

## ANNEX III: Programme Support Actions funded from 2015 appropriations

### 3. OBJECTIVES AND PRIORITIES: PART B

#### Programme Support Actions 2015

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

##### 3.1.1 Programme Support Actions in the area of maritime and inland waterways navigation

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

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

##### 3.1.1.1. In the form of grants

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

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

The legal 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: Q2 2015
Indicative amount to be committed in 2015	490,000		
Period (Years)	3	Comments:	EUR 490,000 from the 2015 budget.

### 3.1.1.2. In the form of procurement

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

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

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

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

### 3.1.2. Programme Support Actions in the field of maritime and inland waterway infrastructure

#### 3.1.2.1. In the form of procurement

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

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

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

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

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

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

### **3.2 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)**

#### **3.2.1. 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.

##### **3.2.1.1. 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.<sup>1</sup>

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.

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<sup>1</sup> 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

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

### 3.2.1.2. In the form of procurement

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

Nine Commission Implementing Regulations have been adopted under the "interoperability" Regulation (No 552/2004) of the Single European Sky, covering topics ranging from the exchange of flight data between air traffic control units, to data link services or surveillance systems. Despite some existing reporting mechanisms, a comprehensive implementation/monitoring overview of the Implementing Regulations, taking into account the obligations of all regulated parties and stakeholders, is currently missing. A closer follow-up of each individual interoperability IR, through e.g. the organisation of dedicated workshops or targeted consultations of stakeholders by EUROCONTROL, on behalf of the Commission, would help complete this overview and address possible issues. In addition, some of the adopted Regulations contain specific provisions, e.g. on exemptions, to be addressed by the Commission. As was the case for the exemptions to the Data Link Regulation<sup>2</sup>, the assistance of EUROCONTROL would be required to review, maintain and process exemptions requests e.g. related to the Surveillance Performance Interoperability (SPI)<sup>3</sup> or Voice Channels Spacing (VCS)<sup>4</sup> Regulations and produce a report to the Commission, in view of the adoption of the required Decision(s) on exemptions.

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

<sup>2</sup> 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

<sup>3</sup> Commission Implementing Regulation (EU) No 1207/2011 of 22 November 2011 laying down requirements for the performance and the interoperability of surveillance for the single European sky, OJ L 305, 23.11.2011, p. 35

<sup>4</sup> Commission Implementing Regulation (EU) No 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky, OJ L 320, 17.11.2012, p.14

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

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

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

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

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

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

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

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

This PSA is a specific contract awarded to Eurocontrol under the Framework Contract.

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

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

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

The Single Sky legislation (SES and SES II) foresees the adoption of enabling legislation (implementing rules) in the form of Commission Regulations adopted through the 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 2014	1,200,000	Indicative timeframe for launching the procurement procedure	2015
Period (Years)	2	Comments	EUR 1,200,000 from the 2015 budget.
Indicative number of contracts	1		

**d) Study on the establishment of the performance indicators for the air navigation services for the 3<sup>rd</sup> 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	500,000	Indicative timeframe for launching the procurement procedure	2015
Period (Years)	1	Comments:	EUR 500,000 from the 2015 budget.

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

### 3.2.2. 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<sup>5</sup> 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.

#### 3.2.2.1. 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

<sup>5</sup> Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.

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

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

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

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

Indicative amount to be committed in 2015	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.