BUDGET AMENDMENTS

2021 Budget
(2020/1998(BUD))

Committee on Transport and Tourism

Rapporteur: Marian-Jean Marinescu
**Draft amendment 10**

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

**Item 01 02 02 50** — Cluster Climate, Energy and Mobility

**Amend figures as follows:**

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**Justification:**

MFF 2021-2027 HorizonEU EP proposal is higher than COM proposal

**Draft amendment 11**

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

**Item 01 02 03 01** — European Innovation Council

**Amend figures as follows:**

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**Justification:**

MFF 2021-2027 HorizonEU EP proposal is higher than COM proposal

**Draft amendment 12**

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

**Add: 01 20 04**

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**Heading:**

*Tourism*
Remarks:

Add following text:

*Creation of a dedicated budget line for tourism with a budget of 300 million in the MFF, as acted by the European Parliament*

Justification:

Creation of a dedicated budget line for tourism with a budget of 300 million in the MFF, as acted by the European Parliament.

Draft amendment 13

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Add: 01 20 05

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Justification:

*Tourism*

Remarks:

Add following text:

*Dedicated budget line on tourism of 300 million in the next multiannual financial framework (MFF 2021-2027)*

Justification:

Dedicated budget line on tourism of 300 million in the next multiannual financial framework (MFF 2021-2027)

Draft amendment 14

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Article 02 03 01 — Connecting Europe Facility (CEF) — Transport

Amend figures as follows:

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Justification:

EP mandate is providing a 50% larger amount than COM proposal
### Draft amendment 15

**Tabled by Committee on Transport and Tourism**

**SECTION III — COMMISSION**

**Article 02 10 01 — European Union Aviation Safety Agency**

**Amend figures as follows:**

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**Justification:**

To provide necessary resources EASA to cover new responsibilities

### Draft amendment 16

**Tabled by Committee on Transport and Tourism**

**SECTION III — COMMISSION**

**Article 02 10 02 — European Maritime Safety Agency**

**Amend figures as follows:**

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**Justification:**

Need to reinforce the agencies resources, in particular with view to its tasks in the field of response to marine pollution caused by ships and oil and gas installations

### Draft amendment 17

**Tabled by Committee on Transport and Tourism**

**SECTION III — COMMISSION**

**Article 02 10 03 — European Union Agency for Railways**

**Amend figures as follows:**

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Justification:
Given the increasing tasks of the ERA, appropriation for 2021 should be at least as high as for 2020.

Draft amendment 18
Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Item 02 20 04 01 — Support activities to the European transport policy, transport security and passenger rights including communication activities

Amend figures as follows:

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Justification:
Important support activities that require more resources.

Draft amendment 25
Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Article 05 03 03 — Connecting Europe Facility (CEF) — Transport — Cohesion Fund (CF) allocation

Amend figures as follows:

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Justification:
EP proposal is to commit the total amount in the first two years.

Draft amendment 26
Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Article 13 04 01 — Military mobility

Amend figures as follows:

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Justification:

EP proposal for Military mobility envelope is 400% larger than COM proposal

Draft amendment 446

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Add: PA 03 21 01

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Heading:

Preparatory action — The European Crisis-management mechanism for the Tourism sector

Remarks:

Add following text:

Comprising over 2 million businesses and employing over 13 million people, the tourism industry represents around 7% of the total EU export earnings, making it the fourth largest export industry.

As tourism represents a very important percentage of some of the Member States’ GDPs - for ex. around 14% for Italy, Spain and France and around 16,5% for Portugal its importance at national and European level is undeniable.

Europe is the world’s number one tourist destination, but growth pace slowed down as of 2019 due to uncertainties surrounding Brexit, the collapse of Thomas Cook and other airlines companies and now the COVID-19 pandemic. Moreover, we should not forget the lessons learned from the past - as the terrorist attacks of the previous years and their negative impact on the tourism sector. All these unfortunate cases show that the Tourism industry is very fragile when it comes to exceptional circumstances or/and exceptional occurrences, leaving question marks and sometimes irreversible effects on the value chain - SME’s, tour operators, airline companies, hotelier, catering sector and so on, fall apart on the domino effect.

In this kind of exceptional circumstances consumers face reservation cancellations, workers risk to be deprived from their income, companies, in particular SMEs need financial support and liquidity and despite some of the national state aid mechanisms, which are granted with an extra-flexibility, there’s a lack of legal certainty and more specifically there’s a lack of a united EU response. The latest events present the tourism & travel sector with a major and evolving challenge. The first immediate measure is to ensure that travel and tourism are fully integrated in national, regional and global emergency, mitigation and support package. This proposal of preparatory action is focus in Tourism preparedness for putting in place mechanisms at EU level to manage future crisis engaging all relevant stakeholders.

Therefore, one thing is clear there is a need to improve risk assessment and crisis preparedness with both the public and private sector. At EU level there is not any coherent, well-structured strategy, which can be a basis of an European-wide crisis management mechanism. There is not any common plan of action with clear objectives, an inclusive approach with resource allocations and responsibilities.
The European Commission put in place different instruments - flexibility of state aid measures, programmes supporting SMEs, programme SURE, passengers’ rights legislation, slot waiver of 80/20 principle. Some of the measures presented by the Commission are in form of loans and guarantees and should arrive to the SMEs with a very low or zero interest rate, with at least 1 year of grace period. However, we need a single crisis management mechanism, with shared responsibility for the EU, the Member States, regional and local authorities, all playing key roles in managing and maintaining the Tourism industry, in order to give a uniform European response to future crisis.

The general aim of the preparatory action is to create a European crisis-management mechanism for the Tourism sector including the following elements:

- a proper crisis-management financial pool, based on existing or newly created instruments, which would facilitate the Tourism enterprises’ access to financial support and liquidity in all parts of the Tourism value chain during crisis period;

- a proper crisis-management guidelines for passengers’ and consumers’ rights, based on the current related legislation and also on experienced best practices;

- analysis of existing rules to better cater for times of exceptional circumstances (i.e: passenger rights directive, package directive, slots, state aid, visa rules, travellers taxes);

- a clear guidance for Member States on coordinated repatriation of EU citizens, in terms of alignment of travel advice with local, regional and national governments;

- to provide for guidelines and financial resources for planning post-crisis communication campaign and initiatives;

- create reliable measurement mechanisms as flash Eurobarometer during exceptional periods for understanding the impact and to adapt for future trends;

- to provide guidance to industry on how to communicate with the Media and with social network based on good practices;

- guidelines with additional measures based on good practices taken by the tourism sector in exceptional circumstances to guarantee a full speedy recovery.

The operational objectives are:

- to create a two-fold structure mechanism, as a crisis management team for tourism & travel: to be activated either for exceptional circumstances or when a particular operator is under particular imminent threat;

- the establishment of the professional body or entitlement of a pre-existing body, in co-operation with the European Parliament, the European Commission, and the Committee of Regions, responsible for triggering the mechanism;

- involvement of Member States on a voluntary basis, and a structural dialogue with the Council;

- to provide for efficient support to the affected businesses in the tourism sector and to support and assist Member States in preventing and tackling unemployment in the tourism sector by also supporting online training during exceptional work suspension periods;

- to provide for a special assistance and direct financial aid instrument for regions and areas depending mainly on the income from tourism;

- Integrate big data into official data and create measurement mechanisms as flash Eurobarometer - joint forces with big players at the market for carrying out joint analysis using searches and bookings for a period;

- to provide for business continuity advice to industry, such as toolkits to capacity building but also data analysis to foreseen future unexpected events;
- to ensure a just repartition of responsibilities and a good cooperation between EU respective institutions/bodies, corresponding institutions at national, regional and local level and all relevant stakeholders’ associations and organisations;

- to create an annual cost-effectiveness analysis on the maintenance of this mechanism, which will be put in place only in strictly enumerated cases

Legal basis:
Add following text:


Justification:
At EU level there is not any coherent, well-structured strategy, which can be a basis of an European-wide crisis management tool. The EC put in place different instruments to mitigate the impact of covid-19, however we need a single crisis management mechanism, with shared responsibility for the EU, the MS, regional and local authorities, all playing key roles in managing and maintaining the Tourism industry, in order to give a uniform European response to future crisis. The European Parliament accepted a JMR on Tourism, where this strategy was included and 587 MEPs voted with YES.

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Draft amendment 447

Tabled by Committee on Transport and Tourism

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SECTION III — COMMISSION

Add: PP 02 21 01

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Heading:

*Pilot project — Enabling sustainable Management and Development of Ports in the Rhein-Main-Danube basin*

Remarks:
Add following text:

*The ports on the Rhein-Main-Danube basin are significant nodes in the logistics and transport chains that form the economic backbone of the Danube region. While efficient ports are vital to the socio-economic development of their hinterland, the related ship traffic, the handling of cargoes in the ports and the land-based hinterland connections can impact negatively the environment (i.e. pollution, CO2), the people and the economic potential of the port itself. Notwithstanding, ports are also affected by environmental impacts (i.e. climate change i.e. extreme weather events, sea level rise, floods, droughts). Increasing environmental and climate awareness creates new challenges for the sustainable development of ports.*
These challenges require the ports to identify and implement new environmentally friendly and sustainable solutions including energy efficiency improvements, environmental strategies and monitoring tools supporting the transition to renewable energy and zero-emissions, as well as full compliance with relevant EU environmental and climate legislation. Having in mind one important goal of the EU Green Deal, the shift of cargo to IWT and rail, inland and sea-river ports in the Rhein-Main-Danube basin will become a focal point for a sustainable development of the TEN-T Rhein-Main-Danube corridor.

To best manage the challenges in an effective way, a two-phase approach is envisaged:

? Phase 1 – Pilot Project (PP) – addressing environmental impacts stemming from the port activities of selected river and sea ports in the Rhein-Main-Danube basin by developing and implementing specific tools (EMS) and by defining a port specific Action Plan for sustainable port operations.

? Phase 2 – Preparatory Action (PA) – building upon the findings of the PP and enabling the wide scale roll out of an integrated “Green Danube Ports Action Plan” as part of a new PA. To this end, the recently established coordination and collaboration platform, the Rhein-Main-Danube basin Ports Network (DPN) shall function as multiplying governance structure.

In the PP, seven (7) selected river and sea-river ports portraying a representative sample of the about seventy (70) ports of the Danube region will jointly address their environmental responsibilities through the development and implementation of Environmental Management Systems (EMS) as well as the elaboration of port specific Action Plans creating a nucleus for wide-scale roll-out of environmentally sustainable port management and operations.

While each EMS is unique to an organization's culture, structure, activities and environmental priority issues, within the project, the Plan-Do-Check-Act Model and the eco-management and auditing shall be transferred from the PP's beneficiary partners to other Rhein-Main-Danube basin ports as well as to identified target groups (users of the port, cargo owners, logistic service providers, general public). Therefore, an accessible generic framework supporting the planning of sustainable port operations, facilitating the mitigation of potential risks and encouraging Port Authorities and Port and Terminal Operators to engage with sustainability agendas and plan their port operations and future capacity expansions and emerging port infrastructure project in a sustainable and smart manner will be defined. The elaborated port specific Action Plans of the seven model ports shall serve as Good Practices for the followers. Some of the measures proposed in the Action Plans will be of commercial relevance and even be bankable. Their implementation with the help of loans shall be considered. Financial institutions like EIB, EBRD but also new means of finance (energy contracting, crowd funding) will be investigated.

Legal basis:

Add following text:


Justification:

Many ports in the Rhein-Main-Danube basin suffer from previous environmental pollution and backlog of eco-prevention & restoration investments. Developing a network of Green Rhein-Main-Danube basin Ports tackling environmental & climate issues in an integrated manner will ensure their sustainable development, in line with the EU Green Deal’s Roadmap and key policies. Besides, the need to recover from the COVID-19 crisis by creating jobs and green growth reinforces the case for this PA which can be developed into an PA.
Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Add: PP 20 21 02

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Pilot project — IRS Smart Cities Project: New Railway Station concept for green and socially inclusive Smart Cities

Remarks:

Add following text:

The Pilot Project intends to develop a shared methodology for transforming existing stations, or designing new ones into socio-technical systems operating simultaneously as city’s greening engines for the surrounding environment, and new urban hubs aggregating multiple services fully integrated with energy-efficient and socially-inclusive mobility.

The PP is meant to contribute to the achievement of a climate-neutral society, as well as to the implementation of the UN SDGs concerned with sustainable, smart and inclusive cities, transport and infrastructure, resources management, climate mitigation and adaptation, GHG emission reduction, health, environmental protection and biodiversity regeneration, sustainable land use, and gender equality. As such it can furthermore contribute to the research and innovation activities of the Shift2Rail Joint Undertaking, or its successor in the context of infrastructure, digital and multimodality.

Railway stations connect multimodal mobility services and the rest of the urban environment. In most cases they also are nodes of the transportation, energy, telecommunications, water distribution and waste disposal infrastructure networks, with a high density of installed technical equipment. As such, they have a big unexploited potential both as new urban vital centres and as installations of advanced engineering solutions for environmental protection, sustainable solutions concerned with mobility, collaborative economy, and social services, contributing to pursue the objectives of the Green New Deal in terms of: Mobilisation of the industry for a circular economy, clean and affordable energy supply, smart and resource-efficient building, zero urban pollution ambitions, respecting ecosystems and biodiversity, implementing the from farm to fork strategy, etc, in organic connection with smart and multimodal mobility (rail, e-mobility, car sharing, bike-sharing, etc.). Moreover, stations can give a response to sanitary crises (e.g. COVID19) and natural disasters (due to climate change), as they can be readapted or converted to temporary reception facilities, shelters, hospitals, and any other typology that needs availability of big spaces.

All these goals will be integrated and achieved within the project proposals developed for Stations with a common methodology.

The model is aimed to develop a new concept analysis that should represent a paradigm shift in designing all the social activities connected with the railway stations in all the areas in which they operate, broadening its original purpose and functions as a simple departure/arrival point of rail transportation. The new railway station can be not only a less energy-wasting, less polluting facility, but in fact a greening plant in the city that contributes a net positive balance to the environment. At the same time, it can become a dense node of economic and social activities inherently integrated with energy-efficient mobility solutions, multiplying opportunities for economic growth and social inclusion.
At the same time, it can become a dense node of economic and social activities inherently integrated with energy-efficient mobility solutions, multiplying opportunities and solutions for economic growth, collaborative economy, and social inclusion.

In order to achieve an adequate level of interoperability of the transportation networks in the EU, a certain degree of standardization of the essential features of the railway stations is required and, as a consequence, most of the fundamental elements of the railway station design and operation can contribute to deliver innovation to a greater extent. For this reason, the new railway station concept design, operation and management must be conducted according to a common European-wide framework or methodology that, while enabling a sufficient latitude to accommodate specific local conditions or prevailing opportunities, may still guarantee the necessary degree of harmonization and common objectives.

Furthermore, the European Union needs to establish methods and tools to better assess the impacts – in all their dimensions – of innovative patterns affecting urban planning practices and urban mobility in general. A common methodology to streamline and coordinate these instruments will help decision-makers to develop policies in support of the participation from public and private actors to the implementation of innovative and coordinated solutions for mobility. Therefore, the resulting methodology should incorporate business modelling principles, behavioural-economic models and co-design approaches targeted at incorporating the inception into the design of the technical infrastructure. The inclusion of the socio-economic drivers of mobility, climate-friendly and social-inclusive behaviours and businesses will drive and complement the innovation brought in the stations and their surrounding areas, while providing economic actors with incentives for investments at the same time.

Bringing together station managers and railway operators, mayors and local administrations, public and private transport operators, European Institutions, Citizens representative bodies, NGOs, and Research Institutions around a common plan targeted to the urban environment surrounding and including the public stations will streamline public interventions and private investments, while providing an institutional framework to the model that will be created.

The project will be developed through the implementation of at least 4 ‘Living Labs’ in 4 different EU countries. It will follow an applied research pathway mixing fundamental research with the design and creation of new models that would be scalable and applicable to real contexts.

On the one hand, the project's partners will cooperate in order to know, understand, and explain which operative options can make railway stations and their surrounding neighbourhoods becoming the primary driver of sustainable practices of mobility, logistics and work, and resilient infrastructures able to readapt when necessary. Successively, taking advantage of the outcomes of basic urban research, the project will investigate how stakeholders can fully benefit from the new model proposed which aims to create value for stakeholders and citizens.

Living Labs will be developed in the following way:

1) Conducting workshops with committed stakeholders to establish a working methodology and management structure for the pilot, and to launch the project co-design activities in open collaboration and interface with the JU Shift2Rail or its successor.

2) Conducting workshops to assess under-developed railway stations potential as multi-service, mobility-hub, urban greening infrastructures, with respect to their possible contribution to the UN Sustainable Development Goals and the EU Green Deal’s objectives.

3) Developing methodological criteria and defining quantitative and qualitative deliverables for the co-design and the transformation of railway stations into multi-service, mobility-hub, urban greening infrastructures, while ensuring adequate evaluation of the results achieved once the plan is implemented compared to the initial expectations.

4) An open and constantly upgrading approach to the management of the stations will empower citizens to co-develop alternate mobility solutions for social inclusion, collaborative economy, and e-and smart-
mobility and implementing it more flexibly. The coherent adoption of the model should help local and national administrations achieving the following objectives:

- Fostering territorial cohesion through public transport and alternative mobility solutions
- Decarbonisation of mobility and urban energy sources
- Defining mechanisms to ensure implementation of the circular economy principles within the each and every businesses and services operated in station and in uninterrupted continuity with its surrounding environment
- Promoting new partnerships, especially between Public administrations, large industrial groups, local institutions and SMEs while integrating citizens and collaborative small-sized solutions into the overall planning and policy-making process
- Understanding how these infrastructures can be helpful for the community in case of emergency / sanitary crisis / natural disaster.

5) Organising a final conference presenting the project's results in every living lab and showcasing the attained models of transformed railway stations.

Legal basis:

Add following text:


Justification:

Cities can be primary contributors to the solution of climate change and social inclusion challenges by their ability to address environmental, economic and social problems through innovation potential, local action and improved infrastructures. As an integral element of the city utilities and mobility infrastructure, a new concept of railways station co-developed by citizens, administrations and transport operators is needed to multiply the impact of cities as a socio-technical solution to sustainable mobility, climate change, collaborative economy, and social inclusion.

Draft amendment 449

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Add: PP 02 21 03

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Pilot project — Single European Railway Area - Prototype Corridor Munich-Verona
The Pilot Project should identify and address shortcomings within the rail ecosystem by analysing one select route with a holistic approach centered on cross border operations.

The route for the Pilot Project should be the one between Munich and Verona. Three Member States (DE/Bavaria, AT/Tyrol and IT/Veneto) would be involved along the line that includes one of the flagships of the TEN-T infrastructure cross border construction projects: the Brenner Base Tunnel.

The holistic approach should ensure that all aspects and needs are identified and considered on an equal footing. The aim is to cover the entire transport chain. Ranging from customers, to transport operators, to RUs, as well as infrastructure managers and regulatory bodies.

The main goal is to establish a joint set of rules for the corridor infrastructure spanning three jurisdictions and eliminating the ensuing obstacles for rail traffic. Today, this type of joint arrangements are not foreseen by legislation. The actions required to prepare for this, and which could benefit other European infrastructure, should include:

Obligatory requirements to engage in collaborative decision making in rail traffic operations and to engage in binding performance agreements between all stakeholders in a (multimodal) rail freight transport.

Strategic allocation of rail infrastructure capacity for different types of traffic (i.e. several years in advance), in this case in particular for international rail freight traffic, taking into account the overall needs and requirements from Italy, Austria and Germany, and the alternative road transport transiting the Alps.

Capacity management and traffic management at the level of the proposed corridor, e.g. by ensuring governance or appointing a supra-national entity in charge of defining and imposing such rules and procedures in a binding manner.

Requirements for joint decision-making by rail regulatory bodies as concerns international traffic going beyond the provisions on cooperation between regulatory bodies defined in Article 57 of Directive 2012/34/EU.

Joint centralised and automated traffic management, including interfaces with interlocking/signalling system, on networks of different rail infrastructure managers.

The methodology that emerges over the course of the work will be closely documented so the output will go beyond producing a recipe to optimise the pilot route in order to provide a European best practice guideline potentially applicable throughout the entire Single European Railway Area.

Legal basis:


Justification:

Despite an increase in freight volumes, the modal share for road and rail freight transport remained substantially unchanged during the last 20 years. Looking at future projections, road transport is expected to keep its predominant position. Since the key determinants for choosing a mode in freight transport are...
related to cost, time and quality of the service demanded and offered, this Pilot Project consequently aims to identify and address the main problems within the rail sector related to the key determinants.

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**Draft amendment 450**  
Tabled by Committee on Transport and Tourism

**SECTION III — COMMISSION**

Add: PP 02 21 04

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**Heading:**

**Pilot project — Integrated toll and vignette payment solution for non-commercial light vehicles**

**Remarks:**

**Add following text:**

*The Commission should examine the existing single and integrated payment solutions for tolls and road chargers for light, non-commercial vehicles and assess whether there is a need to promote such solutions and what the right way would be to do so without interfering with commercial interest.*

*The Commission could also provide an overview of the different road charging systems in Member States, and look into ways of enhancing the access of road users to the necessary information and increasing interoperability between different systems in Member States. Finally, the Commission could examine the possibility of creating a single payment solution for tolls and road charges in all Member States.*

**Legal basis:**

**Add following text:**


**Justification:**

There are different road charging systems in the Members States when it comes to vignettes and tolls for light vehicles. National payment solutions, online platforms and/or mobile application for purchasing vignettes or paying tolls, already exist in Member States, but so far, an integrated single payment solution for passenger cars has not been designed. The potential benefits for European citizens would be significant taking into account the extent of cross-border journeys by passenger cars.

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**Draft amendment 451**  
Tabled by Committee on Transport and Tourism
SECTION III — COMMISSION

Add: PP 03 21 05

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Pilot project — Transparency in public procurement

Remarks:

Add following text:

A significant amount of public investment is spent through public procurement, and e-procurement was beneficial in fighting fraud, resulting in savings for all parties, increased transparency, and simplified and shortened processes.

In this context, the creation of a European framework for enhancing transparency in public procurement would be a crucial step forward. Such a framework could be implemented through the Tenders Electronic Daily (TED) website, which already allows access to public procurement notices and could become a valuable tool to analyze and expose procurement data (e.g. values of contracts awarded per country, per company, by sector of activity, etc.; number of bids per procedure; information about subcontracting, namely towards third countries).

The project should focus on improving data normalization, accessibility and transparency:

- retrieve, process and appropriately store data contained in the notices published, for improved search and generation of predefined and customised reporting;
- implement user-friendly, clear and self-explanatory visualisation of relevant data in TED, using graphics, dynamic tools and machine translation;
- further automatize exchange and validation of data between national authorities and TED in order to limit discrepancies and errors, reduce red tape and facilitate reuse;
- privilege the use of normalized information, i.e. predefined lists of values rather than free text descriptions, and promote the use of key identifiers, e.g. buyer, seller;
- collect expertise to find patterns and define rules to be used in building automated expert systems for infringement/fraud detection based on TED data;
- gather best practices regarding automatized data exchange in the procurement workflow within and between Member States;
- promote innovative projects to increase the completeness, accuracy, accessibility and readability of TED data.

As the project is partly covered by the EU public procurement directives (Directives 2014/23/EU, 2014/24/EU and 2014/25/EU of the European Parliament and of the Council (OJ L 94, 28.3.2014), overlaps in implementation with these existing legal bases need to be avoided.

Furthermore, ongoing initiatives such as e-Procurement Analytics action under the ISA² programme and Big Data Test Infrastructure (BDTI) pilots, building block of the Connecting Europe Facility, should be taken into account for the implementation of this project.
Legal basis:

Add following text:


Justification:

This pilot project aims to enhance transparency in public procurement as measure to reduce red tape and prevent fraud in spending EU money.