



EUROPEAN COMMISSION

Brussels, 27.2.2012  
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**COMMISSION DECISION**

**of 27.2.2012**

**on the annual work programme for 2012 in the field of mobility and transport  
and the financing decision in accordance with Article 75(2)  
of Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial  
Regulation applicable to the general budget of the European Communities**

## COMMISSION DECISION

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### **on the annual work programme for 2012 in the field of mobility and transport and the financing decision in accordance with Article 75(2) of Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities<sup>1</sup>, and in particular Article 49(6), Article 75(2) and Article 110(1) thereof,

Having regard to Commission Regulation (EC, Euratom) No 2342/2002 of 23 December 2002 laying down detailed rules for the implementation of Council Regulation (EC, Euratom) No 1605/2002 on the Financial Regulation applicable to the general budget of the European Communities<sup>2</sup>, and in particular Articles 33, 90, 166, 167 and 168 thereof,

Having regard to Regulation (EC) No 2320/2002 of the European Parliament and of the Council of 16 December 2002 establishing common rules in the field of civil aviation security (OJ L 355, 30.12.2002, p. 1),

Having regard to Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the 'framework Regulation'),

Having regard to Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the Single European Sky (the 'service provision Regulation'),

Having regard to Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky (the 'airspace Regulation'),

Having regard to Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the 'Interoperability Regulation'),

Having regard to Decision No 1673/2006/EC of the European Parliament and of the Council of 24 October 2006 on the financing of European standardisation,

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<sup>1</sup> OJ L 248, 16.9.2002

<sup>2</sup> OJ L 357, 31.12.2002

Having regard to Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security,

Having regard to Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008),

Having regard to Regulation (EC) No 261/2004 of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights, and repealing Regulation (EEC) No 295/91,

Having regard to Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community,

Having regard to Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation,

Having regard to Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations (recast),

Whereas:

- (1) In accordance with Article 75 of the Financial Regulation and Article 90(1) of the Implementing Rules, the commitment of expenditure from the Community budget shall be preceded by a financing decision setting out the essential elements of the action involving expenditure and adopted by the institution or the authorities to which powers have been delegated by the institution.
- (2) In accordance with Article 110 of the Financial Regulation, an annual work programme for grants must be adopted.
- (3) Given that the 2012 work programme provides a sufficiently detailed framework within the meaning of Article 90(2) and (3) of the Implementing Rules, this Decision constitutes a financing decision for the expenditure envisaged under the work programme for grants and contracts.
- (4) Under Article 181 of the Implementing Rules, the Commission may authorise the use, in the area of grants, of lump sums to cover one or more different categories of eligible costs or of flat-rate financing.
- (5) Under Article 168(1)(d) of the Implementing Rules, grants may be awarded without a call for proposals to organisations identified by a basic act.
- (6) Under Article 168(1)(c) of the Implementing Rules, grants may be allocated without a call for proposals to organisations with a duly substantiated de jure or de facto monopoly.
- (7) Article 49(6)(d) of the Financial Regulation provides that appropriations for actions carried out by the Commission by virtue of tasks resulting from its prerogatives at institutional level under the EC Treaty or Euratom Treaty may be implemented without a basic act.
- (8) This financing decision may also cover the payment of default interest due on the basis of Article 83 of the Financial Regulation and Article 106(5) of the Implementing Rules.
- (9) The term ‘substantial change’ within the meaning of Article 90(4) of the Implementing Rules should be defined for the purposes of applying this Decision.

- (10) Grants and contracts relating to specific programmes are the subject of separate work programmes adopted by the Commission and serving as financing decisions,

HAS DECIDED:

*Article 1*

The general work programme for grants and contracts in the field of mobility and transport for 2012, as set out in Annexes I and II, is hereby adopted. It constitutes a financing decision within the meaning of Article 75 of the Financial Regulation.

*Article 2*

The maximum contribution authorised by this Decision for the implementation of the work programme is set at €34 070 000, to be financed from the following budget lines of the General Budget of the European Union for 2012:

- - budget line 06 02 03: €31 770 000
- - budget line 06 02 11: €2 300 000

These appropriations may also cover default interest.

*Article 3*

The use of flat rates as set out in the work programme in Annex I is hereby authorised.

*Article 4*

Cumulated changes in the allocations for specific measures not exceeding 20% of the maximum contribution authorised by this Decision are not considered to be substantial, provided that they do not significantly affect the nature and objective of the work programme. This may include an increase of up to 20% in the maximum contribution authorised by this financing decision.

Done at Brussels, 27.2.2012

*For the Commission*  
*Siim KALLAS*  
*Member of the Commission*

## ANNEXES

### ANNEX I

#### **General work programme for grants in the field of mobility and transport for 2012**

The amounts shown in this work programme refer to the Commission's 2012 budget. This Work Programme is divided into two parts:

- A. Work Programme for grants awarded without a basic act following a call for proposals.
- B. Work Programme for grants awarded without a call for proposals.

The Commission is also implementing three multiannual programmes adopted under the co-decision procedure in the field of mobility and transport:

- Marco Polo II Programme;
- Trans-European Transport Networks;
- Certain measures under the 7th Research Framework Programme.

These multiannual programmes will be implemented by specific work programmes. The work programmes specific to these multiannual programmes are the equivalent of a financing decision. They are mentioned here for the sake of completeness.

Subsequent contributions awarded in the context of joint management for the benefit of an international organisation will either be the subject of an ad hoc financing decision, should the situation arise, or will be included in the specific work programmes.

Changes to the implementation of this programme affecting essential elements listed under Article 90 of the Implementing Rules to the Financial Regulation, which are of an indicative nature<sup>3</sup>, may be made by the authorising officer by delegation (AOD), or by the authorising officer by sub-delegation (AOSD), in line with the delegation of powers conferred upon him by the AOD, in accordance with the principles of sound financial management without it being necessary to amend the financing decision.

All the grants covered by this Work Programme will be the subject of grant agreements.

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<sup>3</sup> The essential elements of an indicative nature are, for grants, the indicative amount of the call for proposals and, for procurement, the indicative number and type of contracts envisaged and the indicative time frame for launching procurement procedures.

## **A. GRANTS AWARDED FOLLOWING A CALL FOR PROPOSALS**

### **A.1 Budget line: 06 02 03 – Support activities to the European transport policy and passenger rights**

#### ***Legal basis:***

Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations (recast),

#### ***Objective(s):***

The objective of this action is to encourage and support active participation by industry, as far as possible in cooperation with the organisations recognised under Regulation (EC) No 391/2009 and other sectors concerned, in the preparatory activities necessary for the implementation of Article 10 of that Regulation.

#### ***Expected result(s):***

- Establishment of bases for implementing a system of mutual recognition which is effective, flexible, transparent and well adapted to production needs
- Limitation of administrative burden for industry
- Attaining a high level of security

Active involvement of the different sectors concerned

Theme proposed for 2012	<ul style="list-style-type: none"><li>– Preparatory activities relating to mutual recognition of classification certificates of marine equipment, materials and components (FV_2012_287):</li><li>– Data collection and processing</li><li>– Establishment of stable structures and/or procedures for cooperation and consultation between the industry and authorised bodies concerned</li><li>– Development of methodologies for identifying and evaluating equipment, materials and components for which the classification certificates are eligible for mutual recognition</li><li>– Development of methodologies for identifying, examining and comparing the applicable certification procedures and classification rules</li><li>– Development of methodologies for evaluating security in the mutual recognition process, including integration into complex systems</li><li>– Development of methodologies for evaluating the need to adapt the inspection, test and/or certification process</li><li>– Evaluation of the need for technical information for the mutual recognition process and on the impact on the protection of intellectual and industrial property</li><li>– Development of operational models that can be transposed between the different industrial sectors concerned</li></ul>
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	<ul style="list-style-type: none"> <li>- Development of methodologies for dealing with issues related to civil liability in case of accidents</li> <li>- Development of methodologies for dealing with issues related to non-compliant equipment</li> <li>- Any other action that should facilitate the implementation of an effective mutual recognition system guaranteeing a high level of security</li> <li>- Actions concerning the notification and/or sharing of best practices</li> <li>- Pre-operational tests and pilot projects</li> </ul>
Date of the call for proposals	June 2012
Main selection criteria	<ul style="list-style-type: none"> <li>- The applicants' financial capacity (applicants must prove their financial capacity to carry out the measure to be subsidised and provide their balance sheet for the last financial year for which the accounts have been closed; this provision does not apply to public bodies and international organisations).</li> <li>- The applicants' technical capacity (applicants must have the technical and operational capacity to carry out the measure to be subsidised and provide the documents required – CVs of the persons responsible for implementing the measure, description of the projects and activities carried out during the last three years).</li> </ul>
Main award criteria	<p>1) Quality of the measure:</p> <p>Cooperative actions integrating manufacturers of marine equipment, materials and/or components concerned by Article 10 and authorised bodies (or associations of the one or the other) as well as, where appropriate, shipowners or operators of vessels and/or shipyards.</p> <p>European dimension: the Commission will assess the extent to which the proposed action will contribute and create genuine added value to the implementation of Article 10, in particular with regard to the horizontal character and/or the expected portability of the methodologies and models to be developed.</p> <p>Efficiency: the Commission will assess the extent to which the proposed action aims to combine the operational and security objectives with that of limiting the administrative burden for those concerned.</p> <p>Cost-effectiveness: the budget, broken down by category of expenditure, must demonstrate a good level of cost-effectiveness for the action (balance between the expected results and the amount of the grant).</p> <p>Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, websites, CD-ROMs, etc.).</p> <p>2) Presentation of the application: the organisation of the measure must be described in detail, in particular as regards the following aspects:</p> <p>Work Plan (clarity and appropriateness of the objectives, appropriateness of the expected results) and schedule;</p>

	proposed methodology: evaluation and indicators of results compared with the expected objectives.
Financing rate	Between 25% and 50% of the total eligible costs of the action. The rate of cofinancing will be chosen depending on the available budget.
Budget	€100 000

## A.2 Budget line: 06 02 03 – Support activities to the European transport policy and passenger rights

Legal basis:

Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the 'framework Regulation'),

Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the 'service provision Regulation'),

Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky (the 'airspace Regulation')

Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the 'interoperability Regulation')

### **Objective(s):**

Pending the establishment of the SESAR deployment governance phase, the short term (IP1) deployment projects of the SESAR programme must be coordinated at European level.

### **Expected result(s):**

From a technical and operational perspective, facilitating the coordination is intended to guarantee the deployment of the pillar before the implementation of the technologies and procedures being developed and validated by the SESAR Joint Undertaking, in accordance with the European ATM master plan;

From an economic perspective, facilitating the coordination is intended to secure the short-term benefits of the SESAR programme forecast by the European ATM master plan. These benefits essentially depend on operational improvements of the European network which require coordinated actions between the main parties involved (airlines, airports, air navigation service providers);

From an organisational perspective, facilitating the coordination is intended to test, from 2012, the coordination mechanisms to be established between the main parties involved in the future SESAR deployment governance. The experience gained from this planned coordination exercise will influence the definition of the functions and tasks of a future 'deployment manager' (in particular, the establishment and execution of a deployment programme, monitoring of the specific effects on the deployment projects, analysis of gaps in relation to the deployment programme and adoption of recommendations aimed at reducing those gaps).

Theme proposed for 2012	Contribution, short term, to achieving the objectives of the Single European Sky by modernising the ATM network through implementing the new technologies and procedures of the SESAR programme (FV_2012_321)
Date of the call for proposals	March 2012
Main selection criteria	The applicants' financial capacity (applicants must prove their financial capacity to carry out the measure to be subsidised and provide their balance



	<p>sheet for the last financial year for which the accounts have been closed; this provision does not apply to public bodies and international organisations).</p> <ul style="list-style-type: none"> <li>– The applicants’ technical capacity (applicants must have the technical and operational capacity to carry out the measure to be subsidised and provide the documents required – CVs of the persons responsible for implementing the measure, description of the projects and activities carried out during the last three years).</li> <li>– Representativeness of the various operators involved in the deployment of the functional airspace blocks (FABs) at national and local level from a networks perspective.</li> <li>– Operational and technical qualifications in the field of air traffic management.</li> </ul>
Main award criteria	<p>1) Quality of the measure:</p> <ul style="list-style-type: none"> <li>– European dimension: the Commission will assess the extent to which the proposed measure will contribute and create genuine added value for the common transport policy.</li> <li>– Innovative nature: the Commission will assess the extent to which the proposed measure will lead to new approaches and practices.</li> <li>– Multiplier effect: the Commission will assess the extent to which the proposed measure will allow the transfer, widespread use, dissemination or large-scale application of results, experience, knowledge and best practice.</li> <li>– Cost-effectiveness: the budget, broken down by category of expenditure, must demonstrate a good level of cost-effectiveness for the action (balance between the expected results and the amount of the grant).</li> <li>– Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, websites, CD-ROMs, etc.).</li> </ul> <p>2) Presentation of the application:</p> <ul style="list-style-type: none"> <li>– the organisation of the measure must be described in detail, in particular as regards the following aspects: Work Plan (clarity and appropriateness of the objectives, appropriateness of the expected results) and schedule;</li> <li>– proposed methodology: evaluation and indicators of results compared with the expected objectives.</li> </ul>
Financing rate	50% of eligible costs
Budget	EUR 400 000

## **B. GRANTS AWARDED WITHOUT CALLS FOR PROPOSALS**

A number of grants will be awarded to beneficiaries who can demonstrate a de jure or de facto monopoly. Other grants will be awarded to the beneficiaries stipulated in the basic act.

At this stage, measures planned under this financing procedure must meet the following criteria:

### **B.1.1 Budget line: 06 02 03 – Support activities to the European transport policy and passenger rights**

#### ***Legal basis:***

- Article 5(1)(a) of Decision 1673/2006/EC and Article 4(1)(a) of Regulation (EC) No 552/2004 on the interoperability of the European Air Traffic Management network (ATM – Air Traffic Management).
- Regulation (EC) No 261/2004 of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights, and repealing Regulation (EEC) No 295/91.

#### ***Objective(s):***

- Implement the Single European Sky
- Harmonise practices in the various transport modes by means of ensuring standardisation at European level
- Ensure the sharing of best practice across all transport modes

Main themes proposed for 2012	<ul style="list-style-type: none"><li>• <b>Preparation with EUROCAE of technical specifications</b> for the ATM (air traffic management) systems in the context of European standards needs, in particular for the implementation of the SESAR programme. (Article 168(1)(d) of the Implementing Rules) (FV 2012-261)</li><li>• <b>Eurocontrol - MyFlight Portal:</b> Development, operational management and ongoing maintenance of a web portal for providing real-time, centralised information for air passengers. (Article 168(1)(c) of the Implementing Rules) (FV 2012-263)</li><li>• <b>Cooperation with ICAO</b> (International Civil Aviation Organisation) within the framework of the cooperation agreement with ICAO which will cover projects in fields such as safety, environmental protection and traffic management. (Article 168(1)(c) of the Implementing Rules) (FV 2012-89)</li></ul>
Date of receipt of applications	(1) 09/2012 – (2) 03/2012 (3) 03/2012
Main award criteria	<ol style="list-style-type: none"><li>(1) Quality of the measure: European dimension, cost effectiveness, consistency with the ongoing work, compatibility with the work outside the EU and the USA in particular</li><li>(2) technical capacity, methodology, project management and resource allocation, clarity and presentation of the tender</li><li>(3) Quality of the measure: European dimension, cost effectiveness, visibility and communication; presentation of the tender: clarity and work plan</li></ol>

Financing rate	(1) up to 50% – (2) up to 50% - (3) between 50 and 95%  (1,2, 3): The rate of cofinancing will be chosen depending on the available budget.
Estimated budget	<b>€1 300 000</b> : (1) €50 000 – (2) €250 000 – (3) €500 000

### B.1.2 Budget line: 06 02 03 – Support activities to the European transport policy and passenger rights

#### **Legal basis:**

Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, Article 8(2), p. 18).

This article states that a grant may be awarded by the European Commission to Member States directly.

#### **Objective(s):**

Financial support for Member States as regards translating the Annexes to the new Directive on the inland transport of dangerous goods and amendments thereto carried out at national level.

#### **Expected result(s):**

Main themes proposed for 2012	<ul style="list-style-type: none"> <li> <b>Assistance to Member States as regards the translation of agreements on the carriage of hazardous substances</b> and amendments to such agreements (Article 168(1)(d) of the Implementing Rules) (FV 2012-91) </li> </ul> <p>The purpose of the proposal is to finance the translation of the technical Annexes to the Directive and amendments to the same. This concerns those Member States with official languages other than English, French and German. The international agreements on the transport of hazardous substances (ADR, RID, ADN) are available in English and French (and also German in the case of the RID). They are each 1 000 pages long and are updated every two years. The number of pages translated is based on the original text in the officially published version. The Member States may choose the language of the original text.</p> <p>This Directive will enter into force on 1 July 2009. Article 8(2) includes a legal obligation to provide financial support to the Member States for translation of agreements and amendments thereto in the official languages.</p>
Date of receipt of applications	05/2012
Main award criteria	Compliance with the conditions established by the Directive;
Financing rate	Flat-rate (standard scale of unit costs) (*1) established on the basis of the DGT (freelance) rates
Estimated budget	<b>€100 000</b>

\*1

Language

Flat-rate fee (€/page translated)

<b>Language</b>	<b>Flat-rate fee (€/page translated)</b>
Bulgarian	€15.00
Czech	€20.00
Danish	€60.00
German	€40.00
Estonian	€25.00
Greek	€20.00
Spanish	€25.00
Italian	€30.00
Latvian	€20.00
Lithuanian	€20.00
Hungarian	€25.00
Dutch	€40.00
Polish	€25.00
Portuguese	€30.00
Romanian	€15.00
Slovenian	€30.00
Slovak	€20.00
Finnish	€50.00
Swedish	€50.00
Maltese	€25.00
Other	€35.00

### B.2.1 Budget line 06 02 11 – Transport security

#### ***Legal basis:***

Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6) of the Financial Regulation.

#### ***Objective(s):***

Monitoring and promoting, analysing and defining measures and regulations needed in order to improve land, air and sea transport security and the extension thereof to third countries.

#### ***Expected result(s):***

- prevention of malicious acts in the area of transport, in particular with regard to maritime transport;
- definition of common indicators, common methods and common security objectives in the field of transport and the collation of data needed to define these;
- monitoring of transport security measures in the Member States for all modes of transport;
- international coordination on transport security issues;
- promoting research into transport security.

**Beneficiaries:** International Maritime Bureau – Piracy Reporting Centre (Article 168(1)(c) of the Implementing Rules)

**Expected result(s):**

Main themes proposed for 2012	<ul style="list-style-type: none"> <li>• <b>Contribution to the budget of the International Maritime Bureau – Piracy Reporting Centre</b> (Article 168(1)(c) of the Implementing Rules) (FV_2012_43)</li> </ul> <p>The Piracy Reporting Centre provides reports and updated information on the current status and threat posed by piracy in the world. This information is useful for defining, implementing and assessing a European transport policy which takes into account the risks of piracy.</p> <p>Given the substantial increase in acts of piracy over the last three years, much more information needs to be taken into account in order to ensure that assessments are reliable. Given the current method of financing, without additional financing, the International Maritime Bureau will not be able to continue to provide the quality and quantity of information provided to date.</p>
Date of receipt of applications	02/2012
Financing rate	Up to 50% of the total amount of eligible costs for the measure. The rate of co-financing will be chosen on the basis of budgetary availability.
Estimated budget	<b>€90 000</b>

## **ANNEX II**

### **List of contracts and administrative arrangements in the field of energy and transport in 2012**

The amounts shown in this decision refer to the Commission's 2012 Budget.

Changes to the implementation of this programme affecting essential elements listed under Article 90 of the Implementing Rules to the Financial Regulation, which are of an indicative nature<sup>4</sup>, may be made by the authorising officer by delegation (AOD), or by the authorising officer by sub-delegation (AOSD), in line with the delegation of powers conferred upon him by the AOD, in accordance with the principles of sound financial management without it being necessary to amend the financing decision.

This list of contracts is equivalent to a financing decision and is divided into two parts:

- A. Contracts for expenditure relating to the activity 'Air, sea and land transport';
- B. Contracts for expenditure relating to the activity 'Safety and security'.

DG MOVE contracts are principally for studies but also for the provision of services and the purchase of data. The appropriations covered by the work programme may also be used to pay default interest in accordance with Article 83 of the Financial Regulation.

#### **A. CONTRACTS AND ADMINISTRATIVE ARRANGEMENTS FOR EXPENDITURE RELATING TO THE ACTIVITY 'AIR, SEA AND LAND TRANSPORT'**

The appropriations under the various budget lines are intended to cover expenditure incurred by the Commission for collecting and processing information of all kinds needed for the analysis, definition, promotion, monitoring, evaluation and implementation of:

- measures and rules required to improve the safety of land, air and sea transport, including their extension to third countries, and technical assistance and specific training actions;
- the Union's common transport policy, including its extension to third countries, technical assistance, specific training and promotion of the common transport policy, including the establishment and implementation of the guidelines for the trans-European transport network referred to in the Treaty.

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<sup>4</sup> The essential elements of an indicative nature are, for grants, the indicative amount of the call for proposals and, for procurement, the indicative number and type of contracts envisaged and the indicative time frame for launching procurement procedures.

<b>Budget line</b>	<i>060203 Support activities to the European transport policy and passenger rights</i>		
<b>Legal basis</b>	<p>Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community</p> <p>Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation</p> <p>Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation.</p>		
<b>2012 appropriations</b>	Initial budget	31 770 000	
	Transfers	0	
	Total	31 770 000	
<b>Use of appropriations</b>	Grants	1 900 000	
	Contracts	29 870 000	
<b>Amount covered by Annex II to this Decision for financing the abovementioned budget line</b>		<b>29 870 000</b>	
<b>Details of grants</b>			
<i>See Annex I</i>			
<b>Details of contracts</b>			
<i>Type</i>	<i>Number</i>	<i>Indicative amount</i>	<i>Date of conclusion of contract</i>
Specific contract under a framework contract	Conference (3), consultant (8), studies (11), impact assessment (4), provision of services (11)	20 690 000	Q1 (10), Q2 (14), Q3 (3), Q4 (10)
Procurement	Consultant (4), studies (14), operational projects (1), provision of services (4) concerning technical assistance, creation and maintenance of database and website	8 680 000	Q1 (2), Q2 (2), Q3 (6), Q4 (13)
Administrative arrangement	JRC Ispra : ECCAIRS project – European Coordination Centre for Aviation Incident Reporting Systems	500 000	Q4 (1)

Q1: 1<sup>st</sup> quarter, Q2: 2<sup>nd</sup> quarter, Q3: 3<sup>rd</sup> quarter, Q4: 4<sup>th</sup> quarter

**B CONTRACTS AND ADMINISTRATIVE ARRANGEMENTS FOR EXPENDITURE  
RELATING TO THE ACTIVITY 'SAFETY AND SECURITY'**

The appropriations under the various budget lines are intended to cover expenditure incurred by the Commission for collecting and processing information of all kinds needed for the analysis, definition, promotion, monitoring, evaluation and implementation of the rules and measures required to improve the security of land, air and sea transport, including their extension to third countries, technical assistance and specific training, as well as a corps of inspectors to check security at airport and port installations in the Member States, including extension to third countries

**Budget line** *06 02 11 Transport security*

<b>Legal basis</b>	Regulation (EC) No 2320/2002 of the European Parliament and of the Council of 16 December 2002 establishing common rules in the field of civil aviation security		
	Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security		
	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods		
	Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation		
<b>2012 appropriations</b>	Initial budget	2 300 000	
	Transfers	0	
	Total	2 300 000	
<b>Use of appropriations</b>	Grants	90 000	
	Contracts	2 210 000	
<b>Amount covered by Annex II to this Decision for financing the abovementioned budget line</b>		<b>2 210 000</b>	
<b>Details of grants</b>			
<i>See Annex I</i>			
<b>Details of contracts</b>			
<i>Type</i>	<i>Number/subject</i>	<i>Indicative amount</i>	<i>Date of conclusion of contract</i>
Specific contract under a framework contract	Studies (2), operational projects (2), provision of services (1)	593 890	Q1 (4), Q2 (1)
Procurement	Studies (3), provision of services (1) concerning technical assistance	750 000	Q3(1), Q4 (3)
safety inspections	<b>Maritime and aviation inspections</b> Reimbursement of the cost of safety inspections for EU officials and national inspectors, training and acquisition of specific materials for the	766 110	Q1 (3), Q2 (1)



	inspections		
Administrative arrangement	<b>Translation</b> into 22 languages by the DGT of the result of an FP6 project on 'How to make a security plan for Urban and Railways systems'	100 000	Q4 (1)