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ANNEX

ANNEX

to the

Commission Implementing Decision

amending the multiannual work programme 2014-2020 on the financing of the Connecting Europe Facility - Transport sector

ANNEX

PART I

ANNEX VI

CEF Transport Blending Facility under the Multi-Annual Work Programme 2014-2020

1. INTRODUCTION

The multiannual work programme establishes the basis for the allocation of the Union financial support to Projects of Common Interest in the field of CEF - transport sector.

On the basis of the objectives set out in Regulation (EU) No 1316/2013 of the European Parliament ad of the Council (**CEF Regulation**), this amendment to the multiannual work programme contains the Actions to be financed with CEF investment grants and the budget breakdown for the years 2019 and 2020 for contributions to the CEF Transport Blending Facility.

Following an *ex-ante* assessment on the use of financial instruments under the Connecting Europe Facility conducted in 2014, a CEF Debt Instrument was established with funding contributions from the transport, energy and telecoms sectors to the European Investment Bank under the 2014 and 2016 annual work programmes adopted respectively on 18 December 2014 and 4 July 2016.

An assessment on the potential use of the Blending Facility for transport under the CEF, including on appropriate co-funding rates to support deployment of alternative fuels technologies, was conducted in 2018 and 2019 and constitutes an addendum to the more general 2014 *ex-ante* assessment mentioned above.

This assessment concluded that, given the current market failures in the financing of certain transport infrastructure sub-sectors and in view of recent developments, in particular the organisation of a CEF "Blending Call 2017", a Blending Facility for transport should be established under CEF with a primary focus on the specific sectors European Rail Traffic Management Systems (ERTMS) and deployment of Alternative Fuels.

In line with Article 2(6) of the of the Regulation (EU, Euratom) No 2018/1046 of the European Parliament and of the Council of 18 July 2018, the CEF Transport Blending Facility is a cooperation framework established between the Commission and development or other public finance institutions with a view of combining non-repayable forms of support, namely CEF grant and, whenever appropriate, financial from the CEF Debt Instruments, with any repayable forms of support from development or other public finance institutions, as well as from private-sector finance institutions and private-sector investors.

1.1. Definitions

In the framework of this work programme:

"**Action**" means any activity, which has been identified as financially and technically independent, has a set time-frame and is necessary for the implementation of a Project of Common Interest and which is eligible to be supported by Blending Operation in the form of a CEF grant. In the framework of this work programme Action shall concern only Works.

"**Applicant**" means a Member State, an international organisation, or a public or private undertaking or body who has submitted an application, supported by an Implementing Partner, for grants under the CEF Transport Blending Facility.

"**Blending Operation**" means a non-repayable form of support from the EU budget, and / or financial instruments from the EU budget, that is combined with repayable forms of support, including financing from Implementing Partners, and/or development or other public finance institutions, as well as from private-sector finance institutions and private-sector investors, within the CEF Transport Blending Facility, whereby, for avoidance of doubt, an "Operation" as defined in the Delegation Agreement shall constitute a Blending Operation.

"**Delegation Agreement**" means the delegation agreement between the European Union and the EIB signed on 22 July 2015 in respect of the Financial Instruments under the Connecting Europe Facility which takes into account the provisions laid down in Part III of Annex I of the CEF Regulation, as amended from time to time.

"**CEF Transport Blending Facility**" means a cooperation framework established between the European Commission (Commission) and Implementing Partners to support Blending Operations.

"**Implementing Partner**" means the European Investment Bank (EIB) and any other entity, such as national promotional banks, entrusted by the Commission with implementation of Union funds in accordance with Article 62(1)(c) of Regulation (EU Euratom) No 2018/1046 (the Financial Regulation).

"**Project of Common Interest**" as identified in Regulation (EU) No 1315/2013 of the European Parliament and of the Council[1].

"**Works**" as defined in Article 2 (5) of the Regulation (EU) No 1316/2013 means the purchase, supply and deployment of components, systems and services including software, the carrying-out of development and construction and installation activities relating to a project, the acceptance of installations and the launching of a project.

1.2. Legal basis

Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010, and in particular Article 16(a), 17(1) and (3) and Article 7(2)(a), 7(2)(b) and 7(2)(g) thereof, as amended by Regulation (EU, Euratom) No 2018/1046[2] of the European Parliament and of the

[1] Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

[2] Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU)

Council, including a new Article 16(a) on Blending Facilities, and as supplemented by the Commission Delegated Regulation (EU) No 2016/1649[3]– Annex, Point 2.4, concerning the CEF financial instruments.

1.3. Budget lines

Budget available under budget lines 06 02 01 01 and 06 02 01 02 with an additional transfer of EUR 72 647 033 from the budget line 06 02 01 05 – Creating an environment more conducive to private investments for transport infrastructure projects.

The distribution of the budget in the initial proportions and amounts is set out below:

- EUR 99 000 000 of the resources outlined in section 2.1 and 2.4 to 06020101 - Removing bottlenecks, enhancing rail interoperability, bridging missing links and improving cross-border sections; and
- EUR 99 000 000 of the resources outlined in section 2.2 to 06020102 - Ensuring sustainable and efficient transport in the long run.

1.4. Objectives pursued

This amendment to the multiannual work programme has the following general objectives:

- to enhance rail interoperability, deploy a sustainable and efficient transport system thereby promoting the decarbonisation and reduction of emissions of air pollutants of all transport modes along the Core and the Comprehensive Network referred in Regulation (EU) No 1315/2013 (the **TEN-T Regulation**), including the core nodes- listed in its Annex II;
- to increase, through blending, the participation of private sector investment in trans-European transport infrastructure financing; and
- to contribute to overcoming deficiencies of the European debt capital markets by offering risk-sharing for debt financing in the transport sector.

To support such objectives, the multiannual work programme provides for a contribution to the CEF Transport Blending Facility with a view to promote substantial participation of private-sector investors and financial institutions in infrastructure investment on:

(1) **deployment of ERTMS** in accordance with Article 13(a) of the TEN-T Regulation and;

(2) **deployment of Alternative Fuels** as defined in Article 2(1) of Directive (EU) No 2014/94 of the European Parliament and of the Council, and in accordance with Article 33 of the TEN-T Regulation.

These policy priorities fall within the following funding priorities under the CEF Regulation:

No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (OJ L 193, 30.07.2018, p.24)

[3] Regulation (EU) No 2016/1649 of 8 July 2016 supplementing Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe facility (OJ L 247, 15.9.2016, p.3).

- Funding priorities for the objective of removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections;
- Funding priorities for the objective of ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety.

1.5. Expected results

The implementation of the multiannual work programme aims at contributing to the realisation of the Trans-European transport network (TEN-T) thereby further enhancing the effectiveness and sustainable mobility of the TEN-T, while promoting growth and job creation, in line with the Europe 2020 strategy.

It is expected that the granting of support on the basis of Blending Operations as defined by this programme will contribute:

- to promoting substantial participation of private-sector investors and financial institutions in infrastructure investment contributing to the timely completion of the TEN-T network and;
- to the timely and efficient completion of a number of TEN-T projects in their entirety or in significant parts, to supporting the realisation of a robust and resource efficient European transport system, and to addressing climate change.

The Actions which will be completed with financial support allocated under the CEF Transport Blending Facility will contribute directly to the achievement of important transport policy objectives, such as: a better interoperability of the railways networks, facilitating the functioning of the internal market; and savings in terms of the environmental effects of transport, in particular contributing to addressing climate change.

2. CONTRIBUTION TO THE CEF TRANSPORT BLENDING FACILITY

The additional amount in the field of the Connecting Europe Facility – Transport sector to be allocated in 2014-2020 to the grant component of the CEF Transport Blending Facility shall be EUR 198 000 000,.

The indicative breakdown of annual instalments of the Union financial support reserved for the CEF Transport Blending Facility in years 2019 and 2020 is EUR 33 700 0000 and EUR 164 300 000.

In accordance with Article 16a(7) of the CEF Regulation, the Union, Member States and other investors may contribute to the CEF Transport Blending Facility, provided that the Commission agrees to the specifications of the eligibility criteria of Blending Operations and/or the investment strategy of the CEF Transport Blending Facility, which may be necessary due to the additional contribution and in order to meet the requirements of the TEN-T when carrying out Projects of Common Interest.

The work programme defines the means of implementation of the Union financial support.

2.1. CEF Transport Blending Facility - Priority 1 for the deployment of ERTMS

2.1.1.1. Eligibility requirements

Conditions and criteria on eligible applicants and Actions under the CEF Transport Blending Facility are set out in Appendix A (General eligibility) and Appendix B (Specific eligibility).

2.1.1.2. Form of Union contributions

Union financial support with regard to the grants element under the CEF Transport Blending Facility shall take the form of unit contributions derived from unit costs, as defined in Article 125.1(c) of the Financial Regulation.

Unit contributions are determined by the Decision authorising the use of unit contribution to support ERTMS deployment under the Connecting Europe Facility (CEF) - transport sector, dated 20 February 2019.

2.1.1.3. Disbursement conditions

The essential condition triggering the payment shall be based on the outputs, namely the number of units equipped. The unit is:

- for on-board: an ERTMS Baseline 3 equipped vehicle;
- for track-side: equivalent of one double track km (including ETCS and/or GSM-R and/or interlockings deployed).

The deliverables, notably demonstrating the TSI-compliance of the subsystem which will be the basis for assessment of a technical completion of the output, are defined in the Decision dated 20 February 2019 authorising the use of unit contributions to support ERTMS deployment under the Connecting Europe Facility (CEF) - Transport sector.

2.2. CEF Transport Blending Facility - Priority 2 for the deployment of Alternative Fuels

2.2.1.1. Eligibility requirements

Conditions and criteria on eligible applicants and Actions under the CEF Transport Blending Facility are set out in Appendix A (General eligibility) and Appendix B (Specific eligibility).

2.2.1.2. Form of Union contributions

Union financial support shall take the form of reimbursement of eligible costs actually incurred in line with the co-funding rates outlined below, as provided in Article 125(1)(b) of the Financial Regulation.

2.2.1.3. Eligible costs and rates of co-funding

Union financial support is set as a percentage of the eligible costs actually incurred as provided in the following table and subject to the conditions set out below:

Co-funding rates of the Action

Type of Alternative Fuel technology	Infrastructure	Mobile assets		
		Trucks and buses	Vessels	Railway vehicles
CNG	10%	10%	/	/
LNG	10%	10%	15%	/
Electricity	15%	20%	20%	/
Hydrogen	20%	20%	20%	20%

- As regards the mobile assets, the co-funding rate will apply to the eligible costs understood as the difference between the costs of a conventional solution and the costs of the innovative technology solution.
- As regards support to LNG trucks, the grant amount shall not exceed EUR 3000 per vehicle.
- For the deployment of dedicated electric charging infrastructure for the use of battery-electric buses in public transport, the co-funding rate is set at 20% of the eligible costs.
- For the deployment of LNG vessels in inland navigation, the co-funding rate is set at 20% of the eligible costs.

2.3. Common provisions

2.3.1. Implementation

The CEF Transport Blending Facility addresses market failures or sub-optimal investment situations, and provides additionality in accordance with Article 209 of the Financial Regulation.

The CEF Transport Blending Facility shall be implemented in accordance with Article 159 of the Financial Regulation and Article 16a of the CEF Regulation.

Pursuant to Art 159(1) of the Financial Regulation, Blending Operations will be managed by the Commission in direct management or by persons or entities implementing Union funds pursuant to point (c) of the first subparagraph of Article 62(1) of the Financial Regulation. The Activities to be performed by the Implementing Partner are described in section 2.3.2.1 and 2.3.2.2.

The Action is implemented under direct management, under Titles V and VIII of the Financial Regulation, and the financial instrument element is implemented under Title X of the Financial Regulation.

Detailed terms and conditions for implementing the CEF Transport Blending Facility, will be laid down in administrative agreements between the Commission and each Implementing Partner.

The administrative agreements will take into account the specific internal policies of the Implementing Partner, including, but not limited to, those related to confidentiality.

2.3.2. Entities participating in the CEF Transport Blending Facility

2.3.2.1. Activities performed by Implementing Partners

Each Implementing Partner will perform, *inter-alia*, the following activities:

- Initially screen the potential Blending Operation(s) and establish a Project Pipeline as defined and set out in section 2.3.3.1.
- Conduct an appraisal process as set out in section 2.3.3.2.
- Support to the application process as set out in section 2.3.3.3.
- Provide to the Commission relevant information, as specified in section 2.3.6.

In performing these activities, without prejudice to the provisions of the administrative agreements and to this work programme, the Implementing Partner shall apply its own rules, policies and procedures as amended, modified or supplemented from time to time.

When involved in financing, the Implementing Partner shall, without undue delay, notify the Commission in writing of the discontinuation or cancellation of its financing under the CEF Transport Blending Facility under which the Commission has entered into a Blending Operation and to the extent possible, the reasons for such cancellation.

2.3.2.2. Additional activities performed by the EIB

The Union's contribution to the CEF Debt Instrument is managed through indirect management by the EIB, as a risk-sharing partner, on behalf of the Union. The selection of the EIB as an entrusted entity has been made taking into account the Article 21(2) CEF Regulation and the requirements of Article 154 of the Financial Regulation.

Detailed terms and conditions on the management and implementation of the CEF Debt Instrument, including its monitoring and control, are laid down in the delegation agreement between the European Union and the EIB signed on 22 July 2015 in respect of the Financial Instruments under the Connecting Europe Facility (the **Delegation Agreement**) which takes into account the provisions laid down in Part III of Annex I of the CEF Regulation.

The governance processes set in the Delegation Agreement shall apply to Blending Operations in the form of "Operations" under the CEF Debt Instrument, while for Blending Operations taking the form of a CEF grant, the provisions of the present work programme will apply.

In accordance with the provision of CEF art. 16a(6), the Commission will, in cooperation with the European Investment Bank (EIB), study the possibility for the EIB to systematically provide first loss guarantees within CEF Transport Blending Facility in order to allow and facilitate additionality and the participation of private co-investors in the transport sector.

Hence, the Delegation Agreement will be complemented with a financial administrative agreement and if required, ancillary documents, setting out the provisions related to the implementation of the CEF Transport Blending Facility.

2.3.2.3. Activities managed by the Commission in direct management

The Commission on its own, or when applicable via the Innovation and Networks Executive Agency (INEA), will implement the following activities:

- Publish the work programme and the call for proposals for the CEF Transport Blending Facility.
- Review the Project Pipeline as defined below and proposed by the Implementing Partners and give guidance on the interpretation of the eligibility and prioritization criteria, as set out in section 2.3.3.1
- Regularly inform the CEF Committee, as set out in section 2.3.3.1 and 2.3.5.1.
- Check the eligibility of the grant application and the financial and operational capacity of the Applicant, as set out in section 2.3.4
- Evaluate the Application File in view of awarding Union contributions in the form of grants with the award criteria, as set out in section 2.3.4
- Adopt the selection decision for Actions receiving EU contribution, in line with Article 18(1) of the CEF Regulation as set out in section 2.3.5.1.
- Prepare and sign grant agreements as set out in section 2.3.5.2.
- Monitor the implementation of the Action as set out in section 2.3.5.

2.3.3. Initial screening and appraisal process and application

2.3.3.1. Initial screening by the Implementing Partners and provision of information to the CEF Committee by the Commission

In relation to each potential Blending Operation, an Implementing Partner shall perform an initial screening of the core elements of the project to be potentially supported by a Blending Operation. It shall assess the compatibility with the eligibility criteria set out in Appendices A and B and the prioritization criteria set out in Appendix C.

On the basis of the results of the initial screening, the Implementing Partner shall elaborate a list of potential projects that may request support from Blending Operations in the form of grants and submit it to the Commission on a quarterly basis (the **Project Pipeline**).

The Implementing Partner shall seek guidance from the Commission when establishing and updating its Project Pipeline.

The Commission shall regularly inform the CEF Committee on Project Pipeline, on the basis of the information provided by each Implementing Partner in line with the respective administrative agreement and in line with the Implementing Partner's rules, policies and procedures, in particular in terms of confidentiality.

2.3.3.2. Appraisal by Implementing Partners

Each Implementing Partner shall undertake an appraisal for the purpose of providing financing to the project potentially supported by a Blending Operation it has put forward to be included in the Project Pipeline. This appraisal includes an assessment of the operational and financial capacity of the Applicant for the purposes of its own financing.

After completion of its appraisal and approval of its financing, the Implementing Partner submits to the Commission an **Application File,** which includes:

- the **Project Report** prepared and provided by the Implementing Partners and consisting of information listed in Appendix D;
- the **Grant Application** form prepared and signed by the Applicant, consisting of the information listed in Appendix E and;
- the completed **Eligibility Check List** based on an assessment of the compatibility of the Grant Application with the eligibility criteria set out in Appendices A and B.

To the extent permitted under its internal confidentiality and compliance policies, the Implementing Partner will regularly report to the Commission on pre-screened projects which have been removed from the Project Pipeline, detailing the reasons of such removal, progress with the appraisal, including on the projects which have been negatively appraised, detailing the reasons of such removal. This information will allow the Commission to identify potential needs for advisory support to Applicants or to improve its policy.

2.3.3.3. Submission of the Application

Applications can be submitted at any time on rolling basis. They will be considered for evaluation on a quarterly basis at a given cut-off date. The project must have been included in the Project Pipeline and be supported by an Implementing Partner before the Application is submitted.

2.3.4. Evaluation by the Evaluation Commitee

The Commission shall evaluate the Application Files in view of awarding grant decisions for Union contribution support. The evaluation comprises the assessment of the proposal against the eligibility, selection and award criteria.

The Commission will set up an Evaluation Committee to evaluate the Application File submitted by the Implementing Partners. The Evaluation Committee will meet every quarter after the cut-off dates, to examine the submitted Application Files.

The Commission will check:

i. the eligibility of the Action on the basis of the Eligibility Check List and
ii. the following selection criteria: financial and operational capacity of the Applicant, taking into account the Project Report.

Taking into account the Application File, the evaluation is based on the following award criteria:

- Contribution to TEN-T policy priorities ;

In addition, the Commission shall, as appropriate, take into account the following award criteria:

- maturity based on the expected timing of the end of works;
- the budgetary constraints;
- the promotion of geographical balance and;

– the degree of participation of private sector investors in the financing of the project potentially supported by a Blending Operation.

2.3.5. Grant award decision by the Commission

2.3.5.1. Consultation of the CEF Committee

In accordance with the Article 25 of CEF Regulation, the CEF Committee will express an opinion on a proposed selection decision.

Following the positive opinion of the CEF Committee the Commission shall adopt the selection decision for Actions receiving EU contribution, including the name of rejected Applicants.

2.3.5.2. Preparation and signature of grant agreement and payments arrangements

A response, with appropriate justification, shall be provided to Applicants (with copy to the respective Implementing Partners) tentatively within 4 months from the quarterly cut-off date of application.

The rejection of an application by the Commission does not prevent an Implementing Partner from supporting the relevant project outside the CEF Transport Blending Facility or the Applicant to resubmit the proposal at a later stage.

Following the adoption of the selection decision, the Commission, through INEA, launches the preparation of the grant agreements with a view to sign them tentatively within 4 months from the time of selection decision.

Grant disbursement for selected Actions will be conditional upon evidence of reaching commitment of funding sources for the full costs of the project supported by the Blending Operation within 12 months from the date of the signature of the grant agreement.

The involvement of the same Implementing Partners in financial close is not a requirement for grant disbursement (i.e. a project may initially be supported by one Implementing Partner, but subsequently close with other Implementing Partners or other development or other public finance institutions, as well as from private-sector finance institutions and private-sector investors other than the beneficiary itself).

2.3.6. Monitoring of implementation of the Action

INEA is responsible for the technical and financial follow-up of grant agreements including carrying out necessary on-the-spot controls[4], analysis of Action Status Reports, Interim Report and Final Reports of the Actions, amendments, suspension, reduction, cancellation or termination of grants, processing of payment claims, validation of eligible costs, and administrative support to the beneficiaries in accordance with any specifications of the call and the grant agreement.

In order to provide the Commission with an overview of the projects supported by the Blending Operations, and while respecting the confidentiality requirements of the beneficiary, the Implementing Partner, shall promptly inform the Commission on the occurrence of

[4] Article 183 of the Financial Regulation applies for what concerns the grant taking the form of unit contributions.

payments events of default, or of events related to compulsory prepayments or of events related to suspension of disbursement during the loan availability period. The Commission will treat this information as confidential.

A beneficiary who has signed a financial agreement with financial institutions or private sector investors, which are not Implementing Partners, shall inform the Commission on the progress of the projects supported by the Blending Operations and in particular share information related to the disbursement of the financing which may impact the implementation of the Action.

2.3.7. Start and end date of Action

The Action and the related costs incurred are eligible for funding as of the date of submission of the grant Application File and until 31 December 2023.

2.3.8. Indicative implementation timetable

- Second quarter of 2019: the financial administrative agreement with the EIB enters into force.
- Throughout 2019: administrative agreements with potential Implementing Partners other than the EIB, finalized and enter into force.
- Second quarter of 2019: launching of the CEF Transport Blending Facility
- From third quarter of 2019: establishing the Project Pipelines.
- From fourth quarter of 2019: Applications received for Blending Operations.
- Applications for Blending Operations shall be submitted either until the budgetary envelope is exhausted, or until March 2021, whichever happens first.

2.4. CEF Transport Blending Facility - Programme Support Action in the form of Grant

2.4.1. Programme Support Action for the CEF Transport Blending Facility

In accordance with the Commission Implementing Decision C(2018) 146[5], support can be requested to EIB - under the coordination of the European Investment Advisory Hub (EIAH) – to receive technical assistance to enhance preparation of projects to be supported by the Blending Operations.

This technical assistance can be used notably to :

- 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

[5] Commission Implementing Decision C(2018) 146 of the 17 January 2018 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

Benefit Analysis (CBA), the viability of any PPP/Concession scheme and the technical aspects of the project.

– Providing budget for targeted capacity building in Member States for the private financing of transport infrastructure.

APPENDICES

- Appendix A: General Eligibility criteria of the Action
- Appendix B: Specific Eligibility Criteria of the Action
  (1) Deployment of ERTMS
  (2) Deployment of Alternative Fuels
- Appendix C: Specific criteria to prioritize potential Blending Operation supporting projects to be included in the Project Pipeline
  (1) Deployment of ERTMS
  (2) Deployment of Alternative Fuels
- Appendix D: Template for the information to be provided by the Implementing Partners to support the Application
- Appendix E: Template for the information to be provided by the Applicants
  (1) Deployment of ERTMS
  (2) Deployment of Alternative Fuels

APPENDIX A: GENERAL ELIGIBILITY CRITERIA

1. ELIGIBLE APPLICANTS

In accordance with Article 9 of the CEF Regulation, the grant related elements under the CEF Transport Blending Facility shall be eligible to receive Union financial support only if presented by:

- one or more Member States, and/or
- international organisations, joint undertakings, or public or private undertakings or bodies or entities established in Member States with the agreement of the Member States concerned, and/or
- entities which do not have legal personality under the applicable national law, with the agreement of the Member States concerned, provided that their representatives have the capacity to assume legal obligations on their behalf and offer a guarantee for the protection of the Union's financial interests equivalent to that offered by legal persons.

Applications submitted by natural persons are not eligible.

Grounds for Exclusion

In the publication of the call for proposal as per 2.3.2.3, the Commission shall draw Applicants' attention to Articles 136 and Article 137 of the Financial Regulation.

2. ELIGIBLE ACTIONS

2.1. General eligibility criteria

Only Actions which are part of a Project of Common Interest identified in the TEN-T Regulation may receive Union financial support in the form of CEF grant under the CEF Transport Blending Facility.

Actions that comply with the specific eligibility criteria referred to in Appendices A and B will be deemed to be part of a Project of Common Interest and to comply with the following:

- contribute to the objectives falling within at least two of the four categories set out in Article 4 of TEN-T Regulation;
- comply with Chapter III of TEN-T Regulation;
- demonstrate European added value.

Actions shall be economically justified as assessed by the Implementing Partners in accordance with their respective administrative agreements, including, if applicable, on the basis of the socio-economic cost-benefit analysis.

2.2. Minimum contribution

The CEF grant per Action shall be in excess of EUR 1 million.

The minimum size of the Implementing Partners financing to a project supported by the Blending Operation shall be EUR 5 million. EIB project loan size is typically at least EUR 12,5 million.

For small projects the use of intermediation and aggregation vehicles, notably EFSI Investment Platforms, referred to in Article 204 of the Financial Regulation as "Financial Support to third parties", and the involvement of national promotional banks is recommended, where appropriate.

2.3. Location of Actions

Works relating to the deployment of infrastructure for Alternative Fuels and for the track-side deployment of ERTMS shall be located on, or within a maximum distance of 10 km from the trajectories of the TEN-T Core Network, or in nodes of the Core Network as listed in Regulation 1315/2013 Annex II.1 and II.2. By way of derogation, for a given Action up to 20% of the budget allocated to infrastructure per Action may be used for Works that are located on the Comprehensive Network.

Works relating to mobile assets concerning either the deployment of ERTMS on on-board components or deployment of alternative fuels shall be eligible provided they are used on the European transport network.

APPENDIX B: SPECIFIC ELIGIBILITY CRITERIA

1. DEPLOYMENT OF ERTMS

1.1. Compliance with relevant legislation

ERTMS Actions supported by CEF shall be:

– compliant with Commission Regulation (EU) No 2016/919 or subsequent versions, and with Directive (EC) No 2008/57 and Directive (EC) No 2004/49, or Directive (EU) No 2016/797 and Directive (EU) No 2016/798 or subsequent versions.

– Baseline 3 (B3) compliant.

Baseline 3 (B3) meaning the set of specifications #2 or #3 in table A2.2 or A2.3 of the Annex of the Commission Regulation (EU) No 2016/919.

Actions should ensure that spatial data provided to the Commission is compliant with Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community.

1.2. Specific conditions for ERTMS on-board (OB) installation

Only proposals addressing the fitment, retrofit or upgrade of vehicles[6] with B3 compliant ERTMS may be funded under this CEF Transport Blending Facility.

1.3. Specific conditions for ERTMS trackside (TS) deployment/upgrade

Only proposals addressing ERTMS TS installation compliant[7] with B3 ERTMS or upgrade[8] of lines to B3 compliant ERTMS version may be funded under this CEF Transport Blending Facility. Associated infrastructure works for interlockings may also be funded.

Studies, applications covering solely GSM-R component of ERTMS and/or works related to Class B system(s) are excluded from the scope of this specific objective.

2. DEPLOYMENT OF ALTERNATIVE FUELS

2.1. Compliance with relevant legislation

In view of the requirements of Directive (EU) No 94/2014 and Commission Delegated Regulation (EU) 674/2018, Actions should clearly outline how:

– They comply with Article 4 (9) and (10) of Directive (EU) No 94/2014, providing users with the possibility to recharge on an ad-hoc basis (without the need of having to enter into a contract) and ensuring that prices charged are reasonable, easily

[6] As defined in the Decision authorising the use of unit contributions (derived from unit costs) for ERTMS deployment in CEF Transport, Ares dated XX January 2019.

[7] See footnote 9

[8] See footnote 9

comparable, transparent and non-discriminatory. Action should make use of the Common Methodology for Alternative Fuels Unit Price Comparison[9].

– They ensure that the communication between the recharging point and the IT back end system is based on an appropriate open standard protocol.

Actions concerning vehicles shall outline their approach to compliance with Directive (EU) No 40/2010 on Intelligent Transport Systems and subsequent delegated and implementing acts, in particular static and dynamic data related provisions under Commission delegated Regulation (EU) No 962/2015 and delegated Commission Regulation (EU) No 1926/2017:

– Actions need to ensure that data generated by the Actions are accessible through National Access Points, or common Access Points, for users for reuse of data for providing services, following requirements of delegated Commission Regulation (EU) No 962/2015.

– Where National Access Points, or Common Access Points, are not operational yet, accessibility of static and dynamic data generated by the Action needs to be ensured by the time the National Access Point, or Common Access Points become operational.

For recharging and refuelling infrastructure for vehicles, Actions should ensure that data are in the format of Datex II (CEN/TS 16157) or upgrades of that standard and cover the following elements:

– Static data: location, GNSS coordinates, address (street name, zip code, city), list of available charge-solutions (Power, Modes), list of available connectors (plugs, sockets, induction plate, battery swapping), opening hours, identification and payment methods, contact info for owner/operator, full e-mobility code of the charging point (for electric mobility)

– Dynamic data (note: this requires charging points to be digitally connected to a central system): real-time availability (if the station is operational/ non-operational) and occupation status (free, occupied), price for ad-hoc charging energy source.

Actions should ensure that spatial data provided to the Commission is compliant with Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community.

2.2. Specific conditions for infrastructure:

The deployment of refuelling and recharging points for electricity, hydrogen and compressed or liquefied natural gas supply in accordance with Articles 4, 5 and 6 of Directive 2014/94, including, when relevant, fixed and mobile storage and bunkering solutions as well as installation of refuelling and recharging points for electricity and hydrogen supply for waterborne transport, for use of:

– private operators on the conditions that the refuelling and recharging points are accessible to the public without any limitation on a 24/7 basis;

– public authorities or of operators for the discharge of public service obligations under a public service contract within the meaning of Regulation (EC) No 1370/2007.

[9] Regulation (EU) 2018/732

For the purpose of this work programme, recharging points including one or more supply point/station, and other equipment related to the functionality of the points of supply, such as opportunity-based charging devices for buses, battery swapping facility and the storage facility, as well associated costs for the site adaptation and the connection to the grids. Costs related to land acquisition, renting/leasing of facilities, permits and indirect costs, such as staffing and administrative costs, are not eligible.

Support to recharging points that allow for a transfer of electricity to an electric vehicle with a power less than or equal to 22 kW, is excluded.

Dedicated electric charging infrastructure for the use of battery-electric buses in public transport may include charging points and opportunity-based charging devices or at bus depot, and related energy storage facility.

2.3. Specific conditions for mobile assets:

Proposals concerning the acquisition or retrofitting of heavy-duty vehicles and vessels running exclusively on alternative fuels as referred to in Articles 4, 5 and 6 of Directive 2014/94 as well as deployment of electric and hydrogen powered vessels for waterborne transport and hydrogen powered railway vehicles for use in:

- Private operator vehicle fleets on the condition that the vehicles shall remain in operation on EU territory for at least 5 years from the date they are put in operation;
- Public authorities vehicle fleets or fleets of operators for the discharge of public service obligations under a public service contract within the meaning of Regulation (EC) No 1370/2007 on the condition that the vehicles shall remain in operation on EU territory for at least 5 years from the date they are put in operation;
- Private fleets of ships and vessels, excluding cruises, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation;
- When deployment of vehicles is performed through retrofitting, those vehicles must be retrofitted to the standard of zero- vehicle emission (at tailpipe).
- For maritime vessels, the eligible works shall consist of the following:
    - Fitting of new built vessels with LNG / electric / hydrogen propulsion systems, including, if necessary, dual-fuel systems operating with conventional fuel as secondary element
    - Retrofitting by conversion and replacement, of conventional fuel engines, by LNG / electric / Hydrogen propulsion systems, including if necessary dual-fuel systems
    - This can cover the main propulsion system and/or auxiliary system.

Support to the acquisition or retrofitting of light duty vehicles and coaches is excluded.

Only the difference between the costs of a conventional solution and the costs of a new technology solution are eligible. The applicant will submit evidence of conventional solution costs and new technology costs.

APPENDIX C: SPECIFIC CRITERIA TO PRIORITIZE POTENTIAL BLENDING OPERATIONS SUPPORTING PROJECTS TO BE INCLUDED IN THE PROJECT PIPELINE BY THE IMPLEMENTING PARTNERS

1. GENERAL CRITERIA FOR PRIORITISATION

The Implementing Partners shall as appropriate take into account the maturity based on the expected timing of the end of works that shall in any case be no later than 31 December 2023.

As part of the consideration for entry to the Project Pipeline, priority will be given to the projects corresponding to one or more of the criteria set out below.

2. DEPLOYMENT OF ERTMS

Priority will be given to the potential Blending Operations for which the Action relating to the deployment of ERTMS:

- includes vehicles for international freight traffic; and/or
- provides coordinated deployment across Member States; and/or
- aggregates more than 1 Applicant as following:
    - for on-board actions: One or more Railway Undertakings and/or leasing companies and/or rolling stock owners;
    - for track-side actions: one or more Infrastructure Managers and/or Member States;
    - for combined on-board and track side actions gathering beneficiaries of both on-board and track-side actions.

3. THE DEPLOYMENT OF ALTERNATIVE FUELS

Priority will be given to the potential Blending Operations for which the Action relating to the deployment of Alternative Fuels:

- supports public authorities or operators for the discharge of public service obligations under a public service contract within the meaning of Regulation (EC) No 1370/2007;
- includes both the deployment of alternative fuels infrastructure and mobile assets;
- demonstrates that it addresses specific needs or filling specific gaps in the existing TEN-T core network, with a link to the relevant national policy framework as adopted under Directive (EU) No 94/2014[10], or is located in TEN-T urban nodes and involves the integration of public accessible recharging or refuelling infrastructure into multi-modal hubs;
- supports the deployment of zero and low-emission (at tailpipe) in vehicles (battery-electric, fuel-cell, hydrogen, plug-in hybrid), railway vehicles (hydrogen) and/or inland waterways or maritime vessels and/or infrastructure;

[10] COM(2017) 652

APPENDIX D: TEMPLATE FOR THE INFORMATION TO BE PROVIDED BY IMPLEMENTING PARTNERS TO SUPPORT THE APPLICATION

The Implementing Partner and […] (the "Applicant") have been engaged in discussions about the financing of […], which is the project proposed to be supported by the provision of the CEF grant (such provision to be defined as the "Blending Operation"). It is the opinion of the Implementing Partner (based on its appraisal of the proposal for the project to be supported by the Blending Operation made for the sole purpose of its own financing) that the aforementioned project, as described in the enclosed documents, is eligible to apply for support by the Blending Operation with reference to the eligibility criteria set out in Appendices A and B of the multiannual work programme for financial assistance under the Connecting Europe Facility – Transport sector for the period 2014-2020 (the "Work Programme") and, the specific criteria to prioritise projects in the Project Pipeline set out in Appendix C. Terms defined in the Work Programme shall have the same meanings in this letter and its attachments.

The foregoing opinion is made without any warranty or assurance as to its reasonableness, and without any legal responsibility. We understand that the final decision on eligibility will be taken by the European Commission.

- **Enclosure 1**: a) the Project Report which is an extract of the economic, technical and financial analysis undertaken by the Implementing Partner for the purpose of the approval by its own governing bodies of its own financing of the project to be supported by the Blending Operation; and b) the Eligibility Check List; and
- **Enclosure 2:** a copy the Grant Application as completed by the Applicant, which is delivered by the Implementing Partner on behalf of the Applicant. The content, completeness and accuracy of the information provided in Enclosure 2 is of the exclusive responsibility of the Applicant and has been relied upon by the Implementing Partner in its preparation of Enclosure 1. The Implementing Partner bears no responsibility or liability for the Grant Application or its contents nor for any other information or declaration provided by the Applicant in order to benefit from a non-repayable financial support under the CEF Transport Blending Facility.

In support of your evaluation, we can further confirm that on [date] the Implementing Partner's governing bodies have approved a financing of up to EUR [ ] to the project to be supported by the Blending Operation. The availability of this financing is conditional, inter alia, on the signature of legal documentation in a form acceptable to the Implementing Partner, the fulfilment of any conditions set out in that documentation (which may include receipt of an investment grant or equivalent additional financing) and the absence of any event of default or other event or circumstance that would relieve the Implementing Partner from any financing obligation.

Enclosure 1:

(a) Analysis of the project by the Implementing Partner Project Report

– Summary description of the proposed project to be supported by the Blending Operation[, including […] (the "Action")]

– Expected uses of funds and expected sources of funds (financial plan) including the leverage and multiplier effects

- Nature of the Implementing Partner's financing under the CEF Transport Blending Facility, and key characteristics thereof, including whether part of the financing will be backed by or other EU financial instruments or budgetary guarantees.
- Assessment of key performance and impact indicators, including related to climate mitigation and adaption, if relevant, as prepared in the Implementing Partner's documentation for its governing bodies
- Assessment of the Applicant's capacity to implement the project to be supported by the proposed Blending Operation
- Financial viability of the project to be supported by the proposed Blending Operation.
- Economic justification of the project to be supported by the proposed Blending Operation, including the results of the Cost Benefit Analysis (if performed).

(b) Eligibility Check List

Enclosure 2: Copy of the Grant Application Form (as completed and submitted by the Applicant in the TENtec Information System), as described in Appendix E

APPENDIX E: TEMPLATE FOR THE INFORMATION TO BE PROVIDED BY THE APPLICANTS (Enclosure 2)

A. Outline of the Grant Application Form

Information concerning the Blending Operation, including breakdown for activities related with the Action:

- Scope and objectives, including the location of the Action
- Coherence with the CEF objectives and EU policies
- Compliance with regulations
- Institutional framework of the project (e.g. permitting, EIA, etc)
- Description of the activities of the Action
- Description of the technological state-of-the-art of the proposed action, also in relation to previous EU-funded R&I projects
- Grant amount applied for, together with breakdown, justification and method for calculation
- Expected Results/Indicators
- Milestones and means of verification
- Economic justification and financial sustainability, including:
  - For projects supporting the deployment of ERTMS a summary of the Cost Effectiveness Analysis or Costs Benefit Analysis and related key performance indicators.
  - For projects supporting the deployment of Alternative Fuels a summary of the economic and financial Cost Benefit Analysis and related key performance indicators.
- Climate Mitigation and Adaption aspects
- Indicative project calendar , including start and end date for the Action
- Description of procurement procedure based on best value for money principle and if relevant, obligations in terms of transparency and publicity.
- Monitoring, reporting and evaluation
- Communication and visibility
- Identification of the Applicant, contact and signature
- Indication of coordinating Applicant (if applicable)
- Information on affiliated entities (if applicable)
- Contact details and legal status of the Applicant
- Identification of the Member State concerned, contact and signature
- Sources of financing of the potential Blending Operation, including the CEF grant requested
- Information demonstrating the operational and financial capacity of the Applicant

- Eligible costs by activity for deployment of Alternative Fuels

In addition, it is required to provide:

- A declaration of non-exclusion
- A declaration on compliance with EU law
- The confirmation that the project does not receive any other Union funding through grants, without prejudice of the Article 15(4) of the CEF Regulation.

B. Specific information to be provided as part of the Application

1. DEPLOYMENT OF ERTMS

<u>For (parts of) proposal related to the retrofitting, upgrade or fitment of vehicles</u>

- Identification of the vehicle(s) type(s), including its basic characteristics, supplier, serial numbers of vehicles to be retrofitted, etc.;
- Comprehensive description of the current on-board subsystem (ERTMS in case of upgrade proposals), including when applicable details of the TSI CCS, baseline, level, hardware, optional functions and a copy of the authorisation to place them into service;
- Identification of a line(s) on which vehicles operate today and/or on which they are expected to operate in the near future;

A statement committing the beneficiary to inform INEA during the implementation on the following:

- Information regarding test results (test report) in line with the applicable CCS TSI;
- EC declaration of conformity for each interoperability constituent relevant for ERTMS issued by the supplier or the supplier's authorised representative established within the Union, including the certificate of conformity from a Notified Body;
- A copy of the official EC declaration of verification of the subsystem issued by the applicant for each Control Command Signalling subsystem installed on a vehicle including the EC certificate of verification of subsystem from a Notified Body and the safety assessment report following section 3.2.1 of applicable CCS TSI; The technical compatibility details of the certificates should be provided using the template developed by the European Union Agency for Railways;
- A copy of an application for authorisation of the vehicle(s) or the authorisation itself, in case available by the time the final payment claim is due including the Clear identification of all the vehicle units according to the ERA standards and registers that will allow to trace the ERTMS installed in the applicable vehicles to the technical deliverables requested;
- Information on contractual arrangements with suppliers, e.g. offer, contract, provision(s) for future software upgrade, error(s) corrections, maintenance, etc.

<u>For (parts of) proposals related to trackside</u>

- Expected date when the ETCS track-side subsystem equipped section will be authorised to be placed in service;

- The characteristics of the railway line, including length, single/double track, etc.;
- Description of the ERTMS track-side subsystem to be installed including baseline (including ETCS system version), level, etc. For upgrade, also a description of the ERTMS track-side subsystem already in service, including level, baseline, hardware, optional functions, etc. should be provided;
- The geographical location of the trackside equipment as well as the proportion (based on the length and unit contribution requested) of the trackside equipment respectively on the core and comprehensive network.

A statement committing the beneficiary to inform INEA during the implementation on the following:

- Engineering rules and operational test scenarios in line with the definition set out in chapter 6 of the applicable CCS TSI;
- Information regarding tests results in line with the applicable CCS TSI, performed with on-board units provided by at least one different supplier to the one in charge of the equipment of the line. The on-board units used for tests shall be compliant with the applicable CCS TSI;
- EC declaration of conformity for each interoperability constituent relevant for ERTMS issued by the supplier or the supplier's authorised representative established within the Union, including the certificate of conformity from a notified conformity assessment body;
- a copy of the official of the EC declaration of verification of the subsystem issued by the applicant for each Control Command Signalling subsystem installed including the EC certificate of verification of subsystem from a Notified Body and the safety assessment report following section 3.2.1 of applicable CCS TSI;
- a copy of the official positive opinion of ERA according to EC Recommendation of 18 July 2018[11], in case this is not applicable due to the date of the project tender, the Function list and list of interoperability issues and respective evidence that ensures that the risks are mitigated. This list shall be updated during the implementation of the Action based on the milestones;
- a copy of an application for an authorisation for placing the Control Command Signalling trackside subsystem in service or the authorisation itself in case available by the time the final payment claim is due.

2. THE DEPLOYMENT OF ALTERNATIVE FUELS

The Applicants shall provide for all mobile assets a table clearly identifying the costs of the innovative solution against the conventional solution and explaining the Δ (delta) of the costs that are eligible for co-funding: e.g. Δ = D (Cost of conventional fuel mobile assets) – I (Cost of mobile assets using alternative fuels) or in the case of retrofitting Δ = C (conventional subsystem to be retrofitted – I (Cost of retrofitted subsystem using alternative fuels)…

Furthermore, a statement committing the beneficiary to inform INEA during the implementation of the grants and before payments, of the following information:

[11] Commission Recommendation of 18 July 2018 on guidance for the harmonised implementation of the European Rail Traffic Management System in the Union (2018/C 253/01)

- a clear identification of the recharging or refuelling points including number of points, type, basis characteristics, suppliers concerned, ownership, duration and geography of use, including information on the location and the relation to the implementation of TEN-T Regulation;
- a clear identification of the vehicles, types, basis characteristic, suppliers concerned, ownership, intended duration of use and in case of vehicles for retrofitting a serial number
- a clear identification of the vessels, types, basis characteristic, suppliers concerned, ownership, intended duration of use, and in case of vessels for retrofitting a serial number or of other relevant information;
- information on users of vehicles and fleets, including clear information on how to ensure flexibility for user payment, including the need for ensuring the possibility of ad-hoc payment, and conditions of easy, non-discriminatory access and price transparency and comparability for users;
- information on static and dynamic data collection and reporting requirements implemented, including the mandatory accessibility of data through national or common Access Points, data formats and reporting schedules;
- information on relevant planning and authorisation procedures, and a description of risk mitigation measures to avoid delays.

PART II

ANNEX V

related to Programme Support Actions of the Connecting Europe Facility under the multiannual work programme for 2014-2020 for Connecting Europe Facility – Transport sector

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:

1.1. Programme Support Actions on 2014 commitment appropriations

1.2. Programme Support Actions on 2015 commitment appropriations

1.3. Programme Support Actions on appropriations 2016-2020

1.4. Programme Support Actions on appropriations 2019-2020

1.1. Programme Support Actions on 2014 commitment appropriations

1.1.1. 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 195(d) of the Regulation (EU, Euratom) 2018/1046 on the financial rules applicable to the general budget of the Union

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 238 of the 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. This financial assistance includes the travelling and subsistence costs of the Commission staff assisting the coordinators during their missions.

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

1.1.2. 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

1.1.3. 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 195(d) of the Financial Regulation 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) 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

(b) 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	2	Comments	Estimated duration of the

contract			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.

1.1.4. 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 Members 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 195(g) 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 195(d) of the Financial Regulation), 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 195(d) of the Financial Regulation)

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	Gyõr-Sopron-Ebenfurti Vasút Zrt./Raab-Oedenburg-Ebenfurter Eisenbahn AG
Hungary	Nemzeti Infrastruktúra Fejlesztõ Zrt
Latvia	VAS Latvijas Dzelzcels
Lithuania	AB Lietuvos Geležinkeliai
Poland	PKP Polskie Linie Kolejowe SA
Portugal	Rede Ferroviária Nacional
Romania	Compania Natională de Cai Ferate "CFR" – SA
Slovakia	Železnice Slovenskej Republiky
Slovenia	Rail infrastructure manager
	Rail Baltic/Rail Baltica body[12]

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 Deadline for applications: Q3 2014 Information to applicants on the outcome of the evaluation: Q4 2014
Indicative total amount (2014 appropriations only)	EUR 10,920,000		
		Comments	Estimated duration of the actions: 7 years

1.2. Programme Support Actions on 2015 commitment appropriations

1.2.1. 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

[12] As referred to in the Prime Ministers' Joint Statement of 8 November 2013 made in Riga.

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 195(f) of the Financial Regulation.

The legal basis[13] 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: 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

(b) 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.

(c) 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

[13] Where referred to in this Annex, the term Legal Basis refers to the provisions authorising the expenditure.

implementation of the action pan "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	**4,889,389**	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.

1.2.2. 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[14].

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;
- 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

14 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

IN THE FORM OF PROCUREMENT

(a) 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.

(b) 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 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		

(c) 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.

(d) 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	2		

contracts			

(e) 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/EU[15] 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 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.

1.3. Programme Support Actions on appropriations 2016-2020

1.3.1. 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.

[15] 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.

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 195(c) of the 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/EC[16] 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.

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,[17] 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 195(d) of the 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	**Infrastructure Managers:** Jernbaneverket (NO) Trafikverket (SE) the Øresundsbro Konsortiet Banedanmark (DK) DB Netz AG (DE)

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

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		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	**Infrastructure Managers/Allocation Bodies:** ÖBB-Infrastructure (AT) SŽDC (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	**Infrastructure Managers/Allocation Bodies:** 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	**Infrastructure Managers/Allocation Bodies:** SNCF Reseau (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	**Infrastructure Managers/Allocation Bodies:** (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 combing 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 195(g) of the Financial Regulation.

Maximum rate of co-financing of direct eligible costs	90%	Indicative Timetable	Application on continuous basis
Indicative total amount (2018 appropriations only)	EUR 3000 000 on 2018 appropriations		
		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 2021-2027.

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 3,526,878 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	Renewal of the contracts
Indicative number of contracts	10	Comments	Estimated duration of the contracts: two years (2020 and 2021) Previous contracts:

			9,900,000 on 2014 appropriations 3,500,000 on 2020 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 consists 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

1.3.2. 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/EC[18] 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

[18] 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.

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.

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 195(f) 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 Regulation[19].

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

[19] COM(2015) 613 final

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.

(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 a implemented as a grant from the European Commission directly provided to the European Aviation Safety Agency based on Article 195(d) of the 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.

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	• 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

(b) 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 195(d) of the 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	2 million EUR on	Indicative timeframe	1st Semester 2018

to be committed in 2018	2018 appropriations	for issuing a request to submit proposals to the Member States	In addition, the Action will also be published On DG Mobility and Transport website and Europa website
Period (Years)	1		

(c) 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"[20] related 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);

(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 195(d) of the 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.

[20] 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'

- 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		

1.3.3. 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 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

(b) 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 5,500,000	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

(c) 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 Article 195(d) of the 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: • EUR 1,000,000 for EUROCAE and • EUR 500,000 for ESO's (ETSI and CEN) Estimated duration of the actions: 4 years

Indicative number 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 PROCUREMENT

(d) 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 Regulation[21] 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)[22] or Voice Channels Spacing (VCS)[23] 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	EUR 119,500	Indicative timeframe for the procurement procedure	Signature of the contracts in 2016
Period (Years)	1	Comments	EUR119,500 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		

[21] 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

[22] 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

[23] 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

(e) 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 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 committed in 2018	EUR 15.000.000 on 2018 appropriations, plus EUR 165.000 for 2018 (task 2)	Indicative timeframe for the procurement procedure	Q2 2018 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)

(f) 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
Indicative number of contracts	2		

			appropriations

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.

(g) 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 207.800 on 2017 appropriations	Indicative timeframe for the procurement procedure	Q3 2017
Indicative amount to be committed in 2018 for Studies 2 and 3	EUR 140.850 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		

(h) 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).

(i) 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.

(j) 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

(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	
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 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)	2	Comments	
Indicative number of contracts	2		

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 transport[24] 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

[24] As detailed in the 2013 Naiades Communications "Towards quality inland navigation transport"

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 195(f) of the Financial Regulation.

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 3rd 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 provision provided by Chapter 1, section 1 – 11.1(b) of the Annex I – Procurement of the 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 Regulations[25] under Directive 2010/40/EU[26] 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.

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

26 OJ L 207 of 6.8.2010, pp. 1–13

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).

Indicative amount to be committed in 2017	2 million EUR on 2017 appropriations	Indicative timeframe for launching the call for proposals procedure	1st 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**	Indicative timeframe for launching the call for proposals	Q3 2016 on DG Mobility and Transport website and

	appropriations	procedure	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,[27]
- 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 195(d) of the Financial Regulation.

[27] i.e. technical artefacts maintenance and validation tools and test platform

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.
- 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 In addition, the Action will be also published DG Mobility and Transport website and Europa website
Indicative amount to be committed on 2019 budget appropriations	EUR 2,000,000		
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 195(c) of the 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 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)	EUR 5,000,000 On 2017 appropriations		
		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 though 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		

1.3.4. 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 195(d) of the 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

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 partcular 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 years (2019 and 2020)
Indicative number of contracts	1		
Indicative amount to be committed in 2020 for activity (1)	EUR 750,000	Indicative timeframe for the procurement procedure	Renewal of the contract *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.*

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

(a) 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:

(1) 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.

(2) 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 twining) are National Safety Authorities, infrastructure managers, railway undertakings and the National investigation bodies[28].

Indicative amount t7o 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.

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

Indicative number of grant agreements	1		
Total PSA	EUR 400,000		

(b) Further development of the European Rail Locations Portal

- Objective:

Commission Implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services will enter 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 of creating a common EU portal to allow for a single access point for such information, which is what the Commission is currently doing with independent contractors. The objective of the financial support is to further develop the Project on European Rail Locations Portal which was launched in April 2018 with the following aims:

(1) a market tool providing all the necessary information on rail facilities for the planning of rail services.

(2) an administrative tool, in particular:

– helping the service facility operators to comply with their information provision obligations under Implementing Regulation on Service Facilities;

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

- Scope of the activities:

The current development contract includes development of workflows, business and data administration models, setting up the portal and uploading data from IM network statements. The contract will end mid-2019.

Therefore, the follow-up actions to be supported by this PSA would foresee furhter development and the initial phase of the Portal's operations:

(1) additional data collection to enhance existing data and ensure uptake of the portal by market participants;

(2) 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;

(3) hosting, maintning and operating the Portal.

Funding is foreseen for development and for the initial phase of operations. During this phase the Portal should attract sufficient number of users and begin to generate revenues to allow for daily management and hosting to be covered by portal's user fees.

- 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.

- Implementation

Activity (2) will be implemented throught a procurement, when activity (1) and (3) will be implemented through a grant.
Activity (2) would be implemented by a renewable two-year contracts.

Indicative amount to be committed in 2019 for activity 2	EUR 200,000	Indicative timeframe for the procurement procedure	Call for tenders: Q2 2019 Signing of the contract: Q4 2019
Period (Years)	2	Comments	On 2019 appropriations.
Indicative number of contracts	1		
Indicative amount to be committed in 2021 for activity 2	EUR 110,000	Indicative timeframe for the procurement procedure	Renewal of the contract *The period of performance of the contract may be extended of another 24 months only with the explicit written agreement of the parties before the expiration of such period.*
Period (Years)	2	Comments	On 2020 appropriations.
Indicative number of contracts	1		
Total PSA	EUR 310,000		

Activities 1 and 3 will be implemented by grant agreements. 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 target recipient of this grant is RailNetEurope, a non-profit association set up by a majority of European rail infrastructure managers29 to enable fast and easy access to European rail, and in accordance with Article 195(f) of Regulation 2018/1046. The organisation has a unique portfolio of ICT tools developed and maintained for the rail sector (e.g. the Path Coordination System, the Train Information System, etc. - http://www.rne.eu/it-systems/) and rail-specific administrative capacity demonstrated in the development of uniform templates, guidelines and industry documents (e.g. the Common Template for Service Facilities, the rail freight corridor information documents, the International Contingency Management Handbook, the Process Handbook for International Path Allocation, etc.). This indicates that RailNetEurope has the unique combination of sufficient resources, technical and legal know-how and experience in the area of railways and especially as regards rail facilities.

Indicative amount to be committed in 2019 for activities 1 and 3	EUR 240 000	Indicative timeframe for the grants award procedure	Invitation by the Commission to submit applications for a grant: Q2 2019 Evaluation of the grant applications: Q3-Q4 2019 Signature of specific grant agreements and implementation: Q4 2019
Period (Years)	2	Comments	On 2019 appropriations.
Indicative number of	1		

29 http://www.rne.eu/organisation/rne-network-members/

contracts			
Indicative amount to be committed in 2021 for activities 1 and 3	EUR 100 000	Indicative timeframe the grants award procedure	Invitation by the Commission to submit applications for a grant: Q1 2021 Evaluation of the grant applications: Q2 2021 Signature of specific grant agreements and implementation: Q3 2021
Period (Years)	2	Comments	On 2020 appropriations.
Indicative number of contracts	1		
Total PSA	EUR 340 000		

PROGRAMME SUPPORT ACTIONS FOR THE CEF TRANSPORT BLENDING FACILITY

IN THE FORM OF GRANT

- 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
Period (Years)	3	Comments	On 2019 appropriations.
Indicative number of contracts	1		
Total PSA	EUR 300,000		

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 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 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 though 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 (b)

- Scope of the activities:

See section 1.4.3 (b)

- Legal basis:

See section 1.4.3 (b)

- 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		

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 Articles 197, 198 and 199 of the Regulation (EU, Euratom) 2018/1046 (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.

Applications 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 136, 137, 139, 141, 142 and 225 of the Financial Regulation.

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 law[30] inter alia concerning interoperability, environmental protection[31], 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. Non-retroactivity principle

A grant may be awarded for an action which has already begun provided that the applicant can demonstrate the need for starting the action prior to signature of the grant agreement.

In accordance with Article 193 of the Financial Regulation, costs eligible for financing shall not have been incurred prior to the date of submission of the grant application.

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

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.

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30 According to Article 23 of the CEF Regulation

31 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)

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

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.

ANNEX III: Breakdown of annual instalments (February2019)

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	7.049.257.960	958.609.301	598.682.336	577.393.466	1.174.973.648	1.238.560.649	1.705.611.371	795.427.190	7.049.257.960
	MAWP (Grants) 2015-2020	167.350.456	0	0	14.398.221	4.822.410	34.208.428	44.708.931	69.212.467	167.350.456
	MAWP (Grants) 2016-2020	81.761.646	0	0	0	15.695.420	0	27.130.603	38.935.623	81.761.646
	MAWP (Grants blending-1) 2017-2020	868.363.250	0	0	0	0	104.589.631	144.087.495	619.686.124	868.363.250
	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
	PSA	82.993.815	35.796.179	0	1.940.550	22.276.002	8.571.084	4.250.000	10.160.000	82.993.815
	Costs for the experts	1.262.531	0	579.041	89.907	2.518	591.064	0	0	1.262.531
	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	65.000.000	0	0	0	0	0	65.000.000	0	65.000.000
Total reserved by the CEF Transport Work Programmes			1.122.091.911	599.261.377	746.229.425	1.217.769.998	1.416.477.396	2.097.233.045	1.729.322.249	8.928.385.401
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	2.038.543.817	1.732.479.805	8.861.475.627
Internal assigned revenues			3.566.491	7.287.472	154.000	0	370.139	58.689.229	0	70.067.331
CEF Total commitment appropriations			**1.122.091.912**	**599.261.377**	**746.229.425**	**1.217.769.998**	**1.416.477.395**	**2.097.233.046**	**1.732.479.805**	**8.931.542.958**
06.020102	MAWP (Grants) 2014-2020	134.329.080	51.120.003	18.689.857	7.324.057	18.276.375	21.477.214	14.210.503	3.231.070	134.329.080
	MAWP (Grants) 2015-2020	72.181.951	0	21.255.700	16.397.919	3.623.539	23.520.100	2.540.680	4.844.014	72.181.951
	MAWP (Grants) 2016-2020	86.794.785	0	0	0	44.955.241	0	19.622.175	22.217.369	86.794.785
	MAWP (Grants Blending) 2017-2020	116.591.261	0	0	0	0	50.123.547	40.799.518	25.668.196	116.591.261
	MAWP (Grants blending-2) 2017-2020	199.701.038	0	0	0	0	30.782.482	30.988.320	137.930.236	199.701.038
	MAWP (Grants) 2018-2020	112.070.555	0	0	0	0	27.441.687	30.726.157	53.902.711	112.070.555
	MAWP (Grants blending facility) 2019-2020	99.000.000	0	0	0	0	0	13.700.000	85.300.000	99.000.000
	PSA	28.222.695	1.004.350	5.790.000	2.178.345	3.000.000	5.700.000	10.550.000	0	28.222.695
	Costs for the experts	889.901	0	56.400	50.439	693.062	90.000	0	0	889.901
	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	35.000.000	0	0	0	0	0	35.000.000	0	35.000.000
Total reserved by the CEF Transport Work Programmes			69.864.350	45.791.957	85.279.802	70.548.217	159.135.030	198.137.353	333.093.597	961.850.305
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	197.881.734	333.547.370	869.488.013
Internal assigned revenues			0	2.791.276	0	1.455.001	88.314.169	255.619	0	92.816.065
CEF Total commitment appropriations			**69.864.350**	**45.791.957**	**85.279.802**	**70.548.216**	**159.135.030**	**198.137.353**	**333.547.370**	**962.304.078**

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	770.639.741	158.231.888	277.011.554	159.648.379	91.065.177	53.760.681	19.538.358	11.383.704	770.639.741
	MAWP (Grants) 2015-2020	788.878.330	0	0	388.323.520	83.928.394	178.876.109	70.910.216	66.840.092	788.878.330
	MAWP (Grants) 2016-2020	473.757.736	0	0	0	243.444.589	0	128.847.356	101.465.791	473.757.736
	MAWP (Grants) 2017-2020	286.388.508	0	0	0	0	108.723.488	86.837.470	90.827.550	286.388.508
	MAWP (Grants Blending) 2017-2020	28.033.124	0	0	0	0	233.407	14.379.324	13.420.392	28.033.124
	MAWP (Grants blending-2) 2017-2020	72.999.839	0	0	0	0	7.749.091	23.510.227	41.740.521	72.999.839
	MAWP (Grants) 2018-2020	191.726.365	0	0	0	0	20.763.945	46.452.243	124.510.177	191.726.365
	PSA	129.531.781	17.419.200	18.700.000	28.069.499	21.026.869	24.811.213	12.600.000	6.905.000	129.531.781
	Costs for the experts	1.082.158	0	318.639	399.688	12.000	351.830	0	0	1.082.158
	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	296.030.194	576.441.086	449.477.029	395.269.765	403.075.194	457.093.226	2.786.979.544
CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the			209.593.050	224.612.282	534.934.839	420.136.467	395.232.934	386.112.830	457.547.618	2.628.170.020
Internal assigned revenues			0	71.417.911	41.506.248	29.340.562	36.830	16.962.364	0	159.263.915
CEF Total commitment appropriations			**209.593.050**	**296.030.193**	**576.441.087**	**449.477.029**	**395.269.764**	**403.075.194**	**457.547.618**	**2.787.433.935**
06.020104	MAWP (Grants) 2014-2020	4.174.688.701	967.080.000	3.348.163	818.210.873	865.772.709	636.355.363	629.818.690	254.102.903	4.174.688.701
	MAWP (Grants) 2015-2020	5.212.598.428	0	1.212.165.858	880.226.449	459.780.661	806.602.252	956.278.150	897.545.058	5.212.598.428
	MAWP (Grants) 2016-2020	1.769.725.227	0	0	645.981.684	262.303.668	201.302.095	108.128.654	552.009.126	1.769.725.227
	PSA	21.433.893	15.916.970	0	0	0	5.126.923	165.000	225.000	21.433.893
	Costs for the experts	872.144	0	250.757	284.344	337.043	0	0	0	872.144
	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	1.703.882.087	11.206.995.500
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	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)		22.700.672.904	2.135.041.192	2.131.153.468	3.507.904.567	3.268.641.831	3.526.652.211	4.173.118.374	3.958.161.261	22.700.672.904
	AWP pour mémoire (GRANTS)	307.045.498	179.368.391	0	27.677.107	0	0	100.000.000	0	307.045.498
	PSA and experts	266.288.916	70.136.699	25.694.837	33.012.771	47.347.494	45.242.114	27.565.000	17.290.000	266.288.916
	Financial instruments	206.354.000	70.000.000	70.000.000	66.354.000	0	0	0	0	206.354.000
CEF Total commitments appropriations			**2.454.546.282**	**2.226.848.305**	**3.846.684.771**	**3.325.989.324**	**3.620.268.821**	**4.392.836.086**	**4.297.981.418**	**24.165.155.008**

ANNEX IV: Breakdown of the Programme Support Actions covered by the Multi-Annual Work Programme version of January 2019								
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	5,510,000
	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	9,960,000
	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	9,960,000
6.020102	Grants	0	490,000	2,178,345	3,000,000	5,000,000	10,250,000	0
	Procurement	1,004,350	5,300,000.	0	0	0	300,000	0
	Other expenditures	0		0	0	0	0	0
	Total	1,004,350	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		1,004,350	5,790,000	2,178,345	3,000,000	5,000,000	10,550,000	0
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	580,00	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	0	0	0
	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	17,090,000

Electronically signed on 06/09/2019 11:03 (UTC+02) in accordance with article 4.2 (Validity of electronic documents) of Commission Decision 2004/563