OJ L 13, 17.1.2009, p. 3–19

¹⁴ Commission Implementing Regulation (EU) No 1207/2011 of 2 November 2011 laying down requirements for the performance and the interoperability of surveillance for the single European sky, OJ L 305, 23.11.2011, p. 35

¹⁵ Commission Implementing Regulation (EU) No 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky, OJ L 320, 17.11.2012, p.14

the following:

- collection, examination, validation and dissemination of performance-related data;
- the definition or adaptation of key performance areas and key performance indicators;
- the setting and the revision of Union-wide performance targets and alert thresholds;
- the consistency assessment of adopted performance plans, including performance targets, with the Union-wide targets;
- where appropriate, the assessment of the revised performance targets or the corrective measures taken by the Member States concerned;
- monitoring, benchmarking and review of the performance of air navigation services including investment and capital expenditure, at local and Union levels; monitoring, benchmarking and review of the performance of the network functions;
- monitoring of the overall performance of the European ATM network, including the preparation of annual reports to the Single Sky Committee;
- assessment of the achievement of the performance targets at the end of each reference period with a view to preparing for the following period;
- assessment of the performance plan of the Network Manager, including its consistency with the Union-wide performance targets;
- maintenance and support in the coordination of a stakeholder consultation calendar.

In addition, the Commission seeks assistance in the implementation of the charging scheme (see Commission Implementing Regulation (EU) No 391/2013. This includes (i.a.) the compliance assessment of annual unit rates of charges under Article 17, the assessment of cost-exempt from cost-sharing (Article 14(2)), market conditions of terminal services (Article 3), restructuring costs (Article 7(4)).

Task 2: IT support to the Single European Sky (SES)

The general objective of this PSA is to provide technical assistance to the EC and the PRB in the implementation of the Performance and Charging Implementing Regulations in the area of air navigation services.

The specific objectives are to develop and maintain the database; analyse and implement integration with outsourced sharepoint; potential integration with Hermes; maintenance Drupal website by DIGIT; hosting costs at DIGIT data centre for reporting tool and website.

The legal basis for this PSA is Article 5(2)(a) of the CEF Regulation.

The objectives of this Programme Support Action Single European Sky contribute to the horizontal priority defined in Annex I, part 1 of the CEF Regulation.

Indicative amount to be committed in 2016	EUR 15,000,000	Indicative timeframe for the procurement procedure	Q4 2016
Period (Years)	2	Comments	EUR 15,000,000 from the 2016 budget – the contract will cover 2 years of tasks (2016 and 2017)
Indicative number of contracts	2		
Indicative amount to be	EUR 15.505.000 on	Indicative timeframe for the	Q2 2018

committed in 2018	2018 appropriations, plus EUR 165.000 for 2018 (task 2)	procurement procedure	Plus IT contract including the support for IT SES tools
Indicative amount to be committed in 2019	EUR 165.000 (task 2)		Q1 2019
Indicative amount to be committed in 2020	EUR 165.000 (task 2)		Q1 2020
Period (Years)	3		
Indicative number of contracts	2 +3 for IT support	Comments	EUR 15.505.000 from the 2018 budget – the contract will cover 2,5 years of tasks (i.e. 2019, 2020 and Q2/2021). The activities in the years 2017 and 2018 will be financed from the 2016 appropriations (also EUR 15.000.000)

e. Studies in the context of the implementation of SES performance and charging schemes for the year 2016

The objective of this PSA in the context of the assistance to the European Commission and the Performance Review Body (PRB) in the implementation of the Performance and Charging Regulations (EU) N° 390/2013 and (EU) N° 391/2013 in the area of air navigation services is to launch two new studies.

The first study is on the further development and/or reform of the performance and charging scheme (development of options for the third reference period, which indicators in all four key performance areas as well as consideration of extension of the scheme to other areas).

Indicative amount to be committed in 2016	EUR 500,000	Indicative timeframe for the procurement procedure	Q4 2016
Period (Years)	1	Comments	EUR 500,000 from the 2016 budget Comment: previous contracts: EUR 500,000 for an evaluation study on 2015 appropriations
Indicative number of contracts	2		

The study is a follow-up from an ex-post evaluation of the performance and charging scheme that is launched in the second half of 2015 (covered by 2015 appropriations) and is to assess legal and economic impacts of a further development/reform of the schemes.

The second study is to compare and assess the design of incentives schemes to promote the efficient use of ATM infrastructure.

f. Studies in the context of the implementation of SES performance and charging schemes for the years 2017-2019

The objective of this PSA in the context of the assistance to the European Commission and the Performance Review Body (PRB) in the implementation of the Performance and Charging

Regulations (EU) N° 390/2013 and (EU) N° 391/2013 in the area of air navigation services is to launch four new studies to support the work of the Commission and the PRB in the implementation of the performance and charging schemes.

Study 1: The objective of study 1 is to support the Commission in setting the Union-wide performance targets for the third reference period of the SES performance scheme, which starts in 2020. For this work, target values in at least four key performance areas need to be defined at Union-level, which are then to be broken down at the level of Member States (or Functional Airspace Blocks). The study needs to develop a methodology by which the allocation to the national or local level can be done in a justified manner. This study may be split into two, where the first study relates to the development work of Union-wide targets and their breakdown into local or national targets and the second study would be concentrated on assessing the impact of those targets on the respective levels.

Study 2: The objective of study 2 is to support the Commission in the monitoring of implementation of the SES performance and charging schemes specifically in relation to investment programmes. The study should consider ATM investments made since the first reference period and assess the benefits delivered (also in terms of the deployment of SESAR). Furthermore, the study should compare the realised programme with planned investments contained in the performance plans and assess the handling of any postponed expenditures.

Study 3: The objective of study 3 is to support the Commission in refining the methodology and defining the legal requirements for a more harmonised allocation of costs between en-route and terminal air navigation services. This includes developing a consistent definition of the boundaries of these two services, the allocation of the costs in a structured way, including common costs, to the services and the analysis of the impact of changes to the cost allocation method. This study is a follow-up to the study done by a contractor on behalf of the Commission in 2014 on modulation of charges and cost allocation.

Study 4: The objective of study 4 is to support the Commission in setting up a new long term framework for a future SES performance scheme (to be implemented by 2025) in order to adapt the scheme to the developing ATM environment in Europe and by building on the practical experience of the first Reference Periods since 2012. This will be a follow-up study to the work done in preparation of the third reference period, which starts in 2020. The study should propose an improved organisational framework in order to enhance the independence and effectiveness of the scheme, to reduce overall costs for stakeholders and stabilise or decrease the financing from the Commission's budget. A second important element of the study is to simplify the scheme and to improve transparency of the underlying factors, in Member States and at the level of Air Navigation Service Providers.

Indicative amount to be committed in 2017 for Study 1	EUR 200.000 on 2017 appropriations	Indicative timeframe for the procurement procedure	Q3 2017
Indicative amount to be committed in 2018 for Studies 2 and 3	EUR 400.000 on 2018 appropriations	Indicative timeframe for the procurement procedure	Q1 2018
Indicative amount to be committed in 2019 for Study 4	EUR 200.000 on 2019 appropriations	Indicative timeframe for the procurement procedure	Q4 2019
Period (Years)	2		
Indicate number of contracts	4		

g. Technical support to the Industry Consultation Body (ICB), National Supervisory Authorities (NSA) and Expert Group on the Social Dimension (EGSD) of the Single European Sky

ICB is a consultation body created in the framework of the Single European Sky in accordance with Article 6 of Regulation (EC) No 549/2004 of the European Parliament and the Council. Therefore it is a legal requirement under the Single European Sky that the Commission must meet.

The Single Sky legislation (SES and SES II) foresees the adoption of enabling legislation (implementing rules) in the form of Commission Regulations adopted through the comitology procedure (Single Sky Committee). The development of regulations requires an open and transparent consultation process that provides for participation of all stakeholders, to ensure that they are well founded and provide for balance between the different groups. Therefore all interested groups — notably service providers, airlines, equipment manufacturers, staff associations — need to be closely involved in all aspects of regulation. The Single European Sky legislation obliges the Commission to establish the Industry Consultation Body for the appropriate involvement of stakeholders in the implementation of the Single Sky, in particular in relation to the development and introduction of new concepts and technologies in the European Air Traffic Management (ATM) network. There is a need for the provision of EU policy oriented consolidated information required to support the decision making within the industry consultation process in terms of strategy, operational concept, high level architecture, roadmap and implementation. It supports the definition of ensuing roadmaps for rules and standards, support to SESAR, support to Research and Development elements outside of SESAR and support to the Trans European Transport Networks.

The aim of this PSA is to provide the ICB with the consolidated information it needs to formulate its opinions on legislative initiatives and activities in the area of the Single European Sky.

The technical and administrative support to be provided by the contractor is critical to the functioning of the ICB and its sub-groups, which meet at least twelve times per year in three separate formations. Each meeting requires the preparation of technical issues papers and professional facilitation to allow a high-quality output to be taken into consideration by the Commission when undertaking initiatives, conducting activities, or drafting proposals in support of the Single European Sky policies. The potential award of up to €2.000.000 does not cover only technical and administrative support to the ICB but also to the two groups below – the NSA Coordination Platform (NCP), comprised of Member State National Supervisory Authorities and to the Expert Group on the Social Dimension of the SES (EGSD), comprised of professional staff associations (unions).

h. Technical and administrative assistance to the Coordination Platform for the National Supervisory Authorities (NCP)

The NSA Coordination Platform (NCP) has been created to support the tasks of NSAs in the Single European Sky framework in accordance with Article 2 of Regulation of the European Parliament and the Council (EC) No 550/2004. The NCP and its Working Groups have been meeting since the end of 2009 by the Commission with support from a technical contractor (until now fulfilled by Eurocontrol).

The objective of this PSA is to finance the assistance to the Commission in establishing and following-up a Multi-Annual work programme related to the NCP and its Working Groups. The main tasks are:

- providing guidance material to NSAs on legislative, technical and interoperability matters, cross fertilisation of knowledge and uniformisation of practices at the level of the NSAs;
- organising working group and plenary meetings, including reporting and the development of work programmes

Member States and the European Commission have agreed that the Platform will contribute to the SES implementation under the aegis of the Single Sky Committee and therefore the Platform will report to the Single Sky Committee on a regular basis.

The NCP currently has five working groups that also meet several times per year. The meetings serve the needs of the NSAs by providing a platform to exchange best practices. Technical and organisational support is required to ensure high-quality exchanges.

i. Technical and administrative support to the Expert Group on the Social Dimension (EGSD) of the Single European Sky

The Single Sky legislation foresees the adoption of enabling legislation (implementing rules) in the form of Commission Regulations adopted through the comitology procedure (Single Sky Committee). The development of regulations requires an open and transparent consultation process that provides for participation of all the stakeholders, to ensure that they are well founded and provide for balance between the different groups. Therefore all interested groups — notably service providers, airlines, equipment manufacturers and professional staff representative bodies — need to be closely involved in all aspects of regulation.

The Single European Sky legislation (Regulation (EC) No 549/2004, Article 10(2)) obliges the Commission to establish a consultation mechanism with stakeholders at Union level and that the specific Sectoral Social Dialogue Committee set up under Commission Decision 98/500/EC shall be involved in the consultation.

As a result, a consultative expert group on the social dimension of the Single European Sky was established (hereinafter referred to as "the Expert group on the single European sky") by the Commission decision C(2010)9016.

The task of the Expert group on the single European sky is to advise the Commission with respect to the implementation and development of the single European sky regarding all measures having significant social implications.

The purpose of this contract is to provide the necessary administrative assistance in particular:

- provision of advice on agenda and the proposals addressed to the Single Sky Committee set up in Article 5 of Regulation (EC) No 549/2004 (Article 2(3) of the Decision C(2010)9016);
- provision of advice on other topics agreed together with the Commission (Article 4(3) of the Decision C(2010)9016).

The travel and subsistence budget will only cover the expenses of the contractor as the travel expenses of the members of the group are reimbursed based on the Decision C(2010)9016 (Article 5(3)).

Technical and administrative support is required to facilitate the challenging discussions in the meetings on highly technical topics.

Indicative amount to be committed in 2017	EUR 2.000.000 on 2017 appropriations	Indicative timeframe for the procurement procedure	Q1 2017
Period (Years)	1	Comments	
Indicative number of contracts	1		
Indicative amount to be committed in 2018	EUR 2.000.000 on 2018 appropriations.	Indicative timeframe for the procurement procedure	Q1 2018
Period (Years)	1	Comments	
Indicative number of contracts	1		
Indicative amount to be committed in 2019	EUR 2.000.000 on 2019 appropriations	Indicative timeframe for the procurement procedure	Q1 2019
Period (Years)	1	Comments	
Indicative number of contracts	1		
Indicative amount to be committed in 2020	EUR 2.000.000 on 2020 appropriations	Indicative timeframe for the procurement procedure	Q1 2020

j. Studies on the establishment of a Single European Sky programme.

The objective of this PSA in the context of the assistance to the European Commission for the implementation of the Single European Sky is to launch studies supporting a future Commission decision to establish an autonomous Single European Sky (SES) programme.

The SES is a key component of the Union's Aviation Strategy. Accelerating its full implementation and ensuring full consistency and synchronisation of its instruments and mechanisms (Performance and charging schemes, functional airspace blocks, network management, SESAR, civil-military cooperation, global interoperability, safety enhancement, human factors) will allow to achieve the desired performance objectives and truly modernise the Union's ATM systems. The delays experienced to date in implementing the SES could be removed if its mechanisms could be coordinated, synchronised and support through a dedicated legal and financial framework. Some implementing activities, such as those stemming from the SESAR project, require custom-fit financial support synchronised with the delivery of validated technical solutions by the SESAR Joint Undertaking.

Planned studies:

- Preliminary assessment on the potential and the requirements for establishing an autonomous SES programme;
- Impact assessment for the establishment of an autonomous SES programme.

Indicative amount to be committed	EUR 300.000 on 2018 appropriations	Indicative timeframe for the procurement procedure	Q1 2018
Period (Years)	2	Comments	
Indicative number of work orders	2		

k. Support to the Commission for collecting and consolidating statistics related to the Single European Sky.

The objective of this PSA, in the context of the assistance to the European Commission for the implementation of the Single European Sky (SES), is to collect and consolidate statistical data on the progress and results of the various SES instruments and mechanisms in terms of impact on employment, investments, partnerships, uptake of technological solutions, the environment, etc. This information will be used by the Commission for a periodical reporting to the political level, to stakeholders and to the general public.

Indicative amounts to be committed		Indicative timetable for the procurement procedure	
2018	EUR 100,000 on 2018 appropriations	Q4 2017 - Q1 2018	
2019	EUR 100,000 on 2019 appropriations	Q4 2018 - Q1 2019	
2020	EUR 100,000 on 2020 appropriations	Q4 2019 - Q1 2020	
Period (Years)	4	Comments	Sequence of work orders should ensure seamless provision of data to enable the Commission to provide regular and continued reporting.
Indicative No of work orders	4		

l. Support relating to the implementation of the SES in the field of interoperability and network functions

Procurement for:

- the monitoring of the implementation of the Implementing Rules, through e.g. consultation of relevant stakeholders or workshops; the setting-up and administration of needed "exemptions" schemes related to those Implementing Rules; the ex-post evaluation of the implementation of such Implementing Rules, including a review of the technical and economic impact, e.g. through the organisation of workshops; the preparation of non-binding guidelines for stakeholders; support of implementation in third countries; the monitoring, including impact, of ATM related projects carried out in the context of the TEN-T and Connecting Europe Facility (CEF) programme; ATM standardisation questions, with a particular focus on global harmonisation and the relationship between the SESAR programme.
- Support in relation to the functioning of the Network Manager, including its evolution in view of the third reference period.

Indicative amount to be committed in 2017	EUR 250.000 On 2017 appropriations	Indicative timeframe for the procurement procedure	Q2 2017
Indicative amount to be committed in 2018	EUR 250.000 On 2018 appropriations	Indicative timeframe for the procurement procedure	Q3 2018
Indicative amount to be committed in 2019	EUR 250.000 On 2019 appropriations	Indicative timeframe for the procurement procedure	Q3 2019
Indicative amount to be committed in 2020	EUR 250.000 On 2020 appropriations	Indicative timeframe for the procurement procedure	Q3 2020
Period (Years)	4	Comments	
Indicative number of contracts	4		

PROGRAMME SUPPORT ACTIONS IN THE FIELD OF INLAND WATERWAYS TRANSPORT AND RIVER INFORMATION SYSTEMS

IN THE FORM OF GRANTS:

- a) Technical Assistance grant to the Danube Commission with regard to the technical requirements in the field of maintenance of inland waterways infrastructure and implementation of the Rhine-Danube Corridor**

The general objective of this PSA is to support the multi-modal integration of inland waterways transport¹⁶ in the TEN-T Rhine-Danube Core Corridor.

The specific objectives are:

- To contribute to the effective achievement of all inland waterways sections required for the completion of the TEN-T Rhine-Danube Core Network Corridor by 2030, meeting the infrastructure requirements laid down in the TEN-T Guidelines;
- To ensure a high level of safety and environmental performance of the inland navigation fleet while opening up opportunities for quality jobs in the sector, notably through further support to METEET (Mixed Environment Transport External Expert Team on Integrated Planning of Inland Waterways Transport)
- To contribute to the smooth implementation of the EU acquis in the inland navigation sector, notably implementation of Directive (EU) 1629/2016 on Technical Standards of Inland Navigation Vessels and of the new Directive on professional qualifications in the inland navigation sector;

The legal bases for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation.

The PSA is a priority of the TEN-T Guidelines Regulation, as defined in Articles 14, 15 and 16 (Inland Waterways Transport Infrastructure) and of the specific sectoral objectives of the Connecting Europe Facility Regulation, as defined in Article 4(2), points a), b) and c)

The direct attribution of a grant to the Danube Commission is based on Article 190(1)(f) of the Financial Regulation.

¹⁶ As detailed in the 2013 Naiades Communications "Towards quality inland navigation transport"

The Danube Commission is, by virtue of the international Convention regarding the regime of navigation on the Danube, in a unique position to contribute to the achievement of the EU Transport Policy Objectives regarding inland navigation in the Danube River and the completion of the TENT-T Rhine-Danube core corridor.

In order to effectively promote achievement of these objectives, it is important to strengthen the institutional capacity of the Danube Commission. Support is in particular required to develop technical standards in the field of maintenance of inland waterways infrastructure, to improve data collection and analysis and to reinforce the cooperation with the Rhine-Danube Corridor Forum.

EU financial aid in the form of a grant: up to 100% of eligible costs.

Indirect costs shall not be eligible.

Maximum rate of co-financing	100%	Indicative Timetable	Award of specific grant in 3 rd quarter 2018 Grant agreement put in place in Q1 2019
Indicative amount to be committed on 2019 budget appropriations	250 000		
Period (Years)	2019-2021 (3 years)	Comments:	Previous budget: EUR 498 000

IN THE FORM OF PROCUREMENT: NEGOTIATED PROCEDURE

b) Support to the European Commission through expertise of the Central Commission for the Navigation of Rhine

The general objective of this PSA is to achieve the effective multi-modal integration of inland navigation transport in the sustainable transport system serving the needs of the EU (as detailed in the 2013 Naiades Communications "Towards quality inland navigation transport"); the action is aimed also at ensuring a high level of safety and environmental performance of the inland navigation fleet operating in the Core Network Corridors while opening up opportunities for quality jobs in the sector.

The specific objectives are:

- To ensure good functioning of the European Committee for Inland Navigation Standards (CESNI), both in respect of development of technical standards for vessels (ES-TRIN) and for professional qualifications of people;
- To provide all technical assistance required by the European Commission for matters related to the effective implementation of the EU acquis on inland navigation;
- To follow up and support the use of digital technologies enhancing the capacity of the inland navigation sector to contribute to sustainable development goals (modal shift objectives);
- To follow-up market developments and examine structural trends affecting the development of the inland navigation sector in the EU and at European level;
- To liaise and ensure harmonious development of IWT international legislation in the framework of the international river commissions (CCNR, Danube, Moselle, Sava) and of the United Nations' Economic Committee for Europe (UN-ECE);
- To inform and engage different target groups of European citizens about the Union's political priorities in their specific socio-economic and political context;

- To provide guidance and ensure achievement of good navigation status of all waterways belonging to the TEN-T;
- To contribute that all inland waterways sections required for the completion of the TEN-T Rhine-Danube Core Network Corridor are effectively achieved by 2030, meeting the infrastructure requirements laid down in the TEN-T Guidelines;
- To contribute to the smooth implementation of the EU acquis in the inland navigation sector, notably implementation of Directive (EU) 1629/2016 on Technical Standards of Inland Navigation Vessels and of the new Directive on professional qualifications in the inland navigation sector.

The legal basis for this PSA is Article 5.2(a) of the CEF Regulation.

The PSA is a priority of the TEN-T Guidelines Regulation, as defined in Articles 14, 15 and 16 (Inland Waterways Transport Infrastructure) and of the specific sectoral objectives of the Connecting Europe Facility Regulation, as defined in Article 4(2), points a), b) and c)

The contract is based on Article 134(1)(b) of the Rules of Application of the EU Financial Regulation as CCNR is the exclusive economic operator for these tasks.

Indicative amount to be committed on 2019 budget appropriations	3 300 000	Indicative Timetable	Award of contract in Q3 2018 The contract can be put in place in Q1 2019
Period (Years)	2019-2021 (3 years)		

PROGRAMME SUPPORT ACTIONS IN THE FIELD OF INTELLIGENT TRANSPORT SYSTEMS

General objectives

Intelligent transport systems for roads of the trans-European transport network vitally contribute to multimodality of the transport system, enhancement of road safety, reduction of carbon emissions by fostering the optimisation of infrastructure use and efficiency of traffic operations for both passengers and freight. They also open up new perspectives for user services and towards the achievement of connected mobility. TEN-T infrastructure shall be equipped with the relevant components in compliance with the EU transport policy in the field of ITS, notably the Directive 2010/40/EU and its delegated acts. In particular, the establishment of a common European ITS Framework Architecture will provide a level playing field for ITS applications and implementers (i.e. common definitions and interdependencies of ITS applications). It will subsequently facilitate the coordination of operations and the exchange of data and information among stakeholders that will foster the deployment of interoperable systems and the continuity of services across Member States and operators.

IN THE FORM OF GRANTS

Specific objectives and expected results

a) The European ITS Framework Architecture is a high-level reference architecture covering most of existing ITS functionalities. It provides an overview of ITS and what their relationships are, providing a technology independent description of each application and service. It supports multimodal travel and movement of goods using different transport modes, for inter-urban areas and corridors as well as urban areas. It is already being used by a number of cities, regions and Member States.

The objective of this activity is to maintain, adapt and further develop a European ITS Framework Architecture. Adaptive maintenance of such a European ITS Framework Architecture and support tools needs to be ensured to reflect the continuous development of ITS services, as well as users oriented activities to ensure support, training, outreach and promotion.

This activity will accompany and facilitate the implementation of delegated Regulations¹⁷ under Directive 2010/40/EU¹⁸ which apply to the TEN-T network.

The legal basis for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation.

This Programme Support Action will be implemented through a grant awarded following a call for proposals published in Q2 2016 managed by DG Mobility and Transport.

EU financial aid in the form of a grant: up to 80% of direct eligible costs (indirect costs shall not be eligible).

Indicative amount to be committed in 2016	1,200,000	Indicative timeframe for launching the call for proposals procedure	Q2 2016
Period (Years)	4	Comments:	EUR 1,200,000 from the 2016 budget. Comment: a PSA on DATEXII amounting at 2,000,000 EUR was launched on 2015 appropriations

b) Programme support action for the implementation of data exchange used for digital maps for EU-wide multimodal travel and real-time traffic information services on the TEN-T network

The objective of this action is to support the implementation of delegated regulations under Directive 2010/40/EU regarding the requirements to make road, traffic and transport services data used for digital maps accurate and available to digital map producers and service providers.

The Commission will use the results of this PSA to enhance the implementation by the Member States of delegated regulations under Directive 2010/40/EU, in particular on European corridors. The aim is to stimulate and accelerate the coordinated provision of ITS road spatial data to enhance the quality of services based on these data.

The initiative is intended to benefit all stakeholders of the sector and the data exchange procedure shall be made accessible to all interested digital map producers and service providers under common terms and conditions.

The legal basis for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation, and Article 31 (1), 19(b) and 33(d) of the TEN-T regulation.

This Programme Support Action will be implemented through a grant awarded following a call for proposals published in 2017 managed by DG Mobility and Transport.

This Programme Support Action will be implemented through a grant awarded following a call for proposals, up to 80% of direct eligible costs (indirect costs shall not be eligible).

¹⁷ http://ec.europa.eu/transport/themes/its/road/action_plan/

¹⁸ OJ L 207 of 6.8.2010, pp. 1–13

Indicative amount to be committed in 2017	2 million EUR on 2017 appropriations	Indicative timeframe for launching the call for proposals procedure	1 st Semester 2017 On DG Mobility and Transport website and EC website
Period (Years)	4	Comments:	

c) Security architecture for connected infrastructure and vehicles in Europe

Following the results of the European Commission's C-ITS Platform expert groups and recommendations of the envisaged follow-up EC Communication ("Master Plan for the deployment of Interoperable Cooperative Intelligent Transport Systems in the EU") the active support of a uniform and widely accepted security solution for connected vehicles and public infrastructure elements in Europe is needed. This means the development of EU-wide commonly agreed solutions for the essential topics of C-ITS security, privacy and compliance assessment processes are paradigm to ensure interoperable, seamless and secure C-ITS end user services on the European road and transport network. This support action shall support the joint effort of public stakeholders and industry that is necessary to develop and set-up EU-wide security and compliance assessment policies and associated governance bodies and entities. It shall support the setup of the necessary governance structure(s) needed to coordinate, implement and maintain the EU-wide commonly agreed elements (e.g. certificate policy) for C-ITS applications deployment. The central elements of this security architecture (e.g. Certificate Authorities with complete set of policies for operation) for connected mobility need to be established and setup for extensive testing and validation before series introduction in vehicles and at large infrastructure networks.

The Commission will use the results of this PSA to support all EU-funded and national C-ITS implementation initiatives to ensure interoperable, secure and harmonised C-ITS deployment, in particular on European corridors.

The initiative is intended to benefit all C-ITS stakeholders and the resulting architecture shall be made accessible under common terms and conditions.

The legal basis for this PSA are Articles 5(2)(a) and 7(2)(j) of the CEF Regulation and TEN-T REGULATION (EU) No 1315/2013, Article 31 and Article 17 (1) d, Article 17 (4).

This Programme Support Action will be implemented through a grant awarded following a call for proposals published in Q3 2016 managed by DG Mobility and Transport.

EU financial aid in the form of a grant: up to 100% of direct eligible costs. Indirect costs shall not be eligible.

Indicative amount to be committed in 2017	4,000,000 On 2017 appropriations	Indicative timeframe for launching the call for proposals procedure	Q3 2016 on DG Mobility and Transport website and EC website Contracts can be signed on 2017 appropriations
Period (Years)	4	Comments:	

d) Programme Support Action to support Member States in the development and implementation of NeTEx standards, in particular for the urban nodes and public transport

NeTEx is a European data standard that provides a means to exchange static travel data for passenger information such as stops, routes timetables and fares, among different computer systems, together with related operational data. It is supported by the underlying European

Transmodel standard which is reference data model for public transport. NeTEx is also compatible with the European data standard for real-time information SIRI. Together as a collective group the Transmodel, NeTEx and SIRI standards are the means to facilitate the interoperable data exchange of static and dynamic public transport information in Europe by public transport operators and authorities.

The general objective of this PSA is support the deployment of Transmodel, NeTEx and SIRI data exchange standards across the Urban Nodes of the TEN-T network and therefore facilitate the interoperable exchange of public transport data for the provision of comprehensive, accurate and reliable travel information services.

The specific objectives are to:

- support the technical development of Transmodel, NeTEx and SIRI to fulfil the needs of multimodal travel information service providers,¹⁹
- facilitate the operational use of Transmodel, NeTEx and SIRI data standards in urban nodes along the TEN-T network by public transport operators and authorities in all EU Member States,
- develop the Transmodel, NeTEx and SIRI end-user community incl. training activities, exchange of best practice, dissemination etc. in all EU Member States.

The work and outputs of this PSA must complement the work of the on-going DATEX II and multimodal travel information services PSAs and efforts must be made to identify collaborate activities where possible.

This activity shall accompany and facilitate the Member State's implementation of delegated Regulations under Directive 2010/40/EU which apply to the TEN-T network.

This initiative is intended to benefit both travel information service providers who will be able to more easily integrate and use a wider range of public transport data sources and travellers who will be able to benefit from more comprehensive and accurate travel information.

Legal base:

The legal basis for this PSA are Article 5(2)(a) and Article 7(2) (j) of the CEF Regulation.

The objectives to which this Programme Support Action contributes to are defined in Articles 31(1), Article 19 (b) and Article 33(d) of the TEN-T Regulation.

The request to submit proposals shall be sent out to all EU Member States, based on Article 190(1)(d) of the Rules of Application of the EU Financial Regulation.

Implementation of this PSA:

- This Programme Support Action shall be implemented through a request to submit proposals issued by the European Commission to the EU Member States and it will be managed by DG Mobility and Transport.
- This request to submit proposals shall be open to all EU Member States.
- To be eligible, one single proposal shall be submitted by a consortium representing at least 9 or more Member States, including a representative number of the Cohesion Member States. Member States can designate Implementing Bodies acting under the authority and responsibility of that Member State.

¹⁹ i.e. technical artefacts maintenance and validation tools and test platform

- The Commission requires that a coordinator is designated by the applicants, in view of putting in place a Grant Agreement and having one contact point with the European Commission.
- The grant shall be up to 80% of eligible direct costs for the applying Member States, except for the coordinator and up to 100% of eligible direct costs for the Member State acting as coordinator, covering the additional coordination and management eligible expenses.
- All indirect costs are not eligible.
- Third countries can participate to this Action without an EU contribution.

Maximum rate of co-financing	80% of direct eligible costs and up to 100% of direct eligible costs for the coordinator	Indicative Timetable for issuing a request to the Member States to submit proposals	2018 Award of specific grant: 4Q 2018 Grant agreement put in place in Q1 2019
Indicative amount to be committed on 2019 budget appropriations	EUR 2,000,000		In addition, the Action will be also published DG Mobility and Transport website and Europa website
Period (Years)	2019-2023	Comments:	Estimated duration of the action: 4 years
			Comment: a PSA on DATEXII amounting at 2,000,000 EUR was launched on 2015 appropriations

e) Programme support action for the implementation of EU-wide multimodal travel information services on the TEN-T network

The objective of the action is to support the early implementation of the delegated regulation under Directive 2010/40/EU by Member States, including the public transport authorities, public transport operators and service providers in their territory, for the provision of EU-wide multimodal travel information services which apply to the TEN-T network. The delegated act will provide for making existing public transport data accessible in interoperable European data format/exchange protocol via national access points and the direct linking of different local/regional and/or national multimodal travel information services. The action will support both public transport data conversion to prescribed European interoperable standards and/or the use of standardized interfaces to link directly different travel information services along the TEN-T network and corridors. The action should result in an increased level of multimodal travel information along the core network and its corridors at an early stage.

The objective is to contribute to fulfil the 2020 objective of seamless multimodal door-to-door travel (*Initiative 22*) of the 2011 transport white paper. In view of this objective, the Commission will use the results of this PSA to further support the deployment of multimodal travel information services across the EU.

The legal basis for this PSA are Articles 5.2(a) and 7.2(j) of the CEF Regulation;

The objectives to which this Programme Support Action contributes are defined in Article 31 (1), 19(b) and 33(d)) of the TEN-T regulation.

For the purpose of this action, a grant will be directly awarded to each Member State to cover the direct eligible costs. Indirect costs shall not be eligible.

The direct award to the Member States – to the Ministries being in a monopoly of law position for the above tasks, or the designated bodies under their responsibility is based on Article 190(1)(c) Rules of Application to the EU Financial Regulation.

Member States participating in one or two corridors	Bulgaria; Croatia; Cyprus; Denmark; Estonia ; Finland; Greece; Ireland; Latvia; Lithuania; Luxembourg; Malta; Poland; Portugal; Romania; Slovenia; Spain; Sweden; United Kingdom	Maximum grant per Member State: EUR 178,571
Member States participating in three or four corridors	Austria; Belgium; Czech Republic; Hungary; Italy; Netherland; Slovakia	Maximum grant per Member State: EUR 357,143
Member States participating in five or more corridors	Germany; France	Maximum grant per Member State: EUR 535,714

Maximum rate of co-financing of direct eligible costs	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2016
Indicative total amount (2017 appropriations only)	EUR 5,000,000 On 2017 appropriations		Deadline for applications: Q3 2016 Information to applicants on the outcome of the evaluation: Q4 2016 Start of implementation: Q1 2017 Contracts can be signed on 2017 budgets
		Comments	Estimated duration of the actions: 4 years

PROGRAMME SUPPORT ACTIONS IN THE FIELD OF COMMUNICATION ACTIVITIES:

IN THE FORM OF OTHER EXPENDITURE: Delegation to DG Communication

a. Corporate Communication Action for the years 2016, 2017 and 2018 under the Multiannual Financial Framework 2014-2020 (Commission Decision C(2015)7346 of 27.10.2015 concerning 2016 activities and C(2016)6838 of 25.10.2016)

The general objectives of corporate communication are:

To listen, engage and exchange with citizens on what the EU stands for, its main challenges, opportunities and how best to face them together.

To raise public awareness about the Union as a whole, its role, values, political priorities and its work to address current issues 1) in line with the Commission Work Programme; and 2) in line with the general objectives of sector specific regulations under 2014-2020 Multiannual Financial Framework.

The general objectives will be reached through the pursuit of the following specific objectives:

- To achieve a better understanding by European citizens of the Union, its role, priorities, difficulties, policies, funding programmes and legislative activities while strengthening interaction with citizens;
- To inform and engage different target groups of European citizens about the Union's political priorities in their specific socio-economic and political context;

- To focus communication aimed at the relevant stakeholders as well as specialist and non-specialist audiences and increase the coherence, responsiveness and impact of Commission messages and policies.

To achieve the above objectives, the following range of specific actions may be used:

- Production of content, including photos, audio-visual, graphic and written material; provision of other corporate technical services which benefit the institution as a whole such as online services, including the institutional web presence and social media activity;
- Dissemination of information through integrated communication actions including on multi-media platforms;
- Acquisition of media space, including TV and radio air time, outdoor and indoor advertising, web adverts and other online promotion techniques and print media space;
- Organisation of and participation in events, including exhibitions, forums, dialogues and other activities aimed at citizens;
- Studies and evaluations, where relevant.

These activities shall be implemented through Framework Contracts of DG Communication, or where possible, direct awards for low-value contracts.

Indicative amount to be committed in 2016	EUR 750,000	Indicative timeframe for the procurement procedure	Q2, Q3 and Q4 of 2016
Period (Years)	2	Comments	To be implemented via co-delegation to DG Communication
Indicative amount to be committed in 2017	540,000	Indicative timeframe for the procurement procedure	Q2, Q3 and Q4 of 2017
Period (Years)	2	Comments	To be implemented via co-delegation to DG Communication Out of the total amount on 2017 budget, EUR 240 000 to be spent in the Cohesion Member States
Indicative number of contracts	5		
Indicative amount to be committed in 2018	EUR 580,000	Indicative timeframe for the procurement procedure	Q2, Q3 and Q4 of 2018
Period (Years)	2	Comments	To be implemented via co-delegation to DG Communication Out of the total amount on 2018 budget, EUR 240 000 to be spent in the Cohesion Member States. total amount, out of which XX to be spent in the Cohesion Member States Communication
Indicative number of contracts	5		

1.10. Programme Support Actions from the budget line 06.020104 – CEF Cohesion envelope

IN THE FORM OF GRANTS

a) Technical Assistance services for the preparation and implementation of CEF projects in the Cohesion Member States.

In order to facilitate the preparation and implementation of projects of common interest, and in particular in those Member States eligible to the Cohesion Fund, the CEF Regulation (Article 11.3) provides that particular attention shall be given to programme support actions in these Member States.

The objective of this Technical assistance services to the Members States, or relevant entities designated under their authority, aims at strengthening the institutional capacity and the efficiency of their authorities at central, regional or local levels to prepare infrastructure projects developing the TEN-T core network, as listed in Annex I to the CEF Regulation.

This Technical Assistance addresses also the preparation and implementation of the proposals on the Comprehensive Network, which should be strengthened.

The expected impact is increased efficiency in the preparation and implementation of transport infrastructure projects and the acceleration of the development of the TEN-T core network in these Member States.

The grants shall be directly awarded to the Member States eligible to the Cohesion Fund based on Article 190(1)(d) of the Rules of Application of the EU Financial Regulation.

The legal basis for the Programme support Action is Article 5(2)(a), 7(2)(j) of the CEF Regulation. Only direct costs shall be eligible, no indirect costs shall be eligible.

Maximum rate of co-financing	100%	Indicative Timetable for issuing a request to the Member States to submit a proposal	in Q1 2018 Expected signature of the GA: Q3 2018
Indicative total amount (2018 appropriations only)	Up to EUR 6 000 000 on 2018 appropriations		
Number of grant agreements: 15 with eligible Cohesion Member States.		Comments	Estimated duration of the actions: 2018-2021 EUR 5,000,000 from 2014 appropriations

2. Eligibility, selection and award criteria for Programme Support Actions to be implemented by grants.

Programme Support Actions that are implemented by grants shall follow the essential eligibility, selection and award criteria, as required by Article 94 (2)(a) of the Rules of Application to the EU Financial Regulation. In line with Article 17(5) of the CEF Regulation, the Commission will take into account the general orientations for the award criteria set out in part V of Annex I of the CEF Regulation.

Based on the essential award criteria, the Commission will specify the award criteria in the individual requests for each Programme Support Action implemented by grants.

2.1. ELIGIBILITY CRITERIA

2.1.1. Eligible applicants

Applications must be presented by:

- one or more Member States, and / or
- with the agreement of the Member States concerned, by international organisations, joint undertakings, or public or private undertakings or bodies or entities established in Member States.

Project proposals submitted by natural persons are not eligible.

Third Countries and entities established in third countries may participate in actions contributing to projects of common interest where necessary in order to achieve the objectives of a given project of common interest. They may not receive financial assistance except where it is indispensable to the achievement of the objectives of a given project of common interest.

In such cases and pursuant to Article 8(1) of the TEN-T guidelines, applications may be presented by neighbouring/third countries or entities established in neighbouring/third countries, with the agreement of a Member State.

2.1.2. Grounds for Exclusion

The Commission draws the attention of the applicants to Articles 106 and Article 131 of the Financial Regulation, as well as to Article 141 of the Rules of Application.

2.1.3. Eligible projects

Only Programme Support Actions as defined in Article 2(5) of the CEF Regulation that contribute to the development and implementation of projects of common interest as required by Article 7 of the CEF Regulation may receive Union financial assistance.

2.1.4. Compliance with the Union Law

The granting of Union financial assistance to projects of common interest is conditional upon compliance of the project with relevant Union law²⁰ inter alia concerning interoperability, environmental protection²¹, competition and public procurement.

2.1.5. Other sources of financing

No Union financial assistance shall be awarded for actions receiving funds from other sources of Union financing, without prejudice of the Article 15(4) of the CEF Regulation.

2.1.6. Eligibility of costs

In accordance with Article 130(1) of the Financial Regulation, costs incurred prior to the date of submission of the grant application shall not be eligible for financing.

No grant may be awarded retroactively for actions already completed.

2.2. SELECTION CRITERIA

The verification of the financial and operational capacity does not apply to applicants which are a Member State, a third country, a public sector body established in a Member State i.e. regional or local authority, a body governed by public law or association formed by one or several such authorities or one or several such bodies governed by public law, in particular a

²⁰ According to Article 23 of the CEF Regulation

²¹ In particular, but not limited to: the EIA (Directive 2011/92/EU), SEA (Directive 2001/42/EC), Habitats (Directive 92/43/EEC) and Birds Directives (Directive 2009/147/EC), as well as the Water Framework Directive (Directive 2000/60/EC) (these exact references – number and title - of these legislations should be given)

Joint Undertaking in line with eligibility criteria established under Article 187 of the Treaty on the Functioning of the European Union, or an international organisation²².

The applicant(s) must have access to solid and adequate funding sources, so as to be able to maintain activities for the period of the project funded and to co-finance the project. The applicant(s) must have the professional skills and qualifications required to complete the proposed Action.

2.2.1. Financial capacity

The applicant(s) must have the financial capacity to complete the Action for which the grant is sought. The applicant will provide their financial statements certified by an external auditor for the last financial year for which the accounts have been closed with the application. In the event that the applicant is a newly created company (and therefore does not have certified financial data available for the last financial year), a business plan must be provided together with a letter of support from another company (parent company for instance) or from another applicant in the same proposal.

2.2.2. Operational capacity

The applicant(s) must have the operational and technical capacity to complete the project for which the grant is sought and must provide appropriate documents attesting to that capacity (e.g. description of the profile of the persons primarily responsible for managing and implementing the operation, organisations' activity report, and proof of experience in carrying out infrastructure projects of the same kind).

2.3. AWARD CRITERIA

Only proposals compliant with the eligibility and selection criteria shall be evaluated against the award criteria. A decision to grant Union financial assistance shall take into account, inter alia, the following general award criteria:

2.3.1. Relevance

This refers to the contribution of the proposed Action to:

- the TEN-T priorities as laid out in the TEN-T Guidelines,
- objectives described in this Work Programme
- the EU added value - how the Programme Support Action will increase the EU added value

2.3.2. Maturity

This refers to the state of preparation of the proposed Action and the readiness to start the implementation of the proposed activities.

2.3.3. Impact

This refers to the expected effect of the EU financial support on the specific objectives and tasks defined in the Work Programme.

2.3.4. Quality

²² According to Article 43(2) of the Rules of Application, international organisations are:
(a) international public sector organisations set up by intergovernmental agreements, and specialised agencies set up by such organisations;
(b) the International Committee of the Red Cross (ICRC);
(c) the International Federation of National Red Cross and Red Crescent Societies;
(d) other non-profit organisations assimilated to international organisations by a Commission decision.

This refers to the soundness of the proposed Action. This will be determined by the coherence between the objectives of the proposed Action, the proposed activities, the planned resources, and the appropriateness of the project management processes. Under this criterion, the capacity for the Action to be completed in accordance with the proposed timeline, implementation plans and the technical specifications will be assessed. In particular, the soundness of the implementation plan proposed will be assessed.

PART II

ANNEX III: Breakdown of annual instalments (December 2017)

Budget lines		2014-2020 commitments	2014 commitments	2015 commitments	2016 commitments	2017 commitments	2018 commitments	2019 commitments	2020 commitments	TOTAL
06.020101	MAWP (Grants) 2014-2020	7,114,195,877	958,609,301	598,682,336	577,393,466	1,129,200,493	1,308,451,405	1,757,625,948	784,232,929	7,114,195,877
	MAWP (Grants) 2015-2020	167,350,456	0	0	14,398,221	0	34,208,428	49,531,341	69,212,467	167,350,456
	MAWP (Grants) 2016-2020	81,761,646	0	0	0	15,682,286	0	27,130,603	38,948,757	81,761,646
	MAWP (Grants blending) 2017-2020	875,110,870	0	0	0	49,509,537	53,980,932	150,835,115	620,785,286	875,110,870
	PSA	75,701,240	35,550,579	0	1,796,679	23,371,483	8,682,500	1,400,000	4,900,000	75,701,240
	Costs for the experts	1,175,149	0	579,041	89,907	6,200	500,000	0	0	1,175,149
	AWP (Grants) 2014 pour mémoire	127,686,432	127,686,432	0	0	0	0	0	0	127,686,432
	AWP (Grants) 2016 pour mémoire	152,407,281	0	0	152,407,281	0	0	0	0	152,407,281
Total reserved by the CEF Transport Work Programmes			1,121,846,311	599,261,378	746,085,554	1,217,769,998	1,405,823,264	1,986,523,007	1,518,079,439	8,595,388,951
CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines and transfers between the CEF lines			1,119,221,241	591,973,905	746,075,425	1,217,769,998	1,405,823,264	2,113,353,775	1,544,996,063	8,739,213,671
Internal assigned revenue			3,566,491	7,287,472	154,000	0	0	0	0	11,007,963
CEF Total commitment appropriations			1,122,787,732	599,261,377	746,229,425	1,217,769,998	1,405,823,264	2,113,353,775	1,544,996,063	8,750,221,634
06.020102	MAWP (Grants) 2014-2020	135,886,461	51,120,003	18,689,857	7,324,057	12,096,422	21,477,214	24,587,354	591,553	135,886,461
	MAWP (Grants) 2015-2020	72,246,190	0	21,255,700	16,397,919	0	23,520,100	6,164,219	4,908,253	72,246,190
	MAWP (Grants) 2016-2020	86,794,785	0	0	0	44,885,241	0	29,622,175	12,287,369	86,794,785
	MAWP (Grants Blending) 2017-2020	466,591,261	0	0	0	9,485,775	50,123,547	86,984,346	319,997,593	466,591,261
	PSA	21,968,345	1,000,000	5,790,000	2,178,345	3,000,000	5,000,000	5,000,000	0	21,968,345
	Costs for the experts	1,191,939	0	56,400	50,439	1,085,100	0	0	0	1,191,939
	AWP (Grants) 2014 pour mémoire	17,739,997	17,739,997	0	0	0	0	0	0	17,739,997
	AWP (Grants) 2016 pour mémoire	59,329,042	0	0	59,329,042	0	0	0	0	59,329,042
Total reserved by the CEF Transport Work Programmes			69,860,000	45,791,957	85,279,802	70,552,538	100,120,861	152,358,094	337,784,769	861,748,020
CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines and transfers between the CEF lines			69,864,350	43,000,681	85,279,802	69,093,215	100,120,861	178,123,231	377,174,145	922,656,285
Internal assigned revenue			0	2,791,276	0	1,459,323	0	0	0	4,250,599
CEF Total commitment appropriations			69,864,350	45,791,957	85,279,802	70,552,538	100,120,861	178,123,231	377,174,145	926,906,884

06.020103	MAWP (Grants) 2014-2020	782,498,447	158,231,888	277,011,554	159,648,379	94,564,795	53,760,681	19,538,358	19,742,792	782,498,447
	MAWP (Grants) 2015-2020	791,059,157	0	0	388,323,520	25,154,345	187,130,643	113,359,527	77,091,123	791,059,157
	MAWP (Grants) 2016-2020	473,757,736	0	0	0	267,916,019	0	124,228,963	81,612,754	473,757,736
	MAWP (Grants) 2017-2020	300,000,000	0	0	0	50,388,558	108,488,045	46,448,912	94,674,485	300,000,000
	MAWP (Grants Blending) 2017-2020	28,047,861	0	0	0	9,316,350	233,407	4,111,843	14,386,261	28,047,861
	PSA	130,504,402	17,416,150	18,700,000	27,818,252	21,990,000	25,800,000	12,265,000	6,515,000	130,504,402
	Costs for the experts	718,327	0	318,639	399,688	0	0	0	0	718,327
	AWP (Grants) 2014 pour mémoire	33,941,962	33,941,962	0	0	0	0	0	0	33,941,962
Total reserved by the CEF Transport Work Programmes			209,590,000	296,030,194	576,189,839	469,330,066	375,412,776	319,952,603	294,022,415	2,540,527,893
CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines and transfers between the CEF lines			209,593,050	224,612,282	534,934,839	420,136,467	375,412,776	330,675,760	393,845,585	2,482,319,642
Internal assigned revenues			0	71,417,911	41,506,248	49,193,599	0	0	0	162,117,758
CEF Total commitment appropriations			209,593,050	296,030,193	576,441,087	469,330,066	375,412,776	330,675,760	393,845,585	2,651,328,517
06.020104	MAWP (Grants) 2014-2020	4,235,441,390	967,080,000	3,348,163	818,210,873	707,871,539	635,482,285	629,818,690	473,629,840	4,235,441,390
	MAWP (Grants) 2015-2020	5,212,598,428	0	1,212,165,858	880,226,449	879,607,642	806,602,252	956,278,150	477,718,077	5,212,598,428
	MAWP (Grants) 2016-2020	1,769,725,227	0	0	645,981,684	0	201,302,095	108,293,654	814,147,794	1,769,725,227
	PSA	21,916,970	15,916,970	0	0	0	6,000,000	0	0	21,916,970
	Costs for the experts	1,250,000	0	250,757	284,344	714,900	0	0	0	1,250,000
	AWP (Grants) 2016 pour mémoire	27,677,107	0	0	27,677,107	0	0	0	0	27,677,107
Total reserved by the CEF Transport Work Programmes			982,996,970	1,215,764,778	2,372,380,457	1,588,194,081	1,649,386,632	1,694,390,494	1,765,495,711	11,268,609,123
CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines and transfers between the CEF lines			982,996,970	1,215,582,454	2,372,380,457	1,588,194,081	1,649,386,632	1,694,390,494	1,774,406,625	11,277,337,713
Internal assigned revenues			0	182,324	0	0	0	0	0	182,324
CEF Total commitment appropriations			982,996,970	1,215,764,778	2,372,380,457	1,588,194,081	1,649,386,632	1,694,390,494	1,774,406,625	11,277,520,037
TOTAL UNDER the amended 2014-2020 MAP (GRANTS)		22,593,065,793	2,135,041,192	2,131,153,468	3,507,904,567	3,295,679,000	3,484,761,033	4,134,559,199	3,903,967,334	22,593,065,793
AWP pour mémoire (GRANTS)		418,781,821	179,368,391	0	239,413,430	0	0	0	0	418,781,821
PSA and experts		254,426,372	69,883,699	25,694,837	32,617,653	50,167,683	45,982,500	18,665,000	11,415,000	254,426,372
CEF Total commitments appropriations			2,385,242,102	2,156,848,305	3,780,330,771	3,345,846,683	3,530,743,533	4,316,543,260	4,090,422,418	23,605,977,072

ANNEX IV: Breakdown of the Programme Support Actions covered by the Multi-Annual Work Programme version of December 2017								
Budget line	Form of Programme Support Action	2014 commitments	2015 commitments	2016 commitments	2017 commitments	2018 commitments	2019 commitments	2020 commitments
6.020101	Grants	12,000,000	0	0	21,597,340	3,000,000	0	0
	Procurement	27,320,000	0	1,365,000	1,319,425	5,432,000	1,150,000	4,650,000
	Other: Reimbursement of travel and subsistence costs to the European Coordinators	5,894,000	0	0	0	0	0	0
	Other: transfer of appropriations to INEA for the front office tasks of TENTEC	0	0	250,000	243,800	250,000	250,000	250,000
	Other: use of IT evaluation tools, transfer to DIGIT	0	0	182,177	210,918	0	0	0
	Total	45,214,000	0	1,797,177	23,371,483	8,682,000	1,400,000	4,900,000
	Unused commitments, to be added to the budget of the call (1)	(9,663,421)	0	0	0	0	0	0
Total		35,550,579	0	1,797,177	23,371,483	8,682,000	1,400,000	4,900,000
6.020102	Grants	0	490,000	2,178,345	3,000,000	5,000,000	5,000,000	0
	Procurement	1,000,000	5,300,000	0	0	0	0	0
	Other expenditures	0	0	0	0	0	0	0
	Total	1,000,000	5,790,000	2,178,345	0	0	0	0
	Unused commitments, to be added to the budget of the call (1)	0	0	0	0	0	0	0
Total		1,000,000	5,790,000	2,178,345	3,000,000	5,000,000	5,000,000	0
6.020103	Grants	6,500,000	8,000,000	11,700,000	19,000,000	6,500,000	9,550,000	4,000,000
	Procurement	12,900,000	11,200,000	16,000,000	2,450,000	18,720,000	2,715,000	2,515,000
	Other expenditures: delegation to DG COMM Corporate Communication procurement	0	0	750,000	540,000	580,000	0	0
	Total	19,400,000	19,200,000	28,450,000	21,990,000	25,800,000	12,265,000	6,515,000
	Unused commitments, to be added to the budget of the call (1)	(1,983,850)	(500,000)	(631,475)	0	0	0	0
Total		17,416,150	18,700,000	27,818,525	21,990,000	25,800,000	12,265,000	6,515,000
6.020104	Grants	15,916,970	0	0	0	6,000,000	0	0
	Procurement	0	0	0	0	0	0	0
	Other expenditures	0	0	0	0	0	0	0
	Total	15,916,970	0	0	0	0	0	0
	Unused commitments, to be added to the budget of the call (1)	0	0	0	0	0	0	0
Total		15,916,970	0	0	0	6,000,000	0	0
TOTAL per BL		69,883,699	24,490,000	31,794,047	48,361,483	45,482,500	18,665,000	11,415,000

(1) Comment: where shown, the reduction of the appropriations corresponds to several actions, which have been cancelled and which are appropriately reflected in the amendments to the MAP, as well as, in case of procurements, conclusion of contracts for prices which are lower than estimated amounts. All unspent appropriations for PSAs have been used to increase the budgets of the calls for proposals under the MAP 2014-2020.