



**EUROPEAN COMMISSION**  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate B - Investment, Innovative & Sustainable Transport  
**The Director**

**CONDITIONS FOR AWARDING GRANTS CONCERNING A PROGRAMME SUPPORT ACTION  
UNDER THE CONNECTING EUROPE FACILITY IN THE FIELD OF TRANS-EUROPEAN  
TRANSPORT NETWORK**

**Programme Support Action (PSA) to support Member States in the development and deployment of European public transport data standards Transmodel, NeTEx and SIRI for the provision of Union-wide multimodal travel information services which apply to the TEN-T network including urban nodes.  
MOVE/B4-2018-507**

## **1. INTRODUCTION**

In the context of the Connecting Europe Facility (CEF) Regulation<sup>1</sup> and on the basis of the Multi-annual Work Programme 2014-2020<sup>2</sup>, a call for proposals is launched for a Programme Support Action (PSA) to support Member States in the development and deployment of European public transport data standards Transmodel, NeTEx and SIRI for the provision of Union-wide multimodal travel information services which apply to the TEN-T network including urban nodes.

## **2. OBJECTIVES**

The general and the specific objectives of this call are referred to in section 4.3.2 of Annex II of the Multi-annual Work Programme.

Further details on scope and objectives of the call are provided in Annex.

## **3. INDICATIVE BUDGET**

The indicative amount to be allocated on the basis of this call for proposals is EUR 2,000,000. Indicative duration: 4 years.

The Commission intends to award one grant.

## **4. TIMETABLE**

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<sup>1</sup> 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, OJ L 348 of 20.12.2013, p.129.

<sup>2</sup> Commission Implementing Decision C (2014) 1921, lastly amended by Commission Implementing Decision C (2016) 1966 of 07.04.2016.

Date of invitation to submit proposals	1 <sup>st</sup> November 2018
Deadline for the submission of proposals	28 February 2019
Evaluation of proposals	March 2019 (indicative)
Adoption of Selection Decision	April 2019 (indicative)
Signature of individual grant agreement	April-May 2019 (indicative)

## 5. EXPECTED RESULTS

The implementation of the 2014-2020 Multi-annual Work Programme aims at contributing to the timely and efficient development of the transport core network, thereby further enhancing the effectiveness of the trans-European transport network, promoting growth and job creation, supporting the Digital Single Market and contributing to the President Juncker priorities.

It is expected that the granting of this PSA will contribute to the achievements of the European transport policy objectives and the realisation of a robust and resource efficient European transport system including relevant European legislations and standards (i.e. the ITS Directive<sup>3</sup> and its delegated Regulations<sup>4</sup>, the standardisation request as regards ITS in urban areas<sup>5</sup>).

Union funding should help to mobilise European partners around common objectives and foster collaborative implementations.

Further details on the expectations of the call are provided in the Annex.

## 6. PROCEDURE FOR SUBMISSION OF PROPOSALS

Practical information on this call for proposals and the evaluation process is detailed in the relevant documents such as the application form, the model grant agreement for the granting of financial aid, the Multi-annual Work Programme, the CEF Regulation and the TEN-T Guidelines<sup>6</sup> on the website of Directorate General for Mobility and Transport (DG MOVE): [http://ec.europa.eu/transport/facts-fundings/grants/index\\_en.htm](http://ec.europa.eu/transport/facts-fundings/grants/index_en.htm)

Applicants are invited to carefully read all call related documents.

### 6.1 Application form

Proposals must be submitted using the application form provided on DG MOVE website at

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<sup>3</sup> OJ L 207, 6.8.2010, p. 1-13

<sup>4</sup> [http://ec.europa.eu/transport/themes/its/road/action\\_plan/index\\_en.htm](http://ec.europa.eu/transport/themes/its/road/action_plan/index_en.htm)

<sup>5</sup> <http://ec.europa.eu/growth/single-market/european-standards/notification-system/>

<sup>6</sup> 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 of 20.12.2013, p.1.

the following link:

[http://ec.europa.eu/transport/facts-fundings/grants/index\\_en.htm](http://ec.europa.eu/transport/facts-fundings/grants/index_en.htm)

Proposals in their paper version must be signed by the applicant or his duly authorized representative and must be perfectly legible so that there can be no doubt as to words and figures.

The applicant(s) specified in the application form will automatically be considered as the beneficiary(ies) if the proposal is selected for funding. If applicants designate affiliated entities within the meaning of Article 122 of the Financial Regulation<sup>7</sup> to support the implementation of the submitted action, they must encode in the application form the details of these affiliated entities, and provide the related supporting documents as required.

## **6.2 Submission of proposals**

Applicants are strongly encouraged to submit their applications in the English language as the evaluation of proposals is entirely conducted in English. Applicants also have the possibility to submit their proposal in another language together with an English translation. The latter will be used for the evaluation.

A paper version of the application form and its annex (one original, signed and stamped where applicable) must be submitted no later than **28 February 2019**.

The paper application must be sent either by registered post, by courier service, or by hand delivery (in person or by any party representing the applicant) to the following address:

By registered mail, to the following address:

**European Commission  
Directorate-General for Mobility and Transport  
DM 28 - 0/110 - Mail/Archives  
B-1049 Brussels  
Belgium**

By private courier or by hand, to the following address:

**European Commission  
Directorate-General for Mobility and Transport - DM 28 - 0/110  
Avenue du Bourget 1  
B-1140 Brussels (Evere)  
Belgium**

For deliveries made in person, delivery will be confirmed by a receipt dated and signed by an official from the Commission's Central Mail Department who accepts delivery of the documents. Delivery should be made to the European Commission's central mail department by 17:00 (Brussels time) on 1 October 2018.

For deliveries by registered post or by courier service, the valid date of sending will be the postmark or the dispatch date as evidenced on the courier's delivery note or the dispatch receipt by no later than 17:00 (Brussels time) on 1st April 2019.

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<sup>7</sup> Regulation (EU, EURATOM) No 966/2012 of the European Parliament and of the Council of 25 October 2013 on the financial rules applicable to the general budget of the Union and repealing Council Regulation (EC, Euratom) No 1605/2002, OJ L 298 of 26.10.2012, p.1

Applicants must retain the proof of the date of sending or hand delivery and be able to present it upon request.

The paper version of the full proposal must be placed inside two sealed envelopes, one inside the other. The inner envelope must bear the indication:

PSA Call for proposals MOVE/B4-2018-507

DG MOVE / B4

- Not to be opened by the Postal Service of the Internal Mail Department -

## **7. COMMUNICATION ON THE CALL FOR PROPOSALS**

Further information or clarifications concerning this call for proposals will be published on DG MOVE website. Applicants are invited to regularly consult this website until the deadline for submission of proposals.

Any additional specific questions related to this call may be addressed to the functional email: [MOVE-TENDER-B4@ec.europa.eu](mailto:MOVE-TENDER-B4@ec.europa.eu)

The answers to questions submitted will be published in a FAQ list on DG MOVE website, in order to ensure equal treatment of all potential applicants.

Applications must not be sent to the functional email address.

## **8. ADMISSIBILITY CONDITIONS**

A proposal **will not be evaluated** if at least one of the following situations occurs:

- It is submitted after the deadline for submission of proposals (see sections 4 'Timetable' and 6.2 'Submission of proposals').
- The proposal is incomplete, i.e. any form and/or annexes missing.
- The proposal is not duly signed by the applicant(s).

In this respect, proposals or part(s) of proposals submitted by email only will not be accepted.

## **9. ELIGIBILITY CRITERIA**

### **9.1 Eligible applicants**

Pursuant to Article 9 of the CEF Regulation, only those proposals submitted by one of the following types of applicants are eligible:

- Nine or more Member States; in addition, where necessary in order to achieve the objectives of this action and where their participation is duly justified, third countries and entities established in third countries may participate in a proposal.
- With the agreement of the Member States concerned, international organisations, joint undertakings, non-profit associations made up of public and private undertakings.

Proposals may be submitted by entities which do not have legal personality under the applicable national law, provided that their representatives have the capacity to undertake legal obligations on their behalf and offer guarantee for the protection of the Union's financial interests equivalent to that offered by legal persons.

The proposals submitted by natural persons shall not be eligible. Any applicant that cannot provide the agreement of the Member State concerned shall not be eligible.

Applicants may designate affiliated entities within the meaning of Article 122(2)(b) of the Financial Regulation, for the purpose of supporting the implementation of the action submitted for funding. Such affiliated entities shall comply with the eligibility criteria for applicants as specified in Section 6.1 of the Annex of Multi-annual Work Programme.

Applicants which are EU Member States or international organisations may designate implementing body(ies) to be involved in the implementation of the proposed action.

A coordinator must be designated. The coordinator of the proposal may designate an implementing body for some, but not all, of the tasks of coordinating the project. In order to achieve maximum coordination, the Commission invites that one Member State acts as coordinator for this specific Programme Support Action, with an objective of setting up one single grant with the European Commission. If in the event that no Member State wishes to be the coordinator of the proposal, a designated coordinator that fulfils the eligibility criteria and can deliver the objective of the call may be proposed by the consortium if all partners agree.

#### Exclusion criteria

In line with Article 106 of the Financial Regulation and Article 141 of the Rules of Application<sup>8</sup>, applicants will be excluded from participating in the call for proposals procedure if they are in any of the following situations:

- i. they are bankrupt or being wound up, are having their affairs administered by the courts, have entered into an arrangement with creditors, have suspended business activities, are the subject of proceedings concerning those matters, or are in any analogous situation arising from a similar procedure provided for in national legislation or regulations;
- ii. they or persons having powers of representation, decision-making or control over them have been convicted of an offence concerning their professional conduct by a judgment of a competent authority of a Member State which has the force of res judicata;
- iii. they have been guilty of grave professional misconduct proven by any means which the contracting authority can justify including by decisions of the EIB and international organisations;
- iv. they are not in compliance with their obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal provisions of the country in which they are established or with those of the country of the contracting authority or those of the country where the contract is to be performed;
- v. they or persons having powers of representation, decision-making or control over them have been the subject of a judgment which has the force of res judicata for fraud, corruption, involvement in a criminal organisation, money laundering or any other illegal activity, where such illegal activity is detrimental to the Union's financial interests;
- vi. they are subject to a financial or administrative penalty referred to in Article 109(1) of the Financial Regulation.

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<sup>8</sup> Commission Delegated Regulation (EU) No 1268/2012 of 29 October 2012, OJ L 362, 31.12.2012, p. 1.

The cases referred to in point (v) above cover:

- 1) cases of fraud as referred to in Article 1 of the Convention on the protection of the EU financial interests established by the Council Act of 26 July 1995;
- 2) cases of corruption as referred to in Article 3 of the Convention on the fight against corruption involving officials of the European Union or officials of Member States of the European Union, established by the Council Act of 26 May 1997;
- 3) cases of participation in a criminal organisation, as defined in Article 2(1) of Joint Action 98/733/JHA of the Council;
- 4) cases of money laundering as defined in Article 1 of Council Directive 91/308/EEC.

Applicants will not be granted financial assistance if, in the course of the grant award procedure:

- i. they are subject to a conflict of interests;
- ii. they are guilty of misrepresenting the information required by the contracting authority as a condition of participation in the grant award procedure or have failed to supply that information;
- iii. find themselves in one of the situations of exclusion, referred to above.

The same exclusion criteria apply to affiliated entities. Applicants (and their affiliated entities) must certify that they are not in one of the situations listed above.

## **9.2 Eligible actions**

Only Actions which can be identified as Programme Support Actions as defined in the CEF Regulation may receive Union financial assistance.

The following types of Actions related to the objectives of the CEF in general, and to interoperability and continuity of ITS across Member States and operators in particular, are eligible for funding:

- Provision of technical assistance for the implementation of traffic and travel data specifications and standards;
- Expenditure linked to IT tools and networks focusing on exchanges of information and guidance to users;
- Stakeholder consultation and cooperation;
- Promotion, knowledge dissemination, communication, awareness raising and training activities;
- Specific studies for the further development of new or adaptation of existing specifications and standards (e.g. conceptual development and technical assessment, development and review of documentation, drafting of standardisation material);
- Project management, secretariat and meetings;
- Coordination and monitoring activities.

## **10. SELECTION CRITERIA**

The selection criteria are detailed in Section 8 of the Annex of Multi-annual Work Programme.

Applicants may designate affiliated entities within the meaning of Article 122 of the Financial Regulation, for the purpose of supporting the implementation of the action

submitted for funding. Such affiliated entities shall comply with the selection criteria. The operational and financial capacity of applicants and designated affiliated entities will be assessed as specified below.

### **10.1 Financial capacity**

Pursuant to Article 131 (3) of the Financial Regulation, the verification of the financial capacity shall not apply to public bodies.

### **10.2 Operational capacity**

Pursuant to Article 131 (3) of the Financial Regulation, for public bodies, the authorising officer has decided not to check the operational capacity.

## **11. COMPLIANCE WITH UNION LAW**

In accordance with Article 23 of the CEF Regulation, only actions in conformity with Union law and which are in line with the relevant Union policies shall be financed, in particular those relating to competition, the protection of the environment, state aid and public procurement.

## **12. AWARD CRITERIA**

The general award criteria against which each proposal will be evaluated are specified in Section 9 of the Annex of Multi-annual Work Programme.

For the purpose of the evaluation, these criteria will be grouped in the following four blocks and specified as follows:

- **Relevance.** This refers to the contribution of the proposed Action to the TEN-T priorities as laid out in the TEN-T Guidelines, the funding priorities as laid down in the CEF Regulation and specific priorities and objectives described in the call for proposals. In particular, the EU added value of the proposed Action will be considered in light of the definition included in Article 3(d) of the TEN-T Guidelines. Complementarity of the proposed Action with other EU funded projects and standardisation mandates, in view of optimising the impact of investments already made will also be considered.
- **Maturity.** This refers to the state of preparation of the proposed Action, in particular the capacity for it to be implemented in accordance with the proposed time plan and the technical specifications. Proposed Actions which involve well advanced implementation can be considered as contributing most strongly to maturity. Additionally, the state of readiness for commencement of implementation of the proposed Action will also be considered under maturity. This will be determined by the degree of completion of preparatory steps and conditions required for the start of the proposed Action.
- **Impact.** This refers to the expected effect of the EU financial support in terms of its impact in improving weak financial viability in an otherwise economically desirable investment. An assessment will be made of the impact of the financing plan to drive the most efficient use of EU financial support. Moreover, on the basis of the information provided in Application form, the impact of the proposed Action will be assessed in terms of socio-economic effects, climate and environmental aspects,

improvement of accessibility, as applicable.

- **Quality.** This refers to the soundness of the Action, in terms of the content of the planned activities, the appropriateness of the project management processes, the coherence between its objectives and planned resources / activities. In this respect, quality will be evidenced by realistic implementation plans that suggest a timely completion of the proposed Action. Additionally, the completeness and clarity of the information provided by the applicant(s) will also be assessed under this criterion.

Relevant information for assessing the above blocks of award criteria must be clearly described in Application form. During the evaluation, each block of award criteria will be given a score between 0 and 5 points (with half-marks allowed). The minimum acceptance threshold for an individual block of award criteria is 3 points. In other words, evaluators will not recommend any proposal for funding which does not obtain at least 3 points for each block. However, subject to appropriate justification, the Commission may deviate from the advice given in the evaluators' recommendations. The Commission will also pay particular attention to any identified/identifiable risks of double-funding from other Union sources.

## **13. FINANCIAL PROVISIONS**

### **13.1 General principles**

#### *13.1.1 Other sources of financing*

Pursuant to Article 129 of the Financial Regulation, no Union financial aid shall be awarded to actions receiving funds from other sources of EU financing. In no circumstances shall the same costs be financed twice by the Union budget.

In that respect any actions or part thereof that receive or have received Union funding under other EU Programmes (i.e. TEN-T, Marco Polo II, Cohesion Fund, FP7, Horizon 2020, ESIF, etc.) will not be eligible.

#### *13.1.2 Non-profit principle*

In accordance with Article 125(4) of the Financial Regulation, grants shall not have the purpose or effect of producing a profit within the framework of the action. Where a profit is made, the Commission shall be entitled to recover the percentage of the profit corresponding to the Union contribution to the eligible costs actually incurred by the beneficiary to carry out the action<sup>9</sup>.

#### *13.1.3 Non-retroactivity*

Pursuant to Article 130 of the Financial Regulation, no grants may be awarded retrospectively for actions already completed. A grant may be awarded for an action which has already begun provided that the applicant(s) can demonstrate the need for starting the action prior to the signature of the grant agreement. In such cases, costs eligible for financing shall not have been incurred prior to the date of submission of the grant application.

### **13.2 Funding form**

Grants to be awarded further to this call for proposals will take the form of reimbursement of

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<sup>9</sup> In the meaning of Article 125(5) of the Financial Regulation, profit shall be defined as a surplus of the receipts over the eligible costs incurred by the beneficiary, when the request is made for payment of the balance.



a specified proportion of the eligible costs actually incurred.

#### *13.2.1 Co-funding rates*

The EU financial assistance to be granted under this call for proposals is up to 80% of direct eligible costs (indirect costs shall not be eligible). Direct costs incurred by the coordinator to manage and coordinate the project is up to 100%.

#### *13.2.2 Eligible costs*

Eligible costs are costs actually incurred by the beneficiary of a grant which meet all the criteria laid down in Article 126(2) of the Financial Regulation. The same criteria apply to the costs incurred by affiliated entities and implementing bodies.

The applicants' attention is drawn to paragraphs (3) to (8) of Article 8 of the CEF Regulation concerning the eligibility of costs.

Indirect costs are not eligible.

In line with the first subparagraph of Article 8(7) of the CEF Regulation and Article 126(3)(c) of the Financial Regulation, VAT paid by beneficiaries of grants awarded following this call for proposals is eligible except:

- deductible VAT (VAT paid by the beneficiary for the implementation of taxed activities or exempt activities with right of deduction);
- VAT paid for the implementation of activities engaged in as a public authority by the beneficiary where it is a Member State, regional or local government authority of a Member State or another body governed by public law of a Member State. Considering that beneficiaries that are public bodies of Member States are expected to carry out activities as public authorities (to exercise prerogatives of public powers), VAT paid by beneficiaries that are public bodies established in Member States is, in principle, ineligible.

Detailed information on eligible and ineligible costs is included in the model grant agreement, which is available on the website of Directorate General for Mobility and Transport (DG MOVE):

[http://ec.europa.eu/transport/facts-fundings/grants/index\\_en.htm](http://ec.europa.eu/transport/facts-fundings/grants/index_en.htm)

#### *13.2.3 Payment arrangements*

The Commission shall make payments to each beneficiary. A pre-financing payment corresponding to 50% of the maximum grant awarded as specified in the grant agreement will be transferred to all beneficiaries within 30 days after the Commission received the signed grant agreement.

In the event that the beneficiary's financial capacity is not satisfactory, the payment of pre-financing may be subject to the receipt of a financial guarantee for up to the same amount as the pre-financing payment to be made.

The financial guarantee, in euro, shall be provided by an approved bank or financial institution established in one of the Member State of the European Union. Amounts blocked in bank accounts shall not be accepted as financial guarantees.

The guarantee may be replaced by a joint or several guarantees provided by third parties or by a joint guarantee of the beneficiaries of an action that are parties to the same grant agreement.

The guarantee shall be released as the pre-financing is cleared against the interim and/or balance payment(s) made, in accordance with the conditions laid down in the grant agreement.

The final amount of the grant to be awarded to the beneficiary is established after completion of the action, upon approval of the request for payment including, where applicable, the supporting documents as described in the model grant agreement.

For multi-beneficiary actions, it is strongly recommended to the beneficiaries to sign an internal cooperation agreement regarding their operation and coordination, including all internal aspects related to the management of the beneficiaries and the implementation of the Action.

#### **14. PROCESSING OF PERSONAL DATA**

Applicants' reply to the grant application involves the recording and processing of personal data (such as name, address and CV), which will be processed pursuant to Regulation (EC) No 45/2001 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data. Unless indicated otherwise, applicant's replies to the questions in this form and any personal data requested are required to assess an applicant's grant application in accordance with the specifications of the call for proposals and will be processed solely for that purpose by Directorate General for Mobility and Transport (DG MOVE) as data controller for this purpose. An applicant may, upon request, have his/her personal data sent to him/her and rectify any inaccurate or incomplete particulars. Should an applicant have any queries concerning the processing of his/her personal data, please address them to the entity acting as data controller within DG MOVE.

The data subjects have the right of recourse at any time to DG MOVE or, in case of conflict with the Controller or data protection officer concerning the processing of his/her personal data, an applicant has the right to submit a complaint at any time directly to the European Data Protection Supervisor (<https://secure.edps.europa.eu/EDPSWEB/edps/EDPS>).

Details concerning the processing of an applicant's personal data are available on the privacy statement at the page:

[http://ec.europa.eu/budget/library/contracts\\_grants/info\\_contracts/privacy\\_statement\\_en.pdf](http://ec.europa.eu/budget/library/contracts_grants/info_contracts/privacy_statement_en.pdf)

Personal data included in the application (name, title, organisation, contact information) may be shared with the concerned Member States' representatives in the CEF Coordination Committee on a need to know basis in view of their role in the approval of proposals selected for funding as well as responsibilities under the CEF Regulation.

An applicant personal data (name, given name if natural person, address, legal form, registration number and name and given name of the persons with powers of representation, decision-making or control, if legal person) may be registered by the Accounting Officer of the Commission in the Early Detection and Exclusion System (EDES) established by the Commission pursuant to Article 108(1) of Regulation (EU, Euratom) No 966/2012 on the

financial rules applicable to the general budget of the Union, as amended by Regulation (EU, Euratom) No 2015/1929 (OJ L 286, 30.10.2015, p. 1).

For more information on EDES (including the grounds for being registered in the database), please see [http://ec.europa.eu/budget/explained/management/protecting/protect\\_en.cfm](http://ec.europa.eu/budget/explained/management/protecting/protect_en.cfm) , and the privacy statement at [http://ec.europa.eu/budget/library/explained/management/protecting/privacy\\_statement\\_edes\\_en.pdf](http://ec.europa.eu/budget/library/explained/management/protecting/privacy_statement_edes_en.pdf)

Applicants are informed that, to ensure that the Union's financial interests are protected, their personal data may be communicated to internal audit services, the European Commission, the European Court of Auditors, the body specialising in financial irregularities (Financial Irregularities Panel) or the European Anti-Fraud Office (OLAF).

The data of applicants in any of the situations referred to in Articles 106(1), 107 and 109(2)(a) of the Financial Regulation may be included in a central exclusion database and communicated to designated persons in the Commission, the other institutions, agencies, authorities and bodies referred to in Article 108(1) and (2) of the Financial Regulation. This also applies to those with powers of representation, decision-making power or powers of control in respect of such applicants. Following a request to the Commission's Accounting Officer, anyone registered in the database is entitled to be informed of the data recorded about them.

## **15. IMPORTANT DOCUMENTS**

It is recommended to consult the following documents for preparing an application:

- Multi-annual Work Programme 2014-2020
- Amendment to Multi-annual Work Programme 2016
- Application form and Annex
- TEN-T Guidelines
- CEF Regulation
- Model Grant Agreement

## ANNEX:

### Scope - Objectives - Expectations

Action to be supported under this priority shall consist of technical and organisational activities to facilitate the development and deployment of European public transport data standards Transmodel, NeTeX and SIRI for the provision of Union-wide multimodal travel information services which apply to the TEN-T network including urban nodes.

The proposed action shall address at a minimum, individually or in conjunction, the following priorities / services applicable to passengers:

- Multimodal travel information at national, regional and local levels along the TEN-T network

The proposed action shall aim to:

- enable the interoperable exchange travel and traffic data in accordance with the technical requirements outlined in ITS Directive Delegated Regulation EU 2017/1926 across the Union
- enhance multi-stakeholders cooperation and partnerships amongst public authorities and travel information service providers

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.

The proposed Action shall avoid redundancies with other parallel initiatives and optimise efforts, in particular with CEF PSA MOVE B4/2017-350. Moreover, for those Member States which are involved in both the CEF PSAs<sup>10</sup>, the proposal must explicitly state if the personnel involved will be different to the national coordination project and how duplications and inconsistencies will be avoided.

More precisely the proposed Action shall be based on following tasks to be undertaken.

#### **1. Support the technical development of Transmodel, NeTeX and SIRI to fulfil the needs of multimodal travel information service providers:**

##### 1.1 Technical artefacts maintenance

- To support the tuning of SIRI's and NeTeX's XSD and WSDL for specific tools (each technical ecosystem like Java, Ruby, .NET, Apple, IOS, Android, etc. may have some specific requirements requiring some tuning and optimisation of the XSD without changing the messages themselves); The bindings of a specific language can also be shared informally;
- To update and possibly debug the technical artefacts (mainly XSD, WSDL and UML models) when necessary (technical files can be updated or corrected without implying any change to the standard itself);

##### 1.2 Validation tools and test platform

- To provide validation tools: validation of conformance is one of the biggest issues for developers (ensuring an implementation is inputting or outputting data in a standard

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<sup>10</sup> CEF PSA MOVE B4 2017 350 and CEF PSA MOVE B4 2018 507

format) and an open-source validation tool is probably the best way to solve such issues; Users can then validate their product against a common benchmark, saving time and effort and ensuring consistency across different companies' offerings.

- To host the validation tools on line (SaaS) to allow easy validation without the need to install any software;

1.3 Initiate, maintain and publish possible updates of the standard to keep track of new needs, new requests, and possible corrections in order to facilitate the process of the renewal of the SIRI and NeTEx standards (or their conversion to EN where appropriate) and to guarantee coherence with other related standards (particularly Transmodel – EN12896).

1.4 To support the development of National SIRI profiles and their integration in the National Access Points. The development of such profiles must include consultations with national public and private stakeholders/

## **2. Develop the Transmodel, NeTEx and SIRI end-user community**

- To share experience and best practice between developers and experts;
- Technical expertise for implementers and users; specific individualized expertise may have associated fees.
- Provide teaching courses, training sessions, online training and introductory material to help learn how to use Transmodel, NeTEx and SIRI. These training sessions have to be available to any implementers of one of the three standards.
- To provide support for writing profiles: this support is mainly expected for national profiles (fare profile, real-time profile, accessibility profiles, etc.) with a special focus to keep them as consistent as possible across Europe. Use case specific support, or local profile support may also be provided when necessary.

## **3. Facilitate the operational use of Transmodel, NeTEx and SIRI data standards by public transport operators and authorities**

The following tasks shall be undertaken:

- Technical conversion and operational use of the developed shared European validation tools by public transport operators and authorities
- Development of new technical features incl. detailed functional specifications<sup>11</sup>
- Exchange of best practice on Transmodel/Siri/NeTEx from one city to another is also eligible to funding (more specifically when it is between cities of different countries). As for technical feature the content of the action has to be validated by the project's management and coordination team.

Cities and regions shall be involved as a contributor and user of the aforementioned shared

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<sup>11</sup> The feature validation and final integration will be managed by the open source software governance organisation defined in part 4.

European tools. A maximum of 3 regions/cities per Member State can be eligible for funding. At least one of those regions/cities must be an official urban node as defined in Annex II of the TEN-T Guidelines.<sup>12</sup> Additional regions and cities may be funded through additional national funding sources.

#### **4. Project Management**

- Project management / secretariat (including reporting to EC and liaison with CEF ITS deployment projects).

Submitted proposals are expected to clearly demonstrate their EU-added value, and in particular provide all the following:

- A description of the baseline situation
- A description of the problem(s) to be addressed by the proposed action.
- Explicit targets and deliverables, in terms of contribution to EU policies (i.e. ITS Directive and the delegated Regulation of priority action 'a') and interoperable deployment of ITS across Europe.
- A detailed description of how the technical expectations will be fulfilled, the detailed technical expectations being (the following being a minimum, additions can of course be proposed, especially when accompanying EU policy)
- The description of the web site, forum and/or professional social media that will be set up to support Transmodel, NeTEx and SIRI user. This task shall take into account the existing web sites (<http://transmodel-cen.eu>, <http://netex-cen.eu> and <https://www.vdv.de/siri.aspx>) and propose a way to harmonize or merge them.
- The description of the team coordination and project management that will be set up to insure shared development across the partners of the project, avoiding doubles and using a shared code base whenever it is possible.
- The description of the proposed open source software governance. All tools are expected to be open source and widely available across Europe. Contribution from outside of the consortium will have to be managed, as for any open-source software.
- The description of the software that will be used as a base for the developments (it is not expected that everything would be redeveloped from scratch, especially when open source solutions are available and already used across Europe).
- The description of actions to anticipate and accompany the next steps of the ITS Directive-Priority action 'A' MMTIS (especially concerning real-time information, fare description, new transport modes, etc.)
- The long term planned business model: it is expected that the action will last longer than the PSA, therefore a responsible body should be defined and basis of a possible business model should be foreseen (possible member's fees, possible paid services, training and expertise, etc.). It is not expected that the proposal describe the details, only the main foreseen principle, but the project shall integrate a task to address this issue.
- The description of the foreseen communication with corresponding CEN standardization groups (TC278/WG3 SG4, SG7 and SG9)
- The assessment of the achieved results. Technical and organisational processes established to ensure high-quality of results shall be foreseen.
- A description of partners involved (directly and indirectly) including their respective roles.

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<sup>12</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32013R1315>

- A clear description of the project management planned for the effective delivery of the proposed Action, including internal cooperation and external interactions. Cost breakdowns aligned with level of efforts (i.e. by sub-activities and partners) shall be provided. Communication strategy and risk management measures shall be anticipated.

Furthermore, submitted proposals must:

- Concern the deployment along the TEN-T network including their urban nodes, hubs, terminals<sup>13</sup>.
- Comply with EU legislations that will rule Action implementation, in particular the ITS Directive and its delegated Regulations.
- Demonstrate commitment and buy-in from all concerned stakeholders that will contribute to the successful delivery of the Action (i.e. proof of commitment required).
- Promote the results of the proposed Action across ITS fora and congresses, Member States, stakeholders/users, standardisation communities, web sites and any modern communication mean.

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<sup>13</sup> [http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/index\\_en.htm](http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/index_en.htm)