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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

Part I

Annex III to Implementing Decision C(2014) 1921 is replaced by the following:

‘ANNEX III- Breakdown of annual instalments (July 2020)

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	6,340,127,713	958,609,301	598,682,336	577,393,466	1,174,973,648	1,238,560,649	1,330,880,258	461,028,056	6,340,127,713
	MAWP (Grants) 2015-2020	146,320,956	0	0	14,398,221	4,822,410	34,208,428	33,063,931	59,827,967	146,320,956
	MAWP (Grants) 2016-2020	64,877,271	0	0	0	15,695,420	0	27,130,603	22,051,248	64,877,271
	MAWP (Grants blending-1) 2017-2020	831,995,300	0	0	0	0	104,589,631	107,719,545	619,686,124	831,995,300
	MAWP (Grants blending-2) 2017-2020	115,766,231	0	0	0	0	9,842,924	37,654,165	68,269,142	115,766,231
	MAWP (Grants) 2018-2020	117,535,800	0	0	0	0	20,113,616	48,790,481	48,631,703	117,535,800
	MAWP (Grants blending facility) 2019-2020	99,000,000	0	0	0	0	0	20,000,000	79,000,000	99,000,000
	MAWP (Grants reflow) 2019-2020	780,338,049	0	0	0	0	0	393,999,403	386,338,646	780,338,049
	PSA	83,754,544	35,796,179	0	1,940,550	22,276,002	8,571,084	4,667,733	10,502,996	83,754,544
	Costs for the experts	1,622,531	0	579,041	89,907	2,518	591,064	0	360,000	1,622,531
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	
AWP (Grants) 2019 pour mémoire	93,529,042	0	0	0	0	0	93,529,042	0	93,529,042	
Total reserved by the CEF Transport Work Programmes			1,122,091,911	599,261,377	746,229,425	1,217,769,998	1,416,477,395	2,097,435,160	1,755,695,882	8,954,961,148
CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines and transfers between the CEF lines			1,118,525,421	591,973,905	746,075,425	1,217,769,998	1,416,107,256	2,038,535,309	1,750,679,805	8,879,667,119
Internal assigned revenues			3,566,491	7,287,472	154,000	0	370,139	58,899,851	5,016,077	75,294,030
CEF Total commitment appropriations			1,122,091,911	599,261,377	746,229,425	1,217,769,998	1,416,477,395	2,097,435,160	1,755,695,882	8,954,961,148
06.020102	MAWP (Grants) 2014-2020	125,144,868	51,120,003	18,689,857	7,324,057	18,276,375	13,590,572	7,303,505	8,840,498	125,144,868
	MAWP (Grants) 2015-2020	61,706,951	0	21,255,700	16,397,919	3,623,539	10,045,100	2,540,680	7,844,014	61,706,951
	MAWP (Grants) 2016-2020	86,257,163	0	0	0	44,955,241	0	19,622,175	21,679,747	86,257,163
	MAWP (Grants Blending) 2017-2020	106,444,999	0	0	0	0	50,123,547	37,526,578	18,794,874	106,444,999
	MAWP (Grants blending-2) 2017-2020	189,201,596	0	0	0	0	52,144,124	30,988,320	106,069,152	189,201,596
	MAWP (Grants) 2018-2020	108,824,988	0	0	0	0	27,441,687	30,593,648	50,789,653	108,824,988
	MAWP (Grants blending facility) 2019-2020	99,000,000	0	0	0	0	0	28,700,000	70,300,000	99,000,000
	MAWP (Grants reflow) 2019-2020	14,721,865	0	0	0	0	0	10,942,500	3,779,365	14,721,865
	PSA	45,272,695	1,004,350	5,790,000	2,178,345	3,000,000	5,700,000	13,850,000	13,750,000	45,272,695
	Costs for the experts	1,042,999	0	56,400	50,439	693,062	90,000	153,098	0	1,042,999
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	
AWP (Grants) 2019 pour mémoire	19,216,850	0	0	0	0	0	19,216,850	0	19,216,850	
Total reserved by the CEF Transport Work Programmes			69,864,350	45,791,957	85,279,802	70,548,217	159,135,030	201,437,354	301,847,303	933,904,012
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	70,820,861	200,761,095	301,847,303	840,667,307
Internal assigned revenues			0	2,791,276	0	1,455,001	88,314,169	676,259	0	93,236,705
CEF Total commitment appropriations			69,864,350	45,791,957	85,279,802	70,548,216	159,135,030	201,437,354	301,847,303	933,904,012

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Budget lines		2014-2020 commitments	2014 commitments	2015 commitments	2016 commitments	2017 commitments	2018 commitments	2019 commitments	2020 commitments	TOTAL
06.020103	MAWP (Grants) 2014-2020	723,473,190	158,231,888	277,011,554	159,648,379	91,065,177	24,965,136	9,247,352	3,303,704	723,473,190
	MAWP (Grants) 2015-2020	732,617,158	0	0	388,323,520	83,928,394	178,876,109	33,912,592	47,576,544	732,617,158
	MAWP (Grants) 2016-2020	469,222,883	0	0	0	243,444,589	0	127,981,383	97,796,911	469,222,883
	MAWP (Grants) 2017-2020	286,191,458	0	0	0	0	108,723,488	86,837,470	90,630,500	286,191,458
	MAWP (Grants Blending) 2017-2020	25,933,709	0	0	0	0	233,407	12,279,909	13,420,392	25,933,709
	MAWP (Grants blending-2) 2017-2020	72,999,839	0	0	0	0	17,749,091	23,510,227	31,740,521	72,999,839
	MAWP (Grants) 2018-2020	181,905,438	0	0	0	0	39,559,490	37,754,616	104,591,332	181,905,438
	MAWP (Grants reflow) 2019-2020	172,321,863	0	0	0	0	0	58,630,607	113,691,256	172,321,863
	PSA	127,690,889	17,419,200	18,700,000	28,069,499	21,026,869	24,811,213	10,366,773	7,297,335	127,690,889
	Costs for the experts	1,153,658	0	318,639	399,688	12,000	351,830	71,500	0	1,153,658
	Contribution for SESAR JU (CEF regulation art. 6(3))	10,000,000	0	0	0	10,000,000	0	0	0	10,000,000
	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			209,593,050	296,030,193	576,441,087	449,477,029	395,269,764	400,592,429	510,048,494	2,837,452,046
CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines, transfers between the CEF lines and MFF MTR			209,593,050	224,612,282	534,934,839	420,136,467	395,232,934	383,241,978	508,547,685	2,676,299,235
Internal assigned revenues			0	71,417,911	41,506,248	29,340,562	36,830	17,350,452	1,500,809	161,152,813
CEF Total commitment appropriations			209,593,050	296,030,193	576,441,087	449,477,029	395,269,764	400,592,430	510,048,494	2,837,452,048
06.020104	MAWP (Grants) 2014-2020	3,834,914,268	967,080,000	3,348,163	817,710,873	865,772,709	636,355,363	294,988,562	249,658,598	3,834,914,268
	MAWP (Grants) 2015-2020	4,791,920,425	0	1,212,165,858	880,226,449	459,780,661	806,602,252	557,600,147	875,545,058	4,791,920,425
	MAWP (Grants) 2016-2020	1,457,941,859	0	0	645,981,684	262,303,668	201,302,095	153,401,264	194,953,148	1,457,941,859
	MAWP (Grants reflow) 2019-2020	1,144,099,827	0	0	0	0	0	688,235,521	455,864,307	1,144,099,827
	PSA	21,933,893	15,916,970	0	500,000	0	5,126,923	165,000	225,000	21,933,893
	Costs for the experts	1,223,144	0	250,757	284,344	337,043	0	0	351,000	1,223,144
	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	1,776,597,111	11,279,710,523
CEF commitment appropriations (MFF 2014-2020)			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	2,190,486	2,372,810
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	1,776,597,111	11,279,710,523
TOTAL UNDER the amended 2014-2020 MAP (GRANTS)		23,181,125,668	2,135,041,192	2,131,153,468	3,507,404,567	3,268,641,831	3,575,026,708	4,251,835,442	4,312,022,460	23,181,125,668
<i>AWP pour mémoire (GRANTS)</i>		319,791,389	179,368,391	0	239,413,430	0	0	112,745,892	0	531,527,713
<i>PSA and experts</i>		283,374,351	70,136,699	25,694,837	33,512,771	47,347,494	45,242,114	29,274,104	32,166,331	283,374,351
<i>Financial instruments</i>		206,354,000	70,000,000	70,000,000	66,354,000	0	0	0	0	206,354,000
CEF Total commitments appropriations			2,454,546,281	2,226,848,305	3,846,684,771	3,325,989,324	3,620,268,821	4,393,855,438	4,344,188,790	24,212,381,731

Part II

Annex IV to Implementing Decision C(2014) 1921 is replaced by the following: ‘

ANNEX IV: Breakdown of the programme support actions covered by the Multi-Annual Work Programme version of July 2020								
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	1 240 000	4 200 000
	Procurement	27 320 000	0	1 508 373	1 319 425	5 651 144	2 960 000	5 830 000
	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	1 940 550	23 371 483	8 901 144	4 450 000	10 280 000
	Unused commitments to be added to the budget of the call (1)	(9 327 821)	0	0	(1 095 481)	0	0	0
Total		35 796 179	0	1 940 550	22 276 002	8 901 144	4 450 000	10 280 000
6.020102	Grants	0	490 000	2 178 345	3 000 000	5 000 000	10 250 000	12 000 000
	Procurement	1 004 350	5 300 000	0	0	0	300 000	1 750 000
	Other expenditures	0	0	0	0	0	0	0
	Total	1 004 350	5 790 000	2 178 345	3 000 000	5 000 000	10 550 000	13 750 000
	Unused commitments to be added to the budget of the call (1)	0	0	0	0	0	0	0
Total		1 004 350	5 790 000	2 178 345	3 000 000	5 000 000	10 550 000	13 750 000
6.020103	Grants	6 500 000	8 000 000	11 700 000	19 000 000	6 500 000	6 000 000	4 000 000
	Procurement	12 900 000	11 200 000	16 000 000	2 450 000	18 720 000	6 315 000	2 515 000
	Other expenditures: delegation to DG COMM Corporate Communication procurement	0	0	750 000	540 000	580 000	285 000	390 000
	Total	19 400 000	19 200 000	28 450 000	21 990 000	25 800 000	12 600 000	6 905 000
	Unused commitments to be added to the budget of the call (1)	(1 980 800)	(500 000)	(380 501)	(963 131)	(808 946)	0	0
Total		17 419 200	18 700 000	28 069 499	21 026 869	24 991 054	12 600 000	6 905 000
6.020104	Grants	15 916 970	0	0	0	6 000 000	0	0
	Procurement	0	0	0	0	0	0	0
	Other expenditures: delegation to DG COMM Corporate Communication procurement	0	0	0	0	0	165 000	225 000
	Total	15 916 970	0	0	0	6 000 000	165 000	225 000
	Unused commitments to be added to the budget of the call (1)	0	0	0	0	(873 077)	0	0
Total		15 916 970	0	0	0	5 126 923	165 000	225 000
TOTAL per BL		70 136 699	24 490 000	32 188 394	46 302 871	44 018 121	27 765 000	31 160 000

Part III

Point 1.4 of Annex V to Implementing Decision C(2014) 1921 is replaced by the following:

1.4 Programme Support Actions on appropriations 2019-2020

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

PROGRAMME SUPPORT ACTIONS IN THE FIELD OF RAILWAYS

IN THE FORM OF PROCUREMENT

a) Support to PRIME activities, in particular KPIs and benchmarking

• Objective:

The objective is to assist the PRIME (the Network of European rail IMs) subgroups in implementation of activities as set in Article 7f of the SERA directive (2012/34/EU). This activity is in line with Article 10(1)(d) of the TEN-T guidelines by promoting the efficient and sustainable use of the infrastructure through promoting efficiency and innovation in rail infrastructure management.

• Scope of the activities:

- (1) assisting the PRIME subgroups in preparation of meetings, data collection and reporting, in particular as regards PRIME KPI and benchmarking framework but also emerging work of other subgroups such as IM financing models and standards for open data. This includes regular annual reporting as well as thematic studies in cooperation with other stakeholders/academia, where relevant.
- (2) hosting, maintaining and developing the web-based KPI IT tool (implemented in-house by Commission)

• Legal basis:

The legal basis for this PSA are Articles 5.2(a) and 7(2)(j) of the CEF Regulation and Article 10(1)(d) of the TEN-T guidelines Regulation.

• Implementation

The activity (1) will be implemented through a procurement procedure and activity (2) through a specific contract under framework contract.

Indicative amount to be committed in 2019 for activity (1)	EUR 800,000	Indicative timeframe for the procurement procedure	Call for tenders: Q2 2019 Signing of the contract: Q3 2019
Period (Years)	2	Comments	On 2019 appropriations, the contract will cover 2
Indicative number of	1		

contracts			years (2019 and 2020)
Indicative amount to be committed in 2020 for activity (1)	EUR 750,000	Indicative timeframe for the procurement procedure	Renewal of the contract <i>The period of performance of the contract may be extended of another 48 months only with the explicit written agreement of the parties before the expiration of such period.</i>
Period (Years)	2	Comments	On 2020 appropriations, covering 2 years – 2021 and 2022
Indicative number of contracts	1		
Indicative amount to be committed in 2019 for activity (2)	EUR 210,000	Indicative timeframe for the procurement procedure	Continuous: hiring IT specialists on contractual basis under existing framework contract
Period (Years)	3	Comments	On 2020 appropriations covering years 2020-2022.
Indicative number of contracts	N/A		
Total PSA	EUR 1,760,000		

IN A FORM COMBINING GRANTS & PROCUREMENT

b) Support to improving rail interoperability with a view to achieve rail breakthroughs supporting TEN-T infrastructure policy

Objective:

The success of the European Union's TEN-T policy and the of EU Railway policy are mutually dependent: upon its finalisation in 2030, the TEN-T core network will provide the physical basis for competitive rail services, while the achievement of a Single European Railway Area will ensure that full potential of TEN-T infrastructure can be realised in practise.

The European Rail Union network is still facing too many obstacles to achieve its objective of rail interoperability, particularly when looking at cross-border rail freight.

In order to implement a truly Single European Rail Area, a number of operational, technical and administrative barriers to rail interoperability need to be overcome urgently. One of the major hindrances to cross-border rail traffic identified by the Issue Log Book (ILB) initiative is the continued existence of a high number of National (Safety) Rules, as defined in Article 3(8) of the Railway Safety Directive (Directive (EU) 2016/798), related to safety or of a technical and operational nature.

Major hindrances to cross-border rail traffic have been identified “bottom-up” by the sector in the Issue Log Book (ILB) related to safety or of a technical and operational nature.

The Rail Breakthroughs initiative has highlighted the importance of solving such issues on a relatively short time horizon in order to fully realise the benefits of long-term investments in the TEN-T core network. The Technical Operational Issues Logbook (ILB) is a Commission initiative to accelerate progress on interoperability by focussing on a limited number of priorities and by streamlining the work done at European, corridor and national level by public authorities (European Union Agency for Railways, European Commission, national authorities), infrastructure managers including Rail Freight Corridors, railway undertakings and rail sector associations.

Safety culture is the essential precondition for successful rail business in Europe. In many high-risk domains tackling organisational and cultural aspects has become paramount for enhancing rail safety. The safety culture refers to the interaction between the requirements of the Safety Management System of railway undertakings or infrastructure managers, how people make sense of them, based on their attitudes, values and beliefs and what they actually do, as seen in decisions and behaviours. A positive safety culture is characterised by a collective commitment by leaders and individuals to always act safely, in particular when confronted with competing goals.

The objective of this PSA is therefore twofold:

- a) To support and accelerate the achievement of rail breakthroughs by providing technical assistance and by alleviating resource and expertise constraints of public authorities and rail sector stakeholders in this regard. In addition, support is needed to estimate the impact of the issues identified in the current Technical Operational Issues Logbook and the economic impacts of removing interoperability barriers by means of "rail breakthroughs" on the TEN-T comprehensive network this latter work will apply to individual 'issues', and more generally identify and quantify the importance of barriers to interoperability on the TEN-T return on investment; and to provide an evidence base for defining future priorities.
- b) considering that safety culture is the essential precondition for successful rail business in Europe, the objective is to promote twinning by assisting European rail sector actors in sharing knowledge and best practice across railways to support new approaches to safety management, enhancing the cooperation between National Safety Authorities and other actors for whom infrastructure safety is relevant or which are affected by rail safety.

Scope of the activities:

Activity 1 (Issues Log Book) – in the form of procurement

The PSA aims at assisting the Commission and European Union Agency for Railways to work with infrastructure managers and railway undertakings, public authorities, namely Ministries of Transport and National Safety Authorities, as well as the Rail Freight Corridors in removing operational, technical and administrative barriers to rail interoperability in cooperation with the European Union Agency for Railways.

It should contribute in particular to resolve the issues and priorities included in the Technical Operational Issues Logbook and to achieve rail breakthroughs. In order to avoid double-funding, ERTMS and purely infrastructure-related aspects of interoperability are not within the scope of this PSA.

The contracted assistance will provide expertise to identify strategies to address the issues (who/what) and evaluate and assess the most likely solutions to solve them. The identified solutions shall fit in the European Commission wider EU rail policies and interoperability strategies, such as ERTMS deployment, implementation of TSIs and CSMs, innovation. The technical assistance must also provide administrative support to organise the required acceptance of solutions among the relevant actors and help putting the solutions in operation. The support

has to be carried in close cooperation with the stakeholders, the rail freight corridors, the national authorities

Activity 2 (Issues Log Book) – in the form of grant

The PSA aims at assisting the Ministries of Transport, National Safety Authorities, infrastructure managers and railway undertakings in removing operational, technical and administrative barriers to rail interoperability in cooperation with the European Union Agency for Railways.

It should contribute in particular to an effective implementation of the Railway Safety Directive (Directive (EU) 2016/798), the Interoperability Directive (Directive (EU) 2016/797) and the technical specification for interoperability for operation and traffic management (Commission Regulation (EU) 2015/995 and its future revision) with a view to resolve the issues and priorities included in the Technical Operational Issues Logbook and to achieve rail breakthroughs. In order to avoid double-funding, ERTMS and purely infrastructure-related aspects of interoperability are not within the scope of this PSA.

The financial resources provided can be used to strengthen the capacities and to provide expertise contributing to the objectives defined above. The financial resources provided can be used to strengthen the internal capacities and expertise of the beneficiaries (e.g. by hiring additional staff and/or by providing training to new and existing staff) and/or for the acquisition of external expertise (e.g. studies) contributing to the objectives defined above.

Activity 3 (safety twinning) in the form of grant

The activities will allow to:

- provide insight in safety culture and allow for an exchange of best practice;
- increase hands-on learning potential (actual learning by experiencing how safety culture is applied in practice by joining audits or inspections, incident investigations, process implementation, etc.);
- develop a cooperation method, to be taken over by the sector (without further funding), which is appropriate for further enhancing safety cooperation and best-practice learning;
- provide insight in safety culture and allow for an exchange of best practice;
- disseminate comprehensible information sheets on safety culture issues beyond the group to the wider railway sector network;

move from focus on EU-wide benchmarking (national differences and differences in company cultures were unsurmountable) to individual measuring per company. In return focus on increasing participation and agreed lessons-learned deliverables. A specific focus could be given to rail- road crossings and works on track, as well as to develop and exchange best practice related to incidents and accidents.

The financial resources provided can be used to strengthen the internal capacities and expertise of the beneficiaries (e.g. by hiring additional staff and/or by providing training to new and existing staff) and/or for the acquisition of external expertise (e.g. studies) contributing to the objectives defined above.

Legal basis:

The legal basis for this PSA are Articles 5.2(a) and 7(2)(j) of the CEF Regulation. In addition it is in line with Article 10(2)(c) of the TEN-T guidelines Regulation by helping to remove administrative and technical barriers to the interoperability of the trans-European transport network. It also supports the governance and contributes to the work plan of the corridors as provided for in Articles 45, 46 and 47 of the TEN-T guidelines Regulation.

Implementation

As regards the activity (1) in the form of procurement, the contract will be implemented by an external consultancy.

Indicative amount to be committed in 2019	EUR 600,000	Indicative timeframe for the procurement procedure	Call for tenders: Q2 2019 Signing of the contract: Q4 2019
Period (Years)	1	Comments	On 2019 appropriations.
Indicative number of contracts	1		
Total PSA	EUR 600,000		

As regards activities (2) and (3) in the form of grants, the Commission may set specific priorities in its invitation to submit an application for grant and further define the tasks/activities supported through this PSA.

The targeted recipients of the activity (2) of this PSA are Ministries through the executive boards of the Rail Freight Corridors and actors for whom infrastructure safety and technical requirements are relevant or which are affected by such requirements, such as National Safety Authorities, infrastructure managers, railway undertakings. The European Union Agency for Railways (ERA) might also participate as facilitator.

To limit the number of Grant Agreements, only applications from groups of applicants will be eligible. Ideally, the applications should represent either (a) a geographical entity, for instance representing stakeholders in one or several rail freight corridors; or (b) address a defined set of technical issues – for example those relating to barriers created by border procedures or braking curves. The scope of the activities for both geographic and issue specific grants should address as priority the issues listed in the ILB, available on DG MOVE website:

https://ec.europa.eu/transport/modes/rail/interoperability/interoperability/ope-tsi_en.

In order to avoid double-funding, the same entity cannot be funded to work on the same issue under different grants. Union financial aid shall be in the form of a grant covering up to 100 % of the eligible direct cost. Indirect costs shall not be eligible.

The grants shall be multiannual specific grants awarded in annual instalments.

Indicative amount to be committed in 2020 for activity (2)	EUR 2,700,000	Indicative timeframe for the grants award procedure	Invitation by the Commission to submit applications for a grant: Q3 2019 Evaluation of the grant applications: Q4 2019 Signature of specific grant agreements and implementation: Q1 2020
Period (Years)	5	Comments	On 2020 appropriations.
Indicative number of grant agreements	Maximum 11		
Total PSA	EUR 2,700,000		

The targeted recipients of the activity (3) of this PSA (safety twinning) are National Safety Authorities, infrastructure managers, railway undertakings and the National investigation bodies¹.

Indicative amount to be committed in 2020 for activity (3)	EUR 400,000	Indicative timeframe for the grants award procedure	Invitation by the Commission to submit applications for a grant: Q3 2019 Evaluation of the grant applications: Q4 2019 Signature of specific grant agreements and implementation: Q1 2020
Period (Years)	3	Comments	On 2020 appropriations.
Indicative number of grant agreements	1		
Total PSA	EUR 400,000		

IN THE FORM OF GRANTS

c) Further development of the European Rail Locations Portal

- **Objective:**

The main part of the provisions of Commission Implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services entered into force on 1 June 2019. The Regulation introduces, inter alia, obligations on operators of rail service facilities to make publicly available the service facility description. Stakeholders had expressed their support for creating a common EU portal to allow for a single access point for such information, which is what the Commission did by outsourcing the activity to independent contractors. The European Rail Facilities Portal (hereafter 'the Portal') became fully operational in June 2019 (<https://railfacilitiesportal.eu/>). In June 2020, the Commission transferred the Portal to RailNetEurope. The objective of the financial support provided via this PSA is to further develop the Project on the European Rail Facilities Portal, which was developed and launched in April 2018 with the objective to constitute both:

- (1) a market tool providing all the necessary information on rail facilities for the planning of rail services; and
- (2) an administrative tool, aimed in particular at helping the service facility operators to comply with their information provision obligations under Commission Implementing Regulation (EU) 2017/2177;

allowing to monitor the number and type of service facilities and their attributes.

1. **Scope of the activities:**

The PSA would foresee further development and support the initial phase of the Portal's operations:

- (3) additional data collection to enhance existing data and ensure uptake of the portal by market participants, including promotional activities;

¹ Listed here https://www.era.europa.eu/agency/stakeholder-relations/national-investigation-bodies_en

- (4) adjustments in functionalities and interfaces based on the experience gained during development and deployment, in particular enhancing the dynamic (available capacity) module of the portal;
- (5) hosting, maintaining and operating the Portal.

During this phase the Portal owner should produce a clear concept on the development of the Portal with the purpose of ensuring its sustainability, by developing it as a business tool in addition to it being a compliance tool.

2. Legal basis:

The legal basis for this PSA are Articles 5.2(a) and 7(2)(j) of the CEF Regulation and Article 32(c) of the TEN-T guidelines Regulation, by facilitating information flows necessary for multimodal transport service operations.

3. Implementation

All three activities will be implemented through a direct grant in accordance with Article 195(f) of Regulation 2018/1046.

The targeted recipient is RailNetEurope, as this association is the owner of the Portal. The beneficiary will be allowed to subcontract some activities, if those require specific knowledge and skillset.

In the framework of this PSA, the Commission may set specific requirements in its invitation to submit an application for grant and further define the tasks/activities supported through this PSA.

The activities will be implemented by one or more contracts for a period of 2.5 to 4 years.

Indicative amount to be committed in 2020 for activities 1 and 3	EUR 340 000	Indicative timeframe for launching the call for proposals procedure	Invitation by the Commission to submit applications for a grant: Q3 2020
Period (Years)	Up to 4 years	Comments	
Indicative number of contracts	1		
Indicative amount to be committed in 2020 for activity 2	EUR 310 000	Indicative timeframe for launching the call for proposals procedure	Invitation by the Commission to submit applications for a grant: Q4 2020
Period (Years)	Up to 4 years	Comments	
Indicative number of contracts	1		
Total PSA	EUR 650 000		

IN THE FORM OF PROCUREMENT

d) Programme support action for the development of interactive dashboards on the basis of TENtec information to allow better and quicker access to information on the CEF Transport Programme

The objective of this action is to develop and maintain interactive dashboards on the CEF Transport Programme to ensure timely, targeted and high-quality data and information on the implementation of the Programme is available to DG MOVE and INEA at any given moment.

Such dashboards would present, amongst others, information related to the allocation of funds by policy objective and geographical distribution as well as the contribution of the CEF Transport Programme to the development of the TEN-T network.

To that end, the appropriations to implement the PSA will be transferred to INEA for the contracting of an expert in Business Intelligence/QlikSense dashboard development as well as the purchase of sufficient QlikSense licences for DG MOVE.

Indicative amount to be committed in 2020	0.32 million EUR on 2020 appropriations	Indicative timeframe for launching the call for tender procedure	Framework contract and additional licences – services to be requested end of 2020
Period (Years)	4 (indicative)	Comments:	

IN THE FORM OF GRANT

e) PROGRAMME SUPPORT ACTIONS FOR THE CEF TRANSPORT BLENDING FACILITY

• Objective:

The objective is to provide support to the EIB for actions supporting the preparation of the Blending Operations. Those actions and estimated related costs shall be described in the administrative agreement. It will include inter alia the following actions:

- identifying potential projects under the CEF Transport Blending Facility,
- providing the information required in accordance with Appendix D;
- responding to relevant questions from Applicants, potential applicants, or the Commission; and
- sharing relevant information where possible with the Commission from the monitoring of the implementation of the financing

• Legal basis:

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 is directly awarded to the EIB based on Article 195(g) of the Financial Regulation.

Implementation:

Indicative amount to be committed in 2019 and 2020	Up to EUR 2,000,000	Indicative timeframe	Application on continuous basis
Period (Years)	3	Comments	Technical assistance can be provided either until the budgetary envelope is exhausted, or until March 2021, whichever happens first.

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

PROGRAMME SUPPORT ACTIONS IN THE FIELD OF ROAD SAFETY

IN A FORM COMBINING GRANTS & PROCUREMENT

- a) Support Member States in collecting Key Performance Indicators (KPIs) for road safety and developing a methodology for road infrastructure safety assessment

Objective:

The objective is twofold: to assist Member States authorities in collecting Key Performance Indicators for Road Safety as referred in the Communication 'Europe on the Move. Sustainable Mobility for Europe: safe, connected and clean' (COM(2018) 293 final) and; to assist Member States' authorities in developing a common methodology for network-wide road safety assessment of infrastructure (as included in the Commission's proposal amending the Road Infrastructure Safety Management Directive).

Scope of the activities:

The objective of this PSA being twofold, this PSA combine both grants and the procurement for its activities.

- (1) Collecting Key Performance Indicators (KPIs) for road safety in the form of Grants

Supporting Member States authorities in collecting data and elaborating road safety KPIs on the basis of a common definition and methodology agreed by the High Level Group on Road Safety by May 2019.

The support is intended to address the cost resulting from:

- Capacity building.
- Definition of a common methodology for data collection.
- Data collection.
- Calculation of indicators on the basis of the data collected.

Time line:

- starting data collection on the second half of 2019 to validate the proposed indicators

- collecting data for 2020 to set the baseline
- collecting the first set of data for 2021 (first year of the new framework)
 - (2) Developing a methodology for road infrastructure safety assessment in the form of procurement
- Assisting the Member States authorities in the development of a common network-wide road safety assessment methodology by supporting the coordination costs, the expenses linked to the organisation of technical meetings and to the reporting of the results.
- The methodology shall, amongst other things, cover the type of historic data to be included in the assessment (e.g. traffic volumes and accident data), the geometric and operational characteristics of the roads covered and the facilities designed for the protection of vulnerable road users.
- It shall also include all other elements necessary to develop a harmonised classification of the road sections according to their in-built safety.
- The methodology shall assist in particular to identify the road sections and the type of counter-measures that would have the biggest impact to improve road safety.

Legal basis:

The legal basis for this PSA are Articles 5.2(a) and 7(2)(j) of the CEF Regulation and Article 18(b) of the TEN-T guidelines Regulation.

Implementation

As regards activity 1, the activity will be implemented either by grants or by a combination of both grants and procurement.

For the part of the PSA organised by grants, the Commission may set specific priorities in its invitation to submit a grant and further define the tasks/activities through this PSA. The targeted recipients of the grants are the Member States. Union financial aid shall be in the form of a grant covering up to 100 % of the eligible direct cost. Indirect cost shall not be eligible.

The grants shall be multiannual specific grants awarded in annual installments.

Indicative amount to be committed in 2019 for activity	EUR 5,000,000	Indicative timeframe for the grant award and procurement procedure	Q2 2019 - Q1- 2020
Period (Years)	3	Comments	On 2019 appropriations.
Indicative number of grant agreements / contracts	Between 1 and 4		
Total PSA	EUR 5,000,000		

As regards the activity 2,

the implementation shall be organised through procurement.

Indicative amount to be committed in 2019 for activity	EUR 300,000	Indicative timeframe for the procurement procedure	Call for tenders: May 2019 Signing of the contract: September 2019
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Period (Years)	3	Comments	On 2019 appropriations.
Indicative number of contracts	1		
Total PSA	EUR 300,000		

IN THE FORM OF GRANTS

b) Implementation of a Coordination mechanism to federate the National Access Points established under the ITS Directive (2010/40/EU)

The objective of this action is to support the implementation of delegated regulations under Directive 2010/40/EU regarding the requirements to make infrastructure, safety, traffic and travel data accurate and available to users such as transport authorities or service providers through National Access Points (NAPs). As announced in February 2020 in the [European Strategy for data](#), a stronger coordination mechanism to federate the National Access Points under the ITS Directive is to be established in 2020 through an EU-wide CEF Programme Support Action.

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, as a major contribution to the establishment of the Common European mobility data space.

The aim is to stimulate and accelerate the coordinated provision of ITS data to enhance the quality of services based on these data, through the setting-up of a long-term governance and the facilitation of national & EU wide operational co-ordination for the implementation of the European specifications. This action will in particular address the harmonisation of the development and evolution of the NAPs in order to improve the compatibility and interoperability of the features, the design and development of common tools related to data accessibility and exchange, as well as the planning and coordination of data collection initiatives.

The initiative is intended to benefit all public and private stakeholders of the sector, and contribute to the objectives of the Green Deal through increased digitalisation and support to new sustainable mobility services.

Legal basis

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

This Programme Support Action will be implemented through a grant awarded following a call for proposals to be published in 2020 and managed by DG Mobility and Transport. The grant will cover up to 85% of direct eligible costs (indirect costs shall not be eligible).

Indicative amount to be committed in 2020	12 million EUR on 2020 appropriations	Indicative timeframe for launching the call for proposals procedure	3 rd Trimester 2020 On DG Mobility and Transport website and EC website
Period (Years)	4	Comments:	

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

IN THE FORM OF PROCUREMENT

- c) Programme support action for the conversion of the European Alternative Fuels Observatory (www.eafo.eu) into a comprehensive Commission data portal on alternative fuels for monitoring the implementation of the Alternative Fuels Infrastructure Directive (2014/94/EU) and the TEN-T Regulation (Regulation (EU) No 1315/2013)

The objective of this action is to migrate, manage, maintain and update the European Alternative Fuels Observatory (EAFO) to ensure timely, targeted and high-quality data and information on the implementation of alternative fuels infrastructure under the Alternative Fuels Infrastructure Directive and the TEN-T Guidelines Regulation.

In view of the planned revisions of the Alternative Fuel Infrastructure Directive (2014/94/EU) and the TEN-T Guidelines Regulation, and given the general policy ambition on alternative fuels under the Green Deal, the European Commission and Member States’ public authorities need very reliable and comprehensive data, in order to monitor the deployment of alternative fuels infrastructure for all transport modes in the EU. This includes data on vehicles, infrastructure and policies.. Moreover, also market actors and the wider public will benefit from one common data-set with reliable and comprehensive data.

Legal basis

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

This Programme Support Action will be implemented through a call for proposals managed by DG MOVE.

Indicative amount to be committed in 2020	1.75 million EUR on 2020 appropriations	Indicative timeframe for launching the call for proposals procedure	3 rd Trimester 2020 On DG Mobility and Transport website and EC website
Period (Years)	3,85 (indicative)	Comments:	

1.4.3 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)

PROGRAMME SUPPORT ACTIONS IN THE FIELD OF SINGLE EUROPEAN SKY

IN THE FORM OF GRANTS

a) SESAR framework partnership agreement for the SESAR deployment management level (the Deployment Manager)

Commission Implementing Regulation (EU) No 409/2013² established a framework for mandating the synchronised deployment of essential air traffic management functionalities of the SESAR concept of operations. This framework defines four main instruments: common projects; the deployment governance; the deployment programme; and implementation projects. The deployment governance comprises: the policy level, under the responsibility of the Commission; the management level under the responsibility of the deployment manager; and the implementation level that includes operational stakeholders that are required to implement common projects.

The SESAR framework partnership agreement (FPA) is the contractual instrument (required under Article 9.5 of the above-mentioned Regulation) that binds the three levels of governance.

The Commission adopted the first common project (the pilot common project³) on 27 June 2014 and appointed the first deployment manager and established the first FPA on 5 December 2014. It approved the first deployment programme on 11 April 2016⁴ and its update on 19 December 2018⁵. The FPA and the mandate of the first deployment manager expire on 31 December 2020.

The objective of this programme support action is ensure the continuation of the Management Level (the Deployment Manager) and Implementation Level of SESAR Deployment Governance after 2020 in accordance with Commission Implementing Regulation 409/2013, through a framework partnership agreement awarded following a call for proposals.

The legal base for this programme support action are Articles 5.2(a) and 7.2(j) of the CEF Regulation. Union financial aid shall be in the form of grants for eligible direct costs (indirect costs shall not be eligible) awarded through specific grant agreements established under the FPA.

Maximum rate of co-financing	Not applicable	Indicative Timetable	Publication of the call for proposals Q4/2020
Indicative amount (2021 appropriations)	Not applicable		

IN THE FORM OF PROCUREMENT

b) Audits on the charging scheme of the Single European Sky 2019

Objective:

The objective is the inspection of the charging scheme requirements as detailed in Commission Implementing Regulation (EU) No 391/2013 (the “charging Regulation”) which sets out the

² Commission Implementing Regulation (EU) N° 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".

³ Commission Implementing Regulation (EU) N° 716/2014.

⁴ Commission Decision C(2016)2052.

⁵ Commission Decision C(2018)8560.

necessary details in terms of calculation of costs as well as calculation and transparency of charges. It covers both en route and terminal air navigation services.

Scope of the activities:

As part of the Single European Sky (SES) regulatory framework, a common charging scheme has been established in 2004 for the financing of air navigation services in Europe. The key principles are detailed in Chapter III of the service provision Regulation (Articles 14, 15, 15a) which provides for all the necessary requirements to ensure a fair and transparent charging. The scheme is based on two key principles defined at a worldwide level by the International Civil Aviation Organisation (ICAO): the user-pay and the cost-relatedness principles.

These principles are complemented by requirements covering transparency of accounts of air navigation service providers (Article 12).

Legal basis:

The legal basis for this PSA are Articles 5.2(a) and 7(2)(j) of the CEF Regulation and Article 25(3) of the TEN-T guidelines Regulation.

Implementation

Indicative amount to be committed in 2019 for activity	EUR 300,000	Indicative timeframe for the procurement procedure	Call for tenders: May 2019 Signing of the contract: September 2019
Period (Years)	1	Comments	On 2019 appropriations.
Indicative number of contracts	2		
Total PSA	EUR 300,000		

***PROGRAMME SUPPORT ACTIONS IN THE FIELD OF COMMUNICATION
IN THE FORM OF OTHER EXPENDITURE: Delegation to DG Communication***

c) Corporate Communication Action for the years 2019 and 2020 under the Multiannual Financial Framework 2014-2020 (Commission Decision C(2018) 4063 of the 04 July 2018) – General envelope

•Objective:

The general objectives 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.

• Scope of the activities:

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.

• Legal basis:

The legal basis for this PSA are Articles 5.2(a), 7(2)(j) and 28(2) of the CEF Regulation.

• Implementation

Indicative amount to be committed in 2019	EUR 285,000	Indicative timeframe	
Period (Years)	1	Comments	To be implemented via co-delegation to DG Communication
Indicative amount to be committed in 2020	390,000	Indicative timeframe	
Period (Years)	1	Comments	To be implemented via co-delegation to DG Communication
Total	EUR 675,000		

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

**PROGRAMME SUPPORT ACTIONS IN THE FIELD OF COMMUNICATION
IN THE FORM OF OTHER EXPENDITURE: Delegation to DG Communication**

d) Corporate Communication Action for the years 2019 and 2020 under the Multiannual Financial Framework 2014-2020 (Commission Decision C(2018) 4063 of the 04 July 2018) – Cohesion envelope

• Objective:

See section 1.4.3 (c)

• Scope of the activities:

See section 1.4.3 (c)

• Legal basis:

See section 1.4.3 (c)

• Implementation

Indicative amount to be committed in 2019	EUR 165,000	Indicative timeframe	
Period (Years)	1	Comments	To be implemented via co-delegation to DG Communication
Indicative amount to be committed in 2020	EUR 225,000	Indicative timeframe	
Period (Years)	1	Comments	To be implemented via co-delegation to DG Communication
Total	EUR 390,000		

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