



This action is funded by the European Union

ANNEX 3

of the Commission Implementing Decision on the Annual Action Programme 2015 in favour of the ENI South countries

Action Document for

“Support to the Regional Transport Action Plan (Maritime and Rail)”

INFORMATION FOR POTENTIAL GRANT APPLICANTS

WORK PROGRAMME FOR GRANTS

This document constitutes the work programme for grants in the sense of Article 128(1) of the Financial Regulation (Regulation (EU, Euratom) No 966/2012) in the following sections concerning grants awarded directly without a call for proposals: 5.3.1 and 5.3.2

1. Title/basic act/ CRIS number	“Support to the Regional Transport Action Plan (Maritime and Rail)” CRIS number: 2015 / 038-247 financed under the European Neighbourhood Instrument
2. Zone benefiting from the action/location	European Neighbourhood Instrument (ENI) Southern region. The action shall be carried out at the following location: Morocco, Algeria, Tunisia, Libya, Egypt, Jordan, Israel, Palestine ¹ and Lebanon.
3. Programming document	Programming of the European Neighbourhood Instrument (ENI) - 2014-2020. Regional South Strategy Paper (2014-2020) and Multiannual Indicative Programme (2014-2017)
4. Sector of concentration/ thematic area	Transport
5. Amounts concerned	Total estimated cost: EUR 10.75 million Total amount of EU budget contribution: EUR 9 million for an amount of which: - EUR 4 million from the general budget of the European Union for 2015 - EUR 5 million from the general budget of the European Union for 2016, subject to the availability of appropriations following the adoption of the relevant budget

¹ This designation shall not be construed as recognition of a State of Palestine and is without prejudice to the individual positions of the Member States on this issue.

	Budget line: 21.03.01.02 This action is co-financed by potential grant beneficiaries for an indicative amount of EUR 1.75 million			
6. Aid modalities and implementation modalities	Project Modality Direct management: - grants – direct award - procurement of services			
7. DAC code(s)	21040 (water transport); 21030 (Rail transport)			
8. Markers (from CRIS DAC form)	General policy objective	Not targeted	Significant objective	Main objective
	Participation development/good governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Aid to environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Gender equality (including Women In Development)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Trade Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Reproductive, Maternal, New born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	RIO Convention markers	Not targeted	Significant objective	Main objective
	Biological diversity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Combat desertification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Climate change adaptation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUMMARY

By facilitating trade and connecting people across countries, transport is typically an area of regional cooperation. However, the lack of transport interconnectivity remains one of the bottlenecks in the Southern Neighbourhood region. There is a need for a safe, secure, sustainable and efficient transport system based on harmonised transport standards as a condition for economic growth and integration of the region.

The proposed actions pursue EU efforts in supporting the establishment of an adequate regulatory framework for all transport modes for the benefit of the Southern Mediterranean Partner Countries, with a particular focus on rail and maritime transport. The actions complement existing projects in the field of aviation and transport infrastructure. They fully take account the results of the Union for the Mediterranean (UfM) Transport Ministerial Conference of 14 November 2013. In addition, they seek to implement the Regional Transport Action Plan 2014-2020.

1 CONTEXT

1.1 Regional context/Thematic area

In the Mediterranean region, a regular and intensive sector policy dialogue was established through the EuroMed Transport Forum and its working groups, initially

under the umbrella of the Barcelona process and from 2009 onwards under the auspices of the Union for the Mediterranean (UfM) from 2009 onwards. The strategy for the development of an integrated Euro-Mediterranean transport system is detailed in the 2005 Blue Paper “Towards an Integrated Euro-Mediterranean Transport System”² and in the report of the High Level Group on the Extension of the Trans-European Transport Axes to the Neighbouring Countries and Regions, both of which were endorsed by the first EuroMed Transport Ministerial Conference in Marrakech in December 2005. The Ministerial Conference invited the EuroMed Transport Forum to convert these recommendations into a Regional Transport Action Plan (RTAP) for the period 2007-2013 specifying the short and medium term priorities for each mode of transport. Since then, an intensive transport programme, covering all modes and composed of several technical assistance projects, has been put into motion in order to implement the RTAP 2007-2013.

The UfM Transport Ministerial Conference of 14 November 2013 endorsed the Evaluation Report of the RTAP 2007-2013 for the Mediterranean Region, and reaffirmed the need for a safe, secure, sustainable and efficient transport system based on harmonised transport standards as a condition for economic growth and integration in the Mediterranean region by facilitating trade and connecting people. It recommended the full involvement of relevant European Agencies in the implementation of the RTAP 2014-2020, in accordance with their founding regulations and endorsed the priority guidelines for the establishment of the new RTAP 2014-2020 by the EuroMed Transport Forum.

On 23 March 2015 in Brussels, the Euromed Transport Forum, composed of the partner countries, EU member States and stakeholders, approved the new RTAP 2014-2020. At the same occasion, partner countries confirmed the need to continue the support in these domains, in close cooperation with EU specialised agencies.

1.1.1 Public Policy Assessment and EU Policy Framework

The Communication “The EU and its neighbouring regions: A renewed approach to transport co-operation”³ of 7 July 2011 foresees closer integration between the markets of the EU and those of the enlargement and Southern Mediterranean Partner Countries, making connections faster, cheaper and more efficient to the advantages of citizens and businesses. It also outlined the importance of regulatory convergence in areas like safety, security, environmental protection, worker health and safety.

On this basis, the UfM Transport Ministerial Conference of 14 November 2013 notably endorsed the priority policy guidelines relevant to each mode of transport for the preparation of the Regional Transport Action Plan (RTAP) for the period 2014-2020.

Under point 20 of the Declaration of the Ministerial is recommended the full involvement of relevant European Agencies for the implementation of the RTAP 2014-2020, in accordance with their founding regulations.

In this context, chapter I of the RTAP 2014-2020 clearly focuses on Maritime Transport and actions two to four can be fully supported by the European Maritime

² http://ec.europa.eu/dgs/energy_transport/international/regional/euromed/transport/doc/2005-12-15/2005_11_bluepaper_fr.pdf.

³ COM(2011)415 of 7 July 2011.

Safety Agency. Moreover, action 12 on safety and interoperability in the railway sector is the basis for our action in that area.

The challenge for the transport co-operation is mainly related to maintaining the commitment of the Southern Mediterranean Partner Countries to regularly update their legislation and to ensure a convergent regional framework for the strengthening of exchanges between the EU and the Southern Mediterranean Partner Countries and among themselves.

1.1.2 Stakeholder analysis

The main stakeholders in the project will be the various Ministries of Transport, Transport Agencies (e.g Railway Agencies), Regulatory Bodies, Operators and where applicable network managers. Freight companies and passengers are final beneficiaries. The interest of all of these stakeholders is to enhance their capacity to implement and operate under international and EU standards with a view on further structural adaptation of transport systems at the national level which needs to be complemented at the regional level so as to encourage and facilitate the unimpeded flow of goods and people in the Mediterranean region. In that way, a level playing field can be created by reducing competitive (dis)advantages between countries. Especially for the rail sector a separation between the network managers and the service operators is a difficult process which requires the set-up of new and independent administrations. Training of the staff of such administrations seems essential. The same counts for the possible establishment of independent rail safety and accident investigation agencies.

The UfM Secretariat will be associated to the implementation of the action.

1.1.3 Priority areas for support/problem analysis

Priority areas for support are focused on the regulatory framework for different transport modes enhancing transport safety, security and environmental protection. Particular attention will be given to maritime and rail transport, so as to ensure continuity with support from the past and to complement ongoing support in the aviation sector.

2 RISKS AND ASSUMPTIONS

Continued strong political commitment to regional co-operation and support from the partner institutions is a necessary condition for the effective implementation of the project. Partner governments and authorities should be ready to take the measures required in terms of legal, technical and institutional reforms and adequate resource allocation. Long-term regional stability in the region is a prerequisite for the project's sustainability. In particular, inter-state tensions in the Middle Eastern region, but also in the Maghreb, may create difficulties in terms of regional co-ordination of transport flows, cross-border co-operation and trade facilitation.

Participating countries must, to a certain extent, recognise international conventions and/or European law and/or relevant European/international standards and specifications in the field of maritime, road and rail and should be ready to actively work towards the implementation of first of all international standards, and, if relevant, European standards. These risks are minimised by the use of already functioning mechanisms for co-operation between the transport key stakeholders of

the neighbouring states and with the EU. Furthermore, the action proposed is a continuation of successful projects.

3 LESSONS LEARNT, COMPLEMENTARITY AND CROSS-CUTTING ISSUES

3.1 Lessons learnt

The actions foreseen in the present Action Document build on lessons learnt from the previous Euromed transport projects described below, in particular:

- the transport dimension is well suited to a regional approach. EU support to transport issues is usually provided through comprehensive regional programmes (apart from a transport programme in Algeria) with little overlaps with bilateral cooperation where more specific contributions are provided mainly through the instrument of twinning;
- a demand-driven approach, tailored to the specific needs of each partner country, has demonstrated more effective results;
- good experience with the European specialised transport agencies.

3.2 Complementarity, synergy and donor coordination

The on-going projects in the transport field include:

- aviation component under the Euromed Aviation Safety project implemented by the European Aviation Safety Agency;
- logistics component under the LOGISMED TA project aiming to provide training for logistics implemented by the European Investment Bank (EIB);
- infrastructure component with the Southern Neighbourhood Advisory programme for the Transport Sector (“SNAP-T”, i.e. the project preparation programme agreed between the European Commission and the EIB) financed under the Neighbourhood Investment Facility (NIF).

Close co-ordination with the Secretariat of the Union for the Mediterranean will be promoted. Specific co-ordination will also be set in place to maximize synergies with on-going and future relevant national twinning actions in the transport sector.

On maritime transport, close coordination and synergies will be established with the Horizon 2020 Initiative for a Cleaner Mediterranean and the various EU-funded projects supporting it as well as the Initiatives supported by UNEP-MAP in the context of the implementation of the Barcelona Convention and its protocols and the Mediterranean Strategy for Sustainable Development.

3.3 Cross-cutting issues

In terms of good governance, the project will promote institutional restructuring, in particular the separation of the governmental regulatory functions from the operational and commercial activities, strengthening the independence of the authorities and of their administrative capacity. The promotion of the adoption of EU rules and standards, and international standards where relevant, will also have a positive side effect on the environment, in particular detection and recovery of oil spills at sea.

4 DESCRIPTION OF THE ACTION

4.1 Objectives/results/main activities

These actions will pursue the efforts in supporting partner countries to establish an adequate regulatory framework for transport, in particular for maritime and railway, notably on safety, security and environmental protection.

For the maritime component, the objectives are:

- To support partner countries to align their national standards and practices with those of the European Union with the aim of promoting a harmonised approach in the field of maritime safety, security and marine pollution prevention and response;
- To reinforce the institutional capacity of partner countries to perform fully their duties under the adequate regulatory framework;
- At regional level, to enhance communication, information sharing and cooperation between partner countries, EMSA and EU Member States in the field of maritime safety, maritime security and marine pollution prevention, preparedness and response.

For the railway component, the objectives are:

- To support partner countries to enhance railway safety, with particular attention to the establishment of risk approaches and the prevention of accidents, as well as their investigation;
- To reinforce the institutional capacity of partner countries to fully perform their duties under the adequate regulatory framework;
- At regional level, to promote interoperability among different countries in areas such as infrastructure (including track gauge), control-command and signalling, energy, rolling stock, operation and traffic management, maintenance and telematic applications for passengers and freight services.

For the horizontal component, the objectives are to support partner countries in additional cross-cutting areas, such as liberalisation of transport services, economic aspects, security, efficient transport operations and GNSS use. This component is open to all modes of transport, with a particular attention to multimodal transport.

For the maritime component, the main activities are:

1. Maritime Safety

Capacity strengthening and training of partner countries on core aspects of Maritime Safety, namely Flag State Implementation, Port State Control, Human element and Vessel Traffic Monitoring and Information Systems (VTMIS)

2. Protection of marine environment

- Provision of CleanSeaNet (CSN) images through EMSA

Within the framework of the SAFEMED III project, pilot actions on the provision of CSN images were started. CSN images are provided to partner countries to enhance their capability to detect and timely respond to oil spills at sea. Under this programme CSN images will continue to be delivered to partner

countries by EMSA in conjunction with AIS information to enhance their capability to identify possible polluters.

- International exercises with the participation of an EMSA Stand-by Oil Spill Recovery Vessel (SOSRV)

With the aim of further developing and maintaining operational readiness, exercises with the participation of an EMSA stand-by oil spill recovery vessel will be organised in selected partner countries. Operational exercises usually involve the release of simulated oil, the deployment of pollution response vessels from the hosting country, and the establishment of a unified command structure and lines of communication. In addition, full-scale oil recovery operations at the site of the accident, including actual deployment of oil containment booms and skimming equipment, may be undertaken. At-sea operational exercises assist the integration of EMSA's resources within the response mechanism of the coastal States, improving the necessary coordination and cooperation of the EMSA vessels with the coastal State response units.

3. Security of ships and port facilities

- ISPS Code – Specialised training on ship and port facility security

The programme will provide specialised training on ship and port facility security. In order for maritime administrations to adequately implement the responsibilities under the ISPS Code, the knowledge needed by the Contracting Government's officials to certify the compliance of vessels and/or port reception facilities with the ISPS Code is of paramount importance. Besides an efficient national administration, an adequate number of well qualified staffs is required to discharge the responsibilities as Flag State.

- Best practices on monitoring Recognised Security Organisations (RSOs)

Some of the Flag State functions and duties related to ship and port facility security can be delegated to Recognised Security Organisations. However, related responsibilities will still lie with the Flag State that has the obligation to constantly monitor the activities undertaken by Recognised Security Organisations on their behalf. Relevant training and exchange of best practices will be provided.

For the railway component, the main activities are

1. Railway Safety

Supporting partner countries in the introduction of a Safety Management System and risk based approach;

Supporting legislative reform in line with EU railway legislation, including National Safety Authorities and implementing rules for the establishment of National Investigation Bodies);

Providing guidelines and support in drafting accident investigation procedures.

2. Interoperability

The EU has developed Technical Specifications for Interoperability which allow optimum management and use of rolling stock (locomotives, wagons and coaches) and railway infrastructure (including track, tunnels, electrification and signalling), by regulating matters concerning also railway noise, operations, telematics and issues related to persons with reduced mobility. These specifications are reference

milestones for the Partner countries (according to their specific needs). They will facilitate the establishment of the future Trans-Mediterranean Transport Network and its connection with the Trans-European Transport Network (TEN-T).

3. Promotion of the involvement of the partner countries in the work of European Rail Agency (ERA)

Representatives of the railway administrations of the Partner countries will be invited to participate in meetings of the National Safety Authorities and National Investigation Bodies, thus becoming progressively involved in the fora of the EU countries' representatives of safety and accident investigation.

For the horizontal component, the main activities will be concentrated on the exchange of best practises and training.

For the maritime component, the expected results are:

- To increase awareness on Flag State issues to a high level and address the needs in this area
- To enhance technical knowledge and skills of the beneficiaries' Flag State surveyors in carrying out the statutory surveys foreseen by the SOLAS and MARPOL conventions as well as the international conventions on liability and compensation
- To enable partner countries to conduct basic maritime safety investigations in accordance with the international principles adopted by the IMO
- To enhance capacity of the MEDMOU's PSCOs to perform inspections on the basis of the procedures and international legislation applicable to each ship's type and age
- To enhance standards of PSC inspection in the Mediterranean region as result of correct application of PSC procedures and the relevant instruments
- To extend AIS information sharing implemented under SAFEMED III to some selected Mediterranean coastal EU Member States
- To enhance capacity of partner countries to monitor maritime traffic and identify possible polluters of the marine environment, and comply with the Barcelona Convention and its protocols.
- To improve the capacity of the partner countries to comply with international conventions on standards of training, certification, and watch-keeping of sea fearers
- To enhance capability of the partner countries to monitor oil spills at sea
- To upgrade/update the awareness, knowledge and proficiency of the maritime security management and Designated Authority and to enhance partner countries' capabilities to effectively control their own flagged ships, ports/port facilities and on foreign ships.

For the railway component, the expected results are:

- Further develop and implement national railway reform plans with a specific focus on separation of infrastructure maintenance and operational parts / passenger and freight and defining responsibilities of the different railway authorities;

- Support for the preparation of investments plans for financing of infrastructure and rolling stock, electrification and signalling systems.

For the horizontal component, the expected results are a better alignment of the partner countries' legislation with the EU acquis in particular in the field of maritime and rail transport.

4.2 Intervention logic

See attached appendix: indicative logframe.

5 IMPLEMENTATION

5.1 Financing agreement

In order to implement this action, it is not foreseen to conclude a financing agreement with the partner countries, referred to in Article 184(2)(b) of Regulation (EU, Euratom) No 966/2012.

5.2 Indicative implementation period

The indicative operational implementation period of this action, during which the activities described in section 4.1 will be carried out and the corresponding contracts and agreements implemented, is 48 months from the date of adoption by the Commission of this Action Document.

Extensions of the implementation period may be agreed by the Commission's authorising officer responsible by amending this decision and the relevant contracts and agreements; such amendments to this decision constitute technical amendments in the sense of point (i) of Article 2(3)(c) of Regulation (EU) No 236/2014.

5.3 Implementation modalities

5.3.1 Grant: direct award "Euromed Maritime Safety project" (direct management)

(a) Objectives of the grant, fields of intervention, priorities of the year and expected results

See point 4.1

(b) Justification of a direct grant

Under the responsibility of the Commission's authorising officer responsible, the grant may be awarded without a call for proposals to European Maritime Safety Agency (EMSA).

Under the responsibility of the Commission's authorising officer responsible, the recourse to an award of a grant without a call for proposals is justified because the action has specific characteristics requiring a specific type of beneficiary for its technical competence and specialisation based on its founding Regulation EU 1406/2002. The implementation of the project by EMSA will allow to further integrate the ENP countries in the work of the EU agencies in line with the joint communication "Delivering on a new European Neighbourhood Policy" whereby the EU should further enhance its support for the participation of ENP partner countries in EU programmes and agencies. This action will provide partner countries with access to a range of interesting services and tools now provided only to EU Member States. In addition, EMSA will allow for an increasingly strong collaboration with EU Member States relevant authorities.

(c) Eligibility conditions

Non applicable

(d) Essential selection and award criteria

The essential selection criteria are the financial and operational capacity of the applicant.

The essential award criteria are relevance of the proposed action to the objectives of the call; design, effectiveness, feasibility, sustainability and cost-effectiveness of the action

(e) Maximum rate of co-financing

The maximum possible rate of co-financing for this grant is 80% of the eligible costs of the action.

In accordance with Articles 192 of Regulation (EU, Euratom) No 966/2012, if full funding is essential for the action to be carried out, the maximum possible rate of co-financing may be increased up to 100%. The essentiality of full funding will be justified by the Commission's authorising officer responsible in the award decision, in respect of the principles of equal treatment and sound financial management.

(f) Indicative trimester to conclude the grant agreement

3rd Quarter 2016.

5.3.2 *Grant: direct award "Euromed Rail Safety project" (direct management)*

(a) Objectives of the grant, fields of intervention, priorities of the year and expected results

See point 4.1

(b) Justification of a direct grant

Under the responsibility of the Commission's authorising officer responsible, the grant may be awarded without a call for proposals to European Railway Agency (ERA).

Under the responsibility of the Commission's authorising officer responsible, the recourse to an award of a grant without a call for proposals is justified because the action has specific characteristics requiring a specific type of beneficiary for its technical competence and specialisation based on Regulation (EC) No 1335/2008 of the European Parliament and of the Council of 16 December 2008 amending Regulation (EC) No 881/2004 establishing a European Railway Agency (Agency Regulation). Similarly to EMSA, working with ERA follows the same approach.

(c) Eligibility conditions

Non applicable

(d) Essential selection and award criteria

The essential selection criteria are the financial and operational capacity of the applicant.

The essential award criteria are relevance of the proposed action to the objectives of the call; design, effectiveness, feasibility, sustainability and cost-effectiveness of the action.

(e) Maximum rate of co-financing

The maximum possible rate of co-financing for this grant is 80% of the eligible costs of the action.

In accordance with Articles 192 of Regulation (EU, Euratom) No 966/2012, if full funding is essential for the action to be carried out, the maximum possible rate of co-financing may be increased up to 100 %. The essentiality of full funding will be justified by the Commission's authorising officer responsible in the award decision, in respect of the principles of equal treatment and sound financial management.

(f) Indicative trimester to conclude the grant agreement

3rd Quarter 2016.

5.3.3 Procurement (direct management)

Subject in generic terms	Type	Indicative number of contracts	Indicative trimester of launch of the procedure
Horizontal - all sectors	Services	1	Q1 2016

5.4 Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply, subject to the following provision.

The Commission's authorising officer responsible may extend the geographical eligibility in accordance with Budget Article 9(2)(b) of Regulation (EU) No 236/2014 on the basis of urgency or of unavailability of products and services in the markets of the countries concerned, or in other duly substantiated cases where the eligibility rules would make the realisation of this action impossible or exceedingly difficult.

5.5 Indicative budget

	EU contribution (amount in EUR)	Indicative third party contribution, in currency identified
5.3. – Support to Regional Transport Action Plan 2014-2020 composed of	9,000,000	1,750,000
5.3.1 – Direct grant “Euromed Maritime Safety project” (direct management)	4,000,000	1,000,000
5.3.2 – Direct grant “Euromed Rail Safety project” (direct management)	3,000,000	750,000
5.3.3 - Procurement (direct management)	2,000,000	

5.6 Organisational set-up and responsibilities

The relevant Working Groups of the Transport Forum (e.g; Maritime, Aviation, Land and Rail Network) will give guidance with a view of ensuring an effective monitoring and co-ordination of national activities within the regional dimension of both components.

5.7 Performance monitoring and reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process and part of the implementing partner's responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (outputs and direct outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality) or the list of result indicators (for budget support). The report shall be laid out in such a way as to allow monitoring of the means envisaged and employed and of the budget details for the action. The final report, narrative and financial, will cover the entire period of the action implementation.

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

5.8 Evaluation

Having regard to the importance of the action, a final evaluation will be carried out for this action or its components contracted by the Commission.

It will be carried out for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the fact that working with EU Transport agencies is a particular form of cooperation.

Where an evaluation is foreseen and is to be contracted by the Commission: [The Commission shall inform the implementing partner at least three months in advance of the dates foreseen for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluation reports shall be shared with the partner country and other key stakeholders. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, in agreement with the partner country, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the project.

The financing of the evaluation shall be covered by another measure constituting a financing decision.

5.9 Audit

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audits or expenditure verification assignments for one or several contracts or agreements.

The financing of the audit shall be covered by another measure constituting a financing decision.

5.10 Communication and visibility

Communication and visibility of the EU is a legal obligation for all external actions funded by the EU.

This action shall contain communication and visibility measures which shall be based on a specific Communication and Visibility Plan of the Action, to be elaborated at the start of implementation and supported with the budget indicated in section 5.5 above.

In terms of legal obligations on communication and visibility, the measures shall be implemented by the Commission, the partner country, contractors, grant beneficiaries and/or entrusted entities. Appropriate contractual obligations shall be included in, respectively, the financing agreement, procurement and grant contracts, and delegation agreements.

The Communication and Visibility Manual for European Union External Action shall be used to establish the Communication and Visibility Plan of the Action and the appropriate contractual obligations.

APPENDIX - Indicative Logframe matrix

	Intervention logic	Indicators	Baselines (incl. reference year)	Targets (incl. reference year)	Sources and means of verification	Assumptions
Overall objective: Impact	Support the Southern Mediterranean Partner Countries to establish an adequate regulatory framework for transport, in particular for maritime and railway, notably on safety, security and environmental protection.	<p>EU legislation incorporated in partners' national legislation</p> <p>Administrative capacity for the implementation of the harmonised legislation established</p> <p>Improved cooperation among partner competent authorities and with the EU Member States and EU institutions</p>	To be defined during the inception phase	To be defined during the inception phase	To be drawn from the partner's strategy.	Governments maintain their commitment to implement changes at legislative, institutional and operational levels.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Specific objectives: Outcomes</p>	<p><u>MARITIME</u></p> <ul style="list-style-type: none"> • Alignment of partner countries legislation and standards to the European Union with the aim of promoting a harmonised approach in the field of maritime safety, security and marine pollution prevention and response; • Reinforcement of the institutional capacity of Mediterranean partners to fully implement their duties under the adequate regulatory framework • Enhanced communication, information sharing and cooperation between partner countries EMSA and EU Member States <p><u>RAILWAY</u></p> <ul style="list-style-type: none"> • Enhancement of railway safety, in particular on accident investigation, Safety management Systems and train drivers' certification • Reinforcement of the institutional capacity of Partner countries to fully perform their duties under the adequate regulatory framework • Promotion of interoperability among different countries in areas such as infrastructure , management, maintenance and telematic applications for passengers and freight services 	<ul style="list-style-type: none"> • EU standards, and international standards where relevant ,related to maritime safety, security and environmental protection gradually applied at national level • Improved security of ships and port facilities • Number of sub-standard ships operating in the region • Improved control and response to marine environmental pollution • Improved capacity of Partner countries competent authorities to monitor and control maritime traffic in the region • Improved sharing of traffic information • Number of Common Safety Methods and Targets adopted • Number of procedures adopted on certification and authorisation • Number of established Infrastructure Managers and Operators of Wagons with separated roles and safety responsibilities • Number of established bodies responsible for safety and investigation at state level • Number of TSIs compliant with EU law • Number of exchanges between SPMCs on interoperability 	<p>To be defined during the inception phase</p>	<p>To be defined during the inception phase</p>	<ul style="list-style-type: none"> • Status of ratification of IMO instruments • Results of audits under the IMO Member States Audit Scheme • Statistics on maritime accidents and incidents • MEDMOU PSC database • Performance of Flag States under Memoranda of understanding on Port State Control • Cooperation agreements on AIS sharing • Introduction of VTMISS systems • Official journal of the SPMCs • Audits • Reports produced by other European and international organisations UIC, OTIF, OECD, World Bank etc 	

Outputs/Outfu	<ul style="list-style-type: none"> • Support to SPMs in setting up the institutions and bodies required by international instruments and harmonised legislation • Analyses/studies of current practices and institutional arrangements and identification of measures for eliminating gaps • Provision CleanSeaNet service to SPMs to improve their capability to detect and respond to oil spills • Pilot projects on AIS sharing • Exchange of best practices on monitoring Recognised Security Organisations (RSOs) 	<ul style="list-style-type: none"> • Number of draft laws setting /modifying regulatory bodies (including investigation bodies) • Number of draft laws improving railway safety • Number of analyse/studies • Number of countries using CleanSeaNet and number of images exchanged • Number of exchanges on AIS • Number of concluded written agreements with Recognised organisations and monitoring reports 	To be defined during the inception phase	To be defined during the inception phase	<ul style="list-style-type: none"> • project reports and newsletters • adopted national legislation • signature of CleanSeaNet Conditions of Use • AIS data sharing reports • IMO audit reports • drafted and adopted strategies and/or plans devised for the development and deployment of VTMIS 	Governments maintain their commitment to implement changes at legislative, institutional and operational levels.
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