ANNEX

ANNEXbis

1. BUDGET

1.1. Budget heading

Article 06 03 03, financial support for projects of common interest in the trans-European transport network.

1.2. Budget resources:

On the basis of this amendment to the Multi-Annual Work Programme which grants financial aid in the form of grants in the field of the trans-European Transport network (TEN-T) in 2013, an amount of funds of up to €280 million (including €280,000 for evaluation of the proposals) is available to projects of common interest in the field of the trans-European transport network in the areas of:

30 Priority Projects set out in annex III of the TEN Guidelines, in conformity with Article 23 of TEN-T Guidelines (PPs),

The European Rail Traffic Management Systems (ERTMS),

The Motorways of the Sea (MoS),

The Air Traffic Management (ATM), and

The Intelligent Transport Systems (ITS).

This amount complements the €332 million budget already made available under the adopted 2013 Multi-Annual Work Programme for projects of common interest in the field of the trans-European transport network.

2. THE FOLLOWING PRIORITIES AND LINES OF UNION FUNDING WILL BE PURSUED IN THE MULTI-ANNUAL WORK PROGRAMME

Commission Decision C(2013) 1675 of 21 March 2013 established the basis for the granting of aid to projects of common interest in the field of the trans-European transport network.

This amending Decision establishes the basis for the granting of aid in the form of grants to projects of common interest in the field of the trans-European transport network in the areas of:

30 Priority Projects set out in annex III of the TEN Guidelines, in conformity with Article 23 of TEN-T Guidelines (PPs),

The European Rail Traffic Management Systems (ERTMS),

The Motorways of the Sea (MoS),

The Air Traffic Management (ATM),

The Intelligent Transport Systems (ITS).

Within the scope of the global objectives and priorities defined in this amendment to the Multi-Annual Work Programme, more specific objectives may be elaborated in the calls for proposals.

3. OBJECTIVES AND PRIORITIES:

3.1. General objectives

3.1.1 Actions on the Priority Projects concerning rail, road and inland waterways (PPs)

3.1.1.1 Studies on the Priority Projects concerning rail, road and inland waterways (CN) for the preparation of the projects of common interest defined in Art. 7 of the TEN-T Guidelines

The general objective under this priority aims at preparing implementation of the future TEN-T projects, through the necessary feasibility studies, permission procedures, implementation and evaluation in sections of the Priority Projects.

3.1.1.2 Measures to promote innovation and new technologies for transport infrastructure and facilities contributing to decarbonisation or the reduction of external costs in general (e.g. congestion, road accidents).

These measures will address studies that should support the testing and deployment of new technologies and of enabling infrastructure components and facilities (in accordance with Articles 2(2) (a,d) and 5(f,g,h) of the TEN-T Guidelines) with a view to contributing and adapting to climate change as well as reducing the impact of transport on the environment and enhancing transport efficiency.

3.1.2 European Rail Traffic Management Systems (ERTMS)

The overall objective, based on Article 10(6) of the TEN Guidelines, is to promote the deployment of the European Rail Traffic Management System (ERTMS) which today consists of two components GSM-R and ETCS (the European Train Control System).

Through the elimination of technical barriers to interoperability, the deployment of ERTMS will directly contribute to the achievement of key transport policy objectives such as: the establishment of major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market; the optimal use of existing infrastructure capacities; improving the safety and reliability of the network; enhancing accessibility of peripheral areas of the Union; facilitating congestion relief on rail infrastructure and more balanced modal distribution; savings in terms of the environmental effects of transport.

3.1.3 Motorways of the Sea (MoS)

In order to implement the key priorities of the work programme the following general objectives will be pursued for Motorways of the Sea (MoS):

Pursuant to Article 13 of the TEN-T Guidelines, the current work programme sets the framework conditions to support the submission of Motorways of the Sea proposals that would facilitate the development of a TEN-T Motorways of the Sea network connecting the regions of Europe. Synergies with TEN-T port development projects as well as maritime connections with neighbouring countries shall be exploited when feasible.

The aim of the TEN-T MoS network is to promote the general sustainability and safety of transport in particular by providing an alternative to congested or less environmentally-friendly land transport. It should contribute to the common effort addressing climate change. Also, it should strengthen the cohesion of the EU by facilitating connections between Member States and between European regions, and by revitalising peripheral regions.

The Motorways of the Sea shall be based either on existing or new maritime links which shall be integrated into European sustainable intermodal logistic chains. They should have the objective of improving existing maritime links or establishing new maritime links as well as of better integrating the maritime links in the global logistic chain. The Motorways of the Sea projects should foster the concentration of freight flows on viable sea based logistical routes and provide regular, frequent, high-quality and reliable sea-based transport operations that are integrated in global logistic chains, i.e. fully integrated multimodal corridors.

The combined transport of persons and goods is not excluded, but freight transport should be predominant.

The potential for a viable TEN-T MoS network as well as for competitive and sustainable Motorways of the Sea is related to the ability of sea ports to act as efficient and reliable transhipment sites seamlessly linked with other modes of transport. The priority will be given to implementation projects aiming at improving and extending MoS dedicated port infrastructure capacity and facilities including the provision of cleaner fuels and other environmentally relevant facilities. Hinterland connections that are an integral part of the door-to-door logistic chain which integrates the maritime links may also be funded under the MoS programme as well as year round navigation support activities. In this context, priority will be given to projects aiming at integrating inland waterways or rail with the Motorways of the Sea, except in areas where member states do not have these modes of transport.

The programme also aims at fostering innovation and the deployment of new technologies and systems to increase the efficiency and effectiveness of Motorways of the Sea.

Project proposals should focus on the following Motorways of the Sea areas and on the links between them, as defined in Annex III of the TEN-T Guidelines, priority project n°21:

Motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in central and western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal)),

Motorway of the sea of Western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea),

Motorway of the sea of South-East Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus),

Motorway of the sea of South-West Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of South-East Europe.

Following the 2007 enlargement, project proposals can also address the Black Sea area, e.g. by linking the Black Sea with other motorways of the sea areas.

3.1.4 Air Traffic Management (ATM)

Achieving the Single European Sky (SES) is a key priority in European aviation policy. The SES initiative aims to enhance the overall efficiency of the way in which European airspace is organised and managed by improving the performance of ATM in Europe by modernising and harmonising systems, enhancing the civil-military interoperability, reducing fragmentation and consolidating the provision of air navigation services, in particular services other than air traffic services. The objective

in this area is to support the timely implementation of the SES and in particular to support the deployment of SESAR, its technological pillar.

3.1.5 Intelligent Transport Systems (ITS)

Pursuant to the TEN-T Guidelines (articles 5 & 9 in particular), road equipment and telematics applications, including ITS, shall in the areas of freight and/or passenger transport:

Enable traffic management including route guidance, incidents/emergencies detection and management;

Enable the exchange of information for multimodal transport operations and value added transport related services;

Facilitate the optimisation of networks efficiency and capacity for both existing and new infrastructure;

Improve safety, security and environmental performance;

Facilitate seamless connection between the infrastructure for European, national, regional and local networks meanwhile accommodating their respective traffic;

Facilitate active cooperation between providers of traffic and travel information and value added services.

In this respect, any Intelligent Transport System shall be deployed across the Union in compliance with the Directive 2010/40/EU ("the ITS Directive") and in a manner consistent with its delegated acts, in order to enable a set of interoperable basic capabilities in all Member States.

The principal priorities as derived from the ITS Directive are:

Europe-wide Traffic and Travel Information Services

Europe-wide Traffic Management Services

Europe-wide Freight & Logistics

Road safety and security

Projects shall in particular foster the interoperability of transport systems and services across networks and territories through promoting the concept of **Connected Intelligent Technologies** and have an emphasis on broad cooperation and full continuity along the TEN-T corridors of the future Regulation establishing the Connecting Europe Facility, including urban-interurban and intermodal interfaces as well as cross-border sections.

Connected Intelligent Technologies will make traffic and travel information more reliable and better targetted to user needs, both for passengers and freight/logistics; traffic management and operations more efficient and better integrated; and European roads safer. These actions concern road transport and its interfaces with other modes, with a high European added-value to the TEN-T. They can also contribute to freight terminals, passenger hubs, and urban nodes, for which it is critical to ensure a smooth link to interurban networks along the TEN-T corridors of the future Regulation establishing the Connecting Europe Facility.

Projects will need to demonstrate their contribution to the achievement of the objectives of the Directive 2010/40/EU ("the ITS Directive") notably in terms of

interoperable deployment of ITS Core Services and (innovative) applications. Whilst ensuring pan-European continuity of service and operational excellence for networks operators, clear user benefits in terms of efficiency, safety and comfort shall be identified.

The proposals will provide a detailed overview of the current state of the art and level of deployment of ITS Core Services and (innovative) applications along the TEN-T corridors of the future Regulation establishing the Connecting Europe Facility, including urban-interurban and intermodal interfaces as well as cross border sections. The proposed activities will clearly address the specific gaps and issues identified. They shall clarify how they intend to improve the current state of the art and what they aim to achieve.

3.2 Specific objectives

3.2.1 Studies on the Priority Projects

EU grant support may be granted to the following types of projects as defined in Article 2.8 of the TEN Regulation:

3.2.1.1 Studies that lead to preparation of projects' portfolios to be implemented *inter alia* under the future Regulation establishing the Connecting Europe Facility.

The specific objectives for the studies on the Priority Projects shall focus on the preparation of the projects of common interest defined in Art. 7 of the TEN-T Guidelines. This priority aims at addressing the following specific objectives: Actions implementing the Priority Projects, when such actions contribute to bridging missing links, facilitating cross-border traffic flows or removing bottlenecks, including through optimisation of capacity and efficiency of existing and new infrastructures, and when these actions also contribute to the development of the future Core Network or interconnect Core Network corridors.

In particular, the Union grant support should facilitate the preparation of projects or portfolio of projects on the Priority Projects under the future Regulation establishing the Connecting Europe Facility.

The studies concern the necessary feasibility studies, permission procedures, implementation and evaluation in sections of the Priority Projects, as specified in Art. 23 of the TEN-T Guidelines.

In addition, studies on the Priority Projects concerning rail, road and inland waterways which facilitate intermodality by developing intelligent systems and interconnecting the axis with other modes of transport – in particular the more energy-efficient modes of transport – will be supported.

3.2.1.2 Promote innovation and new technologies for transport infrastructure and facilities contributing to:

i) the reduction of environmental costs in general and aiming at oil substitution and decarbonisation in particular.

As the general objective, as stated in the Europe 2020 strategy, recalled in the Communication from the Commission[1] "Clean Power for Transport: A European alternative fuels strategy, union aid shall support studies addressing technologies that reduce external costs, including mitigation and adaptation to climate change in the

[1] COM(2013) 17 final of 24 January 2013

areas of freight and/or passenger transport ". These technologies need to demonstrate that they have the highest potential for rapid deployment across the TEN-T network, thereby creating the necessary critical mass.

A specific objective shall be the development of the necessary TEN-T infrastructure and facilities, including infrastructure-vehicle interfaces and upgrading/adaptation of already existing alternative fuels infrastructure, that will support the use of alternative fuels and propulsion replacing fossil fuels, including, electric propulsion of any type, hydrogen, CNG, LNG, including LNG bunkering vessels, and biofuels as well as any combination thereof. Facilities may also include emissions reduction and energy storage equipment installed in the vehicles, energy demand management and traveller information systems enabling data collection aiming at the functioning of the alternative fuels infrastructure.

Particular attention shall be paid to the use of alternative fuels or of technologies for the reduction of emissions from transport beyond the existing emission mandatory standards in view of preparing compliance with future standards. TEN-T follows a "market-oriented" instead of a "research-oriented" approach by focussing on New Technologies and Innovation ready for deployment, i.e. no research is supported. The mastering of long distances is for TEN-T an essential element and therefore should be covered in the study (including in its deployment part, if any).

The scope of studies shall be the testing of new technologies and shall integrate a clearly elaborated consumer-oriented business-model, because in such cases innovation for technology should be accompanied by innovation of processes, i.e. on how the new technology is introduced into the market with a clear objective to become viable, at least in medium or long term. A business-model aiming at short term viability, i.e. at the end of the EC support, would be ideal, but is not a requirement, given the various degrees of readiness of the different technologies and problems facing their market introduction. Clearly, the potential user of the infrastructure has to be in the focus of the trial (and study).

Priority will be given to studies that include pilot deployment of the technologies and/or of enabling infrastructure and facilities, i.e. incorporating a real-life trial (rather than just a demo). At the end of the trial, as part of the study, an analysis shall be presented which shows how to scale up the trial to mass application, i.e. how to roll-out the technology with the then optimised business-client relation onto the entire country, corridor or even the entire TEN-T network.

A further specific objective shall be the development of the necessary TEN-T infrastructure and facilities, including ICT as well as infrastructure-vehicle interfaces, to reduce noise. Studies with the possibility of integrated deployment shall be elaborated and supported in a similar way as for the previous objective, except that it is sufficient to aim for cost effectiveness instead of viability.

ii) the development and deployment of a new generation of smart / connected transport towards integrated traffic management and improved road safety.

Another specific objective shall be the development of the necessary TEN-T infrastructure and technologies, including infrastructure-vehicle communication interfaces and upgrading/adaptation of already existing infrastructure, to enhance safety and reliability of the network as well as traffic efficiency, therefore also contributing to emission reduction. Studies with the possibility of interoperable and integrated deployment shall be elaborated and supported in a similar way as for the abovementioned general objective.

Three types of studies are envisaged: (a) Studies without deployment, (b) Studies with regional or local pilot deployment in at least one Member State and (c) studies with deployment on a scale of a trajectory/corridor of at least 500 km serving at least two Member States. For type (c) the roaming functionality and interoperability of solutions, including cross-borders, should be clearly addressed.

3.2.2 European Rail Traffic Management Systems (ERTMS)

Actions shall focus on one of the following areas:

On facilitating and speeding up implementation of the European Deployment Plan[2], in particular on the corridor sections that shall be equipped by 2015 and on cross-border sections, on tracks and on board vehicles,

On upgrading lines and vehicles,

On maintaining the test specifications,

In order to meet the above objectives, the following priority areas will be supported by TEN-T funds:

Priority Area 1: ETCS deployment on ERTMS Corridors:

ETCS deployment on cross-border sections of ERTMS Corridors that shall be equipped by 2015 according to the European Deployment Plan;

ETCS deployment on ERTMS Corridors' sections and their connections to ports and terminals that shall be equipped by 2015 according to the European Deployment Plan;

Preparatory actions (including feasibility studies) to speed up the ETCS deployment on ERTMS Corridors' sections and on connections to ports and terminals that shall be equipped according to the European Deployment Plan beyond 2015.

Priority Area 2: upgrade of lines or vehicles with ETCS Baseline 2 Release 2.3.0d or Baseline 3:

Lines and vehicles already equipped with pre-2.3.0d SRS release compliant ETCS and planned for upgrade to ETCS Baseline 2 Release 2.3.0d/Baseline 3 standards by the end of 2015 are eligible for TEN-T support under this Priority Area. Compatibility tests are considered as part of the upgrading strategy. Infrastructure works for track-side equipment (falling under the definition in Article 2.9 of the TEN-T Regulation) which are necessary for the implementation of ETCS level 2 (e. g. upgrade or renewal of interlockings) are also eligible.

Priority Area 3: retrofitting vehicles with ETCS Baseline 2 Release 2.3.0d or Baseline 3:

Retrofitment of existing vehicles with ETCS by the end of 2015 is eligible for TEN-T support under this Priority Area. Prototyping, type authorisation and compatibility testing activities (including equipment of trains and tests of test trains), including ETCS on-board deployment, in order to retrofit an existing vehicle with baseline 3 are eligible for TEN-T support under this Priority Area.

Priority Area 4: Maintenance of the test specifications for ETCS

[2] Commission Decision 2012/88/EU

The test specifications of the Baseline 3 will be included in the first maintenance release at the end of 2013. It is expected that the development of Baseline 3 onboard products and their testing in laboratories will provide valuable feedback resulting in the need to update the test specifications (subset-076). The updating of those test specifications will require specific know-how and access to dedicated tools and test equipment. The activities leading to the updating of the subset-076 are considered a priority, including procuring/developing test tools and test environments; the expected deliverables are the updated test cases, test sequences, and if necessary the laboratory test interfaces.

3.2.3 Motorways of the Sea (MOS)

The MOS projects are different in nature from the other TEN-T projects: the Motorways of the Sea project defines a framework (objectives, overall priorities and/or geographical areas) within which Member States and/or relevant companies or bodies are called upon to develop individual projects during the period 2007-2013.

The type of projects proposed under this work programme shall include the following instruments or a combination of them: implementation projects (i.e. projects aiming to deliver full scale transport operations), innovative studies taking the form of pilot actions and studies. Irrespective of their type, the projects must support the implementation of the concept of Motorways of the Sea.

Priority will be given to implementation projects, pilot projects and studies which contribute to addressing the environmental challenges faced by the short sea shipping sector, in particular in view of the forthcoming requirements with respect to the implementation of the requirements of Annex VI of the IMO MARPOL Convention. Actions supporting the deployment of alternative fuels and emission abatement technologies or which promote the use of shore-side electricity fall under this category.

Implementation projects, focussing on infrastructure and facilities, are a priority, with the objective of establishing new maritime links or improving the capacity, frequency or quality of existing maritime links as elements of the broader network of Motorways of the Sea in the logistic chain perspective. The projects should remove the Motorways of the Sea relevant bottlenecks in ports, improve port hinterland connections and port sea access, and ideally apply new Information and Communication Technologies (ICT) to the MoS operations. Implementation projects can also be projects of wider benefits[3], e.g. addressing environmental or reporting formality issues taking into account recent obligations deriving from international and/or European legislation. They may also include study and pilot action[4] parts preparing for the implementation and promoting the maturity of later phases of the projects. The proposed projects should support the reduction of land transport congestion and increase door-to-door efficiency through modal shift and/or increase accessibility of peripheral and island regions. The need for a strategic environmental

[3] In accordance with Article 13.5 (c) of Decision No 661/2010/EU of the European Parliament and of the Council

[4] Pilot actions are considered 'studies' in so far as they comply with the definition given under Article 2 (8) of Regulation (EU) N° 680/2007

assessment (SEA) should be investigated[5] (e.g. potential amendment of national transport plans or programmes). Rate of funding, as specified in Section 9, implementation projects may be funded up to 20% of total eligible costs.

In case of mixed projects (works and study and/or pilot actions, see section 6.2.4), works may be funded as above-mentioned and the study and pilot action parts may be funded up to 50% of total eligible costs.

Studies taking the form of **pilot actions** should be envisaged to overcome technical and operational obstacles when introducing new technologies as well as prototypes or innovative concepts. These studies should prepare for future deployment, address wider benefit subjects, innovative infrastructure and facilities and gather an operational partnership. Actions may include evaluation and validation studies or technical support measures, e.g. full-scale demonstrators necessary to achieve the objectives of the pilot action. R&D is not eligible for support under the TEN-T programme. Pilot actions may also have a key role in securing harmonised operations within a given geographical area and must be proposed by 'twinning' consortia, involving actively on a given topic a minimum of two entities from at least two different Member States (see Section 6.1) and integrating key transport actors and operators to achieve the critical mass required for later implementation. Rate of funding – as specified in Section 9, pilot actions may be funded up to 50% of total eligible costs[6] provided they comply with the definition of studies given in art. 2(8) of the TEN Regulation. Co-funding investments aboard vessels are possible for pilot projects if they are necessary for the running of the project.

Studies must address regional or European level issues of wider benefits for MoS operations (such as environmental assessments or ICT). Studies for the preparation of implementation projects shall lead to mature Motorways of the Sea future project proposals. Rate of funding – as specified in Section 9, studies may be funded up to 50% of total eligible costs.

Given the practical nature of the programme, the resources available for studies – excluding pilot actions - will be limited to 20% of the overall budget for the call.

Environmental studies should contribute to addressing the environmental challenges faced by the short sea shipping sector. Actions supporting for instance the deployment of LNG or scrubber technologies or which promote the use of shore-side electricity fall under this category. New innovative technologies for discharging vessel residues or for reception of vessel-generated waste will also be considered. The actions should integrate the rules and guidelines in the field of safety, which are developed at international level or by the European Maritime Safety Agency.

Activities should lead to a smoother integration of maritime transport in the multimodal logistic chain, concentrating freight flows on sea-based routes on a corridor perspective, securing year round navigation (e.g. winter in the Baltic), safe passage including dredging, hydrographic surveys and traffic management and facilitating interoperability of the different modes in the transport chain and electronic exchange of information among the relevant stakeholders, e.g. ICT infrastructure and applications to facilitate integration of the sea and the land legs so

[5] See Directive 2001/42 EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

[6] In accordance with Article 6.2 (a) of Regulation (EU) N° 680/2007

that maritime transport may properly serve the hinterland areas or for systems of wider benefit.

ICT actions should focus on the deployment of interoperable solutions enabling an efficient information exchange between all actors involved in co-modal transport processes with particular emphasis on introducing new technologies for Short Sea Shipping, public body driven single windows as well as simplification of administrative procedures in ports. This objective should be achieved through the use of relevant open standards and open and secure information exchange platforms where available. ICT applications integrating vehicle and cargo tracking and tracing, monitoring and real time routing systems applicable to key European transport corridors may also be considered for co-financing if submitted as a part of the implementation actions defined in this work programme. In compliance with EU policies inspired from the use of electronic means of communication, these actions should support the recently adopted Directive 2010/65/EU on reporting formalities for ships and the emerging EU e-Maritime initiative.

The projects and studies to the development of ICT systems shall be carried out in a way ensuring that these systems can be easily adapted to incorporate the outcome of the EU initiatives aiming at ensuring the efficient functioning and interoperability of the systems, notably the e-freight and e-Maritime initiatives.

Project proposals focussing on publicly accessible infrastructure and facilities, or requesting start-up aid, should be implemented by the relevant actors involving in general both the public and private sectors, and bringing together transport operators reflecting the transport chain and covering port and maritime operations. The establishment of a broader consortium, involving also partners such as terminal operators, road hauliers, rail operators, logistics companies, ship brokers, local and/or regional public authorities and infrastructure owners is expected as appropriate. Project proposals should be substantiated, e.g. by providing relevant traffic flow analyses in the corridor, modal shift potential of the proposed investments, etc.

The involvement or association of transport operators and / or shipping companies, covering a specific maritime leg, is fundamental to demonstrate the viability of the proposed improvement of an existing maritime link or the establishment of a new maritime link. This involvement can vary from being a beneficiary with a direct involvement, to letters of support confirming the potential of the project to lead to an improvement of an existing maritime link or establishment of a new maritime link, and demonstrating an adequate commitment to participate in the project (e.g. consultative or operational). The degree of involvement and/or demonstrated viability of the project will have an impact on the selection of the proposals – notably for new maritime links.

Project proponents are encouraged to exploit the full range of EU funding instruments available in order to exploit synergies, *notably* with the Marco Polo II programme, which is the main programme designed to support transport services, the MEDA-MOS II project for the establishment of Motorways of the Sea between EU Member States and neighbouring countries bordering the Mediterranean Sea, the European Neighbourhood and Partnership Instrument, the Structural Funds and the European Investment Bank. However as stated in Section 6.2.3, grants from the EU budget, such as TEN-grants, cannot be cumulated with other grants from the EU budget for the same specific activities of the same parts of a project. Risk-bearing instruments of the EU or EU financial contributions to such instruments shall not

constitute grants. Funded actions may not lead to distortions of competition in the relevant markets contrary to the common interest.

Appropriate monitoring mechanisms with clear milestones for the realisation of lasting modal shift from road to the proposed Motorway of the Sea link and for the improved accessibility to peripheral and island regions should be put in place.

3.2.4 Air Traffic Management (ATM)

The specific objective in this sector is to consolidate and accelerate the process of reforming ATM in Europe, in particular by addressing the inefficiencies in the provision of air navigation services and by defragmenting the European ATM system and by facilitating the timely deployment of SESAR.

The actions to be supported in this domain should:

Support the development of those air navigation and other services and activities, other than air traffic services, that are linked to and support the provision of air navigation services and that have the highest potential for improving efficiency when provided on the basis of market principles and improved customer value at regional, FABs and/or central level. The supported actions should aim to identify the infrastructure needs for these potential services and explore and demonstrate the most efficient means of deploying such infrastructure so that the services could be provided in consistency with the SES legal framework and SESAR deployment.

Facilitate the activities and processes that are necessary to initiate the industrialisation of ATM functionalities included in the common projects defined in Regulation (EU)409/2013, or in the interim deployment programme.

3.2.5 Intelligent Transport Systems (ITS)

Works projects proposed under this heading should support the co-ordinated and interoperable implementation of ITS Core Services and (innovative) applications along the TEN-T corridors of the future Regulation establishing the Connecting Europe Facility and their interfaces with complementary networks, involving and committing at least 3 Member States. Projects shall be compliant with detailed specifications and guidelines as defined in the call for proposals and shall take account of the following specific objectives/activities:

Optimal use of road, traffic and travel data;

Continuity of traffic and freight management ITS services along the TEN-T corridors and up to the interfaces between interurban and urban transport systems and with passenger hubs or freight terminals;

Road safety and security;

Enhanced interaction/interfaces with complementary transport modes;

Integration of the vehicle into the transport infrastructure;

Data security and protection, as well as liability issues;

Study projects proposed under this heading should support:

The development, operational implementation and/or improvement of specifications for ITS Core Services and European standards to ensure interoperable and cost efficient deployment (from an operator perspective) and to enhance harmonisation and quality (from a user perspective);

Harmonised evaluation and reporting of impacts incl. substantiated cost-benefit analysis;

Monitoring, consolidation and reporting on pan-European roll-out of ITS Core Services and (innovative) applications.

Projects shall engage a broad range of partners at decision making level and operational level to ensure the representativeness, acceptablity/validation and wide dissemination of their results.

Although works and study projects shall address their respective specific objectives, they shall be mutually instrumental in order to meet the general objectives of the call.

4. RESULTS EXPECTED

The implementation of this amendment to the 2013 Multi-annual Work Programme aims at further enhancing the effectiveness and visibility of EU financing of the highest priorities of the trans-European transport network, while promoting growth and job creation, in line with Europe 2020 strategy. It is expected that the granting of support on the basis of this programme will contribute to the timely and efficient completion of a number of TEN-T projects in their entirety or in significant parts, will support the realisation of a robust and resource efficient European transport system and will contribute to addressing climate change.

The actions which will be completed with financial aid allocated under the 2013 call will directly contribute to the achievement of important transport policy objectives, such as: the establishment of major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market; the optimal use of existing infrastructure capacities; improving the safety and reliability of the network; enhancing accessibility of peripheral areas of the EU; facilitating congestion relief on rail infrastructure and more balanced modal distribution; and savings in terms of the environmental effects of transport, in particular contributing to addressing climate change

Granting of aid to these actions should help to reach important milestones marking the way towards the completion of the trans-European transport network, as approved by the European Parliament and the Council. Union funding should help to mobilise as much public and private financing as needed to meet the challenging timetables.

5. TIMETABLE FOR THE MULTI-ANNUAL CALLS FOR PROPOSALS 2013 AND INDICATIVE AMOUNTS AVAILABLE

5.1. Indicative timetable for calls for proposals and amounts available in the multi-annual work programme.

Projects	Calls (indicative date)	Indicative amounts[7]
Actions on Priority Projects,	December 2013	€50 million
Motorways of the Sea (MoS)	December 2013	€80 million
European Rail Traffic Management Systems (ERTMS)	December 2013	€70 million
Air Traffic Management (ATM)	December 2013	€30 million
Intelligent Transport Systems (ITS)	December 2013	€50 million
TOTAL		€280 million

The total amount available for grants on the basis of the multi-annual work programme in the field of the trans-European transport network shall lie within a range of 80-85% of the financial envelope of €8.013 billion reserved for transport for the period 2007-2013, as identified in Article 18 of the TEN Regulation.

In accordance with Article 8 of the TEN Regulation, a mid-term review of the multi-annual TEN-T programme took place in 2010. The review identified projects which will not use all of the funds that have been allocated to them within the programmed period. As a consequence, the planning of future calls for proposals as set out in the multi-annual work programme for 2007-2013 by the Commission Decision of 23rd July 2007, C(2007)3512 is under modification.

The above breakdown is indicative; therefore budget transfer between priorities is allowed.

6. ELIGIBILITY CRITERIA

6.1. Eligible applicants

Only written applications submitted by legal persons of private or public law legally constituted and registered in a Member State are eligible for EU financial support.

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.

[7] The costs of projects are eligible from the first of January 2013

In addition to the above i) all proposals in the areas of Motorways of the Sea (MoS) must include applicants from (and be supported by) a minimum of two different Member States and ii) all proposals for works projects in the area of Intelligent Transport Systems (ITS) must include applicants from (and be supported by) a minimum of three different Member States.

Project proposals submitted by natural persons are not eligible.

In no case can third Countries or legal or natural persons established outside Member States be beneficiaries of the funds.

The Commission services reserve themselves, the right to requalify a project proposal, received under this work programme, to another priority under this work programme or a priority under the annual work programme adopted by decision C(2013)1029 of 27 February 2013, as amended.

6.2. Eligible projects

6.2.1. Common interest

Only projects related to one or several of the projects of common interest identified in the TEN-T Guidelines may receive Union financial aid.

6.2.2. Compliance with the Union Law

The granting of Union aid to projects of common interest is conditional upon compliance with relevant Union law[8] inter alia concerning interoperability, environmental protection[9], competition and public procurement.

6.2.3. Other sources of financing

No Union financial aid shall be awarded for parts of projects receiving funds from other sources of Union financing.

6.2.4. Independence of works / studies

A proposal must address either works or studies, within the meaning of Article 2(8) and (9) of the TEN Regulation. This applies also in the area of Motorways of the Sea (MoS), unless it is clearly demonstrated that the undertaking of the works is not dependent on the execution and/or conclusion of the study.

6.3. Grounds for Exclusion

In the call for proposals the Commission will draw applicants' attention to Articles 106 to 109 and Article 131 of the Financial Regulation, as well as to Article 141 of the Rules of Application.

7. SELECTION CRITERIA

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.

---

8 According to Article 3.1 of the TEN Regulation

9 In particular 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)

The demonstration of the financial and operational capacity does not apply to applicants which are a Member State, a public sector body (i.e. regional or local authority, body governed by public law[10] or association formed by one or several such authorities or one or several such bodies governed by public law, in particular Joint Undertaking in line with eligibility criteria established under Article 187 of the Treaty on the Functioning of the European Union (ex Article 171 TCE), international organisation[11]) or a European Economic Interest Grouping (EEIG) established in line with Council Regulation (EEC) N° 2137/85 of 25 July 1985 and 100% owned by public body(ies).

7.1. Financial capacity

The applicant(s) must have the financial capacity to complete the Action for which the grant is sought and 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.

7.2. 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.

Information submitted by applicants who benefited from TEN-T support as from 2004 may be taken into account in the evaluation of these applicants' operational capacity.

8. AWARD CRITERIA

According to the level of contribution to the objectives and priorities as stated above, only proposals compliant with the eligibility and selection criteria will be evaluated. A decision to grant EU financial aid shall take into account, inter alia, the following general award criteria:

the maturity of the project;

the stimulating effect of the EU intervention on public and private finance;

the soundness of the financial package;

socio-economic effects;

environmental consequences and benefits;

the need to overcome financial obstacles;

---

[10] Body governed by public law: any body:
(a) established for the specific purpose of meeting needs in the general interest, not having an industrial or commercial character; and
(b) having legal personality; and
(c) financed, for the most part by the State, or regional or local authorities, or other bodies governed by public law; or subject to management supervision by those bodies; or having an administrative, managerial or supervisory board, more than half of whose members are appointed by the State, regional or local authorities or by other bodies governed by public law

[11] According to article 43 (2) of the Rules of Application, international organisations are:
(a) international public sector organisations set up by intergovernmental agreements, and specialised agencies set up by such organisations;
(b) the International Committee of the Red Cross (ICRC);
(c) the International Federation of National Red Cross and Red Crescent Societies.

the complexity of the projects, for example that which arises from the need to cross natural barriers;

the degree of contribution to the continuity and interoperability of the network, as well as to the optimisation of its capacity;

the degree of contribution to the improvement of service quality, safety and security;

the degree of contribution to the internal market and other priorities of the trans-European transport networks;

the degree of contribution to the re-balancing of transport modes in favour of the most environmentally friendly ones;

the quality of the application.

Within the scope of the global objectives herewith established, additional specific criteria for MoS, ITS and Innovation projects may be set out in the text of the call for proposals.

Upper and / or lower thresholds of EU financing may be recommended in the calls for proposals or accompanying documents.

9. MAXIMUM POSSIBLE RATE OF CO-FUNDING[12]

The amount of EU financial aid shall not exceed the following rates:

studies: 50 % of the eligible cost of studies

works as defined in Article 2.9 of the TEN Regulation:

a maximum of 20 % of the eligible cost of the works for Priority Projects;

a maximum of 30 % for cross-border sections of the Priority Projects provided that the Member States concerned have given the Commission all the necessary guarantees regarding the financial viability of the project and the timetable for carrying it out.

European Rail Traffic Management System (ERTMS):

track-side equipment:

a maximum of 50% of the eligible cost of works;

on board equipment:

a maximum of 50% of the eligible cost of developing and making prototypes for the installation of ERTMS on existing rolling stock, provided that the prototype is certified in at least two Member States

a maximum of 50% of the eligible cost of series equipment for the installation of ERTMS on rolling stock; however, the Commission shall set in the framework of the multi-annual programme a maximum amount of aid per traction unit;

road, rail, air, inland waterway, maritime traffic and coastal traffic management systems and ITS:

a maximum of 20% of the eligible cost of works;

start-up aid related to capital costs for Motorways of the Sea projects:

[12] According to Article 6(2) of the TEN Regulation

30% of two years of depreciation of the eligible capital cost in accordance with Art. 13 (5) of the TEN Guidelines.

10. INSTRUMENT FOR IMPLEMENTATION

The financial aid shall be covered by individual financing decisions adopted by the Commission.