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ANNEX

General Work Programme for 2016 in the field of mobility and transport

1.1. Introduction

On the basis of the objectives given in the basic acts and the budget remarks referred to in the present Decision and below, this work programme contains the actions to be financed in the above mentioned fields and the budget breakdown for year 2016 as follows:

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| 1.2 Grants (implemented under direct management) ;
1.3 Procurement (implemented under direct management). |
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1.2. Grants

The overall budgetary allocation reserved for grants in 2016 amounts to 1 000 000 €.

1.2.1. Support for Member States as regards translating the Annexes to the Directive on the inland transport of dangerous goods

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 - Article 8(2) (OJ L 260, 30.9.2008, p. 18).

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2016_80
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Priorities of the year, objectives pursued and expected results

Priorities of the year

Assistance to the Member States for the translation of the directive on the transport of dangerous goods and their amendments.

Objectives

The purpose of the proposal is to finance the translation of the technical Annexes to the Directive and their amendments. 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.

This Directive entered 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.

Beneficiaries are local competent authorities in the Member States which enforce the concerned directive. As the directive impacts several transport modes (road, rail and inland navigation), these local authorities might be different in each Member States.

Expected results

Ensure a uniform and timely implementation of the technical and administrative rules regarding the transport of dangerous goods in all the member states of the Union.

Description of the activities to be funded by the grant awarded without a call for proposals on the basis of article 190(1) (d) of Delegated Regulation (EU) No 1268/2012

National authorities (Ministry of transport, police, national modal agencies) either bring their own translation resources, or subcontract and ensure the quality of regulatory texts annexed to international agreements on the transport of dangerous goods in the EU.

Essential eligibility, selection and award criteria

Selection criteria

The entity must have the translation capacities, directly or indirectly by subcontracting, but the entity will keep the responsibility for the accuracy of the final transposed result.

Award criteria

The extent to which the proposed translation is in line with the objectives and the extent to which the proposed outputs present added value – The quality of the proposal including a reasonable and realistic budget and a sound cost-efficiency ratio

Implementation

DG MOVE

Indicative timetable and indicative amount of the specific grant awarded without a call for proposals on the basis of article 190(1) (d) of Delegated Regulation (EU) No 1268/2012

Reference	Date	Amount
Invitation letter	02/2016	
Information to applicants on the results of the evaluation	06/2016	
Signature of grant agreement	07/2016	100 000 €

Maximum possible rate of co-financing of the eligible total costs

100%. The maximum for the co-financing of the initial translation of the legislation is fixed at 25 000 € per grant. Subsequent translation of a revised legislation, occurring every two years, is estimated at approx. 3.000 € (+/- 10%).

1.2.2. Cooperation with ICAO in the fields of aviation safety, security, environmental protection and air traffic management

Legal basis

COUNCIL DECISION 2012/243/EU of 8 March 2012 on the conclusion of a Memorandum of Cooperation between the European Union and the International Civil Aviation Organization providing a framework for enhanced cooperation, and laying down procedural arrangements related thereto (OJ L 121, 8.5.2012, p. 16–17).

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2016_193

Priorities of the year, objectives pursued and expected results

Priorities of the year

Follow up to recommendations and actions discussed and agreed at the 38th ICAO Assembly and the 2015 2nd High Level Safety Conference for:

- Environmental Protection
- Aviation Security
- Air Traffic Management
- Aviation Safety

Objectives

The Commission is responsible for implementing the Union's policy for Civil Aviation. In order to fulfill this responsibility, the Commission works proactively collaborates with organisations engaged in the area of activity concerned, with whom it shares common general objectives and wishes to establish a relationship of lasting cooperation.

ICAO is a United Nations (UN) Specialized agency acting as the unique global forum for civil aviation. It was created by the Chicago Convention of 1944 to which all the EU Member States have adhered and are therefore contracting parties. ICAO works to harmonies at global level the standards and rules covered by the Chicago Convention and its annexes (aviation safety, security, environment protection and air traffic management). Most of these areas are under full competence of the EU and the EU legislation on these areas is largely based upon the ICAO rules.

On 8th March 2012 the Memorandum of Cooperation between the EU and ICAO entered into force. The objective of this MoC is to strengthen the cooperation between the two partners in different areas of civil aviation in which both parties have common interests. These areas of cooperation are aviation safety, aviation security, air traffic management and environmental protection. In order to ensure a closer cooperation on those areas, the MoC establishes a more permanent framework for enhancing the relations between the EU and ICAO. The MoC also establishes the forms of cooperation. For instance: establishing arrangements for the EU to offer expertise to ICAO. This expertise will come either from aviation industry or from the National Aviation Administrations.

Expected results

This activity will *inter alia* constitute a continuance of the 2015 activity, i.e.:

– AVIATION SECURITY

The posting of an EU aviation cargo security expert would support the implementation of the ICAO Assembly Declaration on Aviation Security through the coordination of the work of experts in the research and development of technology for the detection of explosives, weapons and prohibited articles in order to prevent acts of unlawful interference.

The end result will be a more effective and efficient response to current as well as new and emerging threats to the security of the global trade supply chain, a critical element of the world economy.

Closer collaboration between the WCO and ICAO is expected to achieve the highest level of end-to-end cargo security, while preventing unnecessary delays in the movement of goods across international borders, and to ensure a harmonized approach to supply chain security.

Efforts already underway within the international community and between national customs and transport agencies is expected to significantly minimize the operational and financial impact of security measures by reducing or eliminating duplication in systems and processes, while enhancing synergies.

– ENVIRONMENTAL PROTECTION (Market-based Measures)

Work in this area has intensified over the years with the identification of the aviation industry as a contributor to the impact on climate change.

This position is situated in the Climate Change Unit which is one of three Environment (ENV) Units within the Air Transport Bureau (ATB) in ICAO. The Climate Change Unit is dedicated primarily to those activities in the environment field that benefit most from a common co-ordinated approach, on a worldwide basis, such as the impact of aircraft engine emissions.

The Unit is responsible for the development of a range of standards, policies and guidance material for the application of mitigation measures to address aircraft engine emissions, including the development and deployment of sustainable alternative fuels for aviation, and the use of market-based measures. The Unit is also responsible for the provision of assistance for the development and implementation of States' action plans on CO2 emissions reduction activities.

The Unit is responsible for maintaining close relations with other UN policy-making bodies that have expressed an interest in environmental aspects of civil aviation, notably with the Conference of the Parties to the United Nations Framework Convention on Climate Change.

The provision of EU expertise is to assist ICAO to successfully carry out its work in this area. The major duties and responsibilities for this position:

- Coordinate and/or develop/review/update studies, policies and guidance material related to market-based measures to reduce aviation emissions (e.g. emissions-related levies, offsetting and emissions trading).
- Provide advice and make recommendations for the development of possible global market-based measures schemes for international aviation.
- Closely follow the developments in other UN bodies on market-based measures and climate change, including the Green Climate Fund and REDD+ under the UNFCCC process and related work, and ensure appropriate follow through.
- Support the preparation of methodologies for CDM aviation projects.
- Develop and prepare documentation (working papers, reports, minutes, submissions, etc.) for the approval of C/ENV, on issues related to market-based measures within ICAO and

other UN bodies.

- Perform other duties of the Section as may be assigned.

- AIR TRAFFIC MANAGEMENT

In view of discussions and developments in the area of air traffic management the EU has given consideration as to how it could contribute to and benefit from ICAO activities in this field, including the eventuality of providing subject matter expertise. In this regard, preliminary discussions with ICAO have identified as an activity the expeditious development of provisions to support the development and implementation of the ICAO global framework GANP/ASBU.

For this activity the following is being considered:

Duties:

Under the supervision of the Director ANB and Deputy Director for Air Traffic Management (ATM):

1. Assist ICAO to develop coordination between ICAO HQ and regions about implementation of the global framework GANP and ASBU;
2. Assist ICAO on development and implementation of ICAO GANP/ASBU in relation to development in the regions;
3. Assist ICAO in the evolution of performance measuring and the monitoring of implementation of concepts and technologies related to the GANP/ASBU;
4. Contribute to the planning and prioritisation of the ICAO work programme and the need for Standardisation;
5. Strengthen ICAO's policy to have cooperation with the regions and sub-regions, organisations at that level, and to stimulate regions to set-up their international cooperation in view of the development and implementation of the GANP/ASBU;
6. Assist ICAO in the organization of global and regional events to support development of the global framework and the implementation of this framework;
7. Develop and present briefing material and/or papers on evolution and implementation of GANP/ASBU.
8. Assist ICAO in the development of a policy, working arrangements with other standards-making bodies to ensure synergy and reduce duplication

Milestones:

1. Deliver input, through technical working groups, for the draft update of the ICAO GANP/ASBU regarding its implementation strategy, and subsequently facilitate the provision of EU expertise and input in the elaboration of the final proposal in anticipation of the 39th ICAO Assembly in 2016;.
2. Organise the dialogue with states and regions for implementation of the GANP/ASBU;
3. Prepare working papers for presentation at ICAO major events of relevance for the update and implementation of the global framework GANP/ASBU.
4. Prepare draft ICAO policy on cooperation with other Standards-making bodies (EUROCAE, RTCA, Sae, etc.)

It is expected that in view of the EU's proactive stance in these areas, mutual benefit will result from the involvement of EU expertise in progressing activities and programmes.

Collaborative activities may be undertaken in the other areas covered by the Memorandum of Cooperation and its associated Annexes, following a process of due consideration and joint decision-taking.

Description of the activities to be funded by the specific grants directly awarded under a framework partnership concluded between the EU and ICAO (under article 190(1)c of Delegated Regulation (EU) N° 1268/2012

- Financing the posting of EU Civil Aviation experts in the International Civil Aviation Organisation (ICAO) in Montréal (Canada) and other forms of cooperation between EU and ICAO to implement the objectives of the Memorandum of Cooperation (MoC) in the areas of aviation safety, aviation security, air traffic management; and environmental protection.

Essential eligibility, selection and award criteria

Selection criteria

- Financial Capacity: Applicants must demonstrate their financial capacity to complete the actions to be supported.
- Technical Capacity: Applicants must have the technical capacity and operational capability to carry out the actions to be supported (a description of the organisation activities over the last three years would suffice).

Award criteria

1) Quality of the action

- The Commission will assess the European dimension of the projects. It will also assess how the proposals brings together the Commission and ICAO to cooperate, and how the actions may contribute to the development of the EU Civil Aviation Policy in the fields covered by the grants,
- Cost-effectiveness ratio: the Commission will assess the cost-effectiveness ratio of the actions and will, to that end, evaluate the expected results in the light of the grants requested. The budget, organized by expenses categories should demonstrate the cost-effectiveness of the actions.
- Visibility and communication: the Commission will assess the means by which the visibility of the actions on a European Union level and the communication will be assured. For example how the actions may contribute to good cooperation between the EU and ICAO in policy-making and in the implementation of the EU Civil Aviation Policy.

2) Quality of the organisation of the measures. The Commission will assess the organisation and proposed execution of the actions, in particular with regard to the following aspects:

A. Clarity and completeness of the proposals; and

B. The quality of the work plan for the execution of the actions that shall include:

- a description of the means to achieve the goals and a clear description of the tasks to be carried out by ICAO in the fields covered by the grants;
- a financing plan of the costs to be incurred by ICAO;
- human resources allocated to the coordination and execution of the actions;
- a timetable, and
- the definition of working methods

Implementation

DG MOVE

Indicative timetable and indicative amount of the specific grants directly awarded under a framework partnership

Reference	Date	Amount
Invitation letters	06/2016	
Information to ICAO on the results of the evaluations	10/2016	
Signature of grant agreements	10/2016	500 000 €

Maximum possible rate of co-financing of the eligible total costs

Maximum 95% of the estimated total eligible cost for each action as stated in Article 3.a of the Specific Agreements to be concluded.

1.2.3. *Cross Subdelegation to EUROSTAT – Passenger Mobility statistics*

Legal basis

Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics (OJ L 87, 31.3.2009, p. 164–173)

Regulation (EU) no 99/2013 of the European Parliament and of the Council of 15 January 2013 on the European statistical programme 2013-2017, in particular Article 8 thereof (OJ L 39, 9.02.2013, p.12)

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2016_156

Overall objective and purpose of the action

The 2011 White Paper on Transport establishes 10 goals for achieving the 60% GHG emission reduction target, each of those will require statistical data to measure and monitor policy progress, especially in the field of passenger transport.

Passenger transport statistics are not currently part of the regulated European Statistical System. There is no regular and harmonised data collection in the field of road passenger traffic statistics as already exists for other modes of transport such as rail, air or maritime transport in accordance with legal acts. However, there is an increasing need for relevant information to be collected on this topic so that the European Union policies linked to this specific transport activity can be properly monitored.

Passenger mobility surveys exist in a number of Member States. In some cases they are one-off exercises, while in other countries they are conducted on regular or even continuous basis. These surveys do not follow a harmonised methodology at European level and are primarily designed to respond to national information needs. Moreover, several EU Member States are still in the preparatory phase before launching their first national travel survey.

In 2014, to support the production of harmonised statistics on passenger mobility in the EU that is relevant to EU policy monitoring, Eurostat collected information on national surveys of passenger mobility and in consultation with the Member States statistical authorities and experts in the field

developed guidelines for harmonised passenger mobility surveys. These guidelines contain the indicators and variables needed for monitoring urban and non-urban mobility as well as mobility by distance class. The guidelines contain also definitions for the required variables and propose a statistical approach for the data collection.

The objective of the action is to collect with surveys, harmonised statistics on passenger mobility and produce the indicators included in the Eurostat guidelines based on harmonised definitions, by setting-up dedicated passenger mobility surveys or adapting existing or planned surveys of passenger mobility to collect relevant statistics for producing the list of indicators (see summary table below) listed in the Eurostat guidelines using the prescribed methodology and definitions.

Indicative amount: EUR 400 000

Implementation: Cross Sub-delegation to EUROSTAT for grants without call for proposals.

Implementation of grants by Eurostat is possible via restricted invitations to members of the European Statistical System, in accordance with Article 5 of the Regulation (EC) 223/2009.

Award criteria:

– The extent to which the proposed action is in line with the objectives and the priorities for the year and the extent to which the proposed outputs present added value – The quality of the proposal including a reasonable and realistic budget and a sound cost-efficiency ratio.

Maximum possible rate of co-financing of the eligible costs is 95%.

Indicative timetable: 2016 Q2

1.3. Contracts, administrative arrangements and service level agreements

The overall budgetary allocation reserved for contracts in 2016 amounts to 11 705 000 €.

1.3.1. Actions to support the European transport policy and passenger rights

Legal basis

- REGULATION (EU, EURATOM) No 966/2012 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 October 2012 on the financial rules applicable to the general budget of the Union – Article 54(2) (d) (OJ L 298, 26.10.2012, p. 1).

Other legal acts for reference

- Council Regulation (EEC) No 2829/77 of 12 December 1977 on the bringing into force of the European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) and in particular Article 22bis of the Agreement (OL L 334, 24.12.1977, p.11),
- Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States – Article 5 (OJ L 368, 17/12/1992, p. 38–42),
- Council Decision (93/704/EC) of 30 November 1993 on the creation of a Community database on road accidents – Articles 3(5), 4(2) (OJ L 329, 30/12/1993, p. 63–65),
- Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures – Article 7(h) (OJ L 187, 20/07/1999, p. 42–50),
- Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system – Article 26 (OJ L 208, 5.8.2002, p. 10–27),
- Decision 2002/309/EC, Euratom of the Council, and of the Commission as regards the Agreement on Scientific and Technological Cooperation, of 4 April 2002 on the conclusion of seven Agreements with the Swiss Confederation, Article 45 (OJ L 114, 30.4.2002, p. 91),
- Directive 2003/25/EC of the European Parliament and of the Council of 14 April 2003 on specific stability requirements for ro-ro passenger ships – Article 10 (OJ L 123, 17/05/2003, p. 22–41),
- Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union – Article 7 (OJ L 203, 10/08/2000 P. 1 - 8),
- Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the community's railways – Article 8 (OJ L 164, 30/04/2004, p. 44–113),
- Regulation (EC) 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) - Statement by the member states on military issues related to the Single European Sky – Article 7 (OJ L 96, 31.3.2004, p. 1),
- Regulation (EC) 2111/2005 of the European Parliament and of the Council of 14 December 2005 – article 8(1) - on the establishment of a community list of air carriers subject to an operating ban within the community and on informing air transport passengers of the identity of the operating air carrier red in conjunction with Commission Regulation (EC) No 473/2006, article 3-5 (OJ L 344, 27/12/2005, p. 15–22),
- Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licenses – Articles 7(5), 15 (OJ L 403, 30/12/2006, p. 18–60),
- Regulation (EC) n° 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road - Article 11 (OJ L 315, 3.12.2007, p. 1),
- Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the community – Articles 17, 28(5) (OJ L 191, 18/07/2008, p. 1–45),

- Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation – Articles 6, 14 (OJ L 79, 19/03/2008, p. 1–49),
- Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control – Article 35 (OJ L 131 of 28.5.2009),
- Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector – Article 23 (OJ L 131, 28.5.2009, p. 114–127),
- Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag State requirements – Articles 7, 10(2) (OJ L 131 of 28.5.2009),
- Regulation (EC) 392/2009 of the European Parliament and of the Council of 23 April 2009 on the liability of carriers of passengers by sea in the event of accidents – Articles 1(3), 9(1) (OJ L 131, 28.5.2009, p. 24),
- Regulation (EC) 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator – Articles 16(5), 16(6) (OJ L 300, 14.11.2009, p. 51),
- Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport – Articles 3, 6 (OJ L 207, 6/8/2010, p. 1),
- Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States – Articles 3(2) (OJ L 283, 29.10.2010),
- Regulation (EC) 996/2010 on the investigation and prevention of accidents and incidents in civil aviation - Article 24 and 7(7) (OJ L 295, 12.11.2010, P. 35),
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area – Articles 15, 57(1) (OJ L 343, 14.12.2012, p. 60),
- Regulation (EU) no 99/2013 of the European Parliament and of the Council of 15 January 2013 on the European statistical programme 2013-2017 – Article 8 (OJ L 39, 9.02.2013, p.12),
- Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC Text with EEA relevance – Articles 15, 20 (OJ L 127, 29.4.2014, p. 51–128),
- Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union – Article 4(3)b, 18 (OJ L 127, 29/04/2014, p. 134–218),
- Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure - Art.7 (3) (OJ L 307, 28.10.2014, p. 1–20),
- Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport – Article 11, 31 (OJ L 60, 28/02/2014, p. 1–33),
- Directive 2015/413/EU of the European Parliament and of the Council of 11 March 2015 facilitating the cross-border exchange of information on road safety related traffic offences – Article 11 (OJ L 68, 13.3.2015, p. 9–25),

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities

Details of contracts, administrative arrangements and service level agreements

<i>Contract types</i>	<i>Subject matter- indicative timeframe (indicative number of contracts envisaged) – Indicative amount¹</i>	<i>Total</i>
Specific service	a) Communication : Q1(3); Q2(11); Q3(1); Q4(1) – 650 000 €	7 628 300 €

¹ Indicative sub-total amount for the contracts under this topic

<i>Contract types</i>	<i>Subject matter- indicative timeframe (indicative number of contracts envisaged) – Indicative amount¹</i>	<i>Total</i>
contracts on existing framework contract	b) Conference : Q1(5); Q2(7); Q3(1); Q4(2) ^o – 680 000 € c) Consultancy : Q1(8); Q2(2); Q3(4) – 1 150 000 € d) Impact assessment / Evaluation : Q2(8); Q3(3); Q4(1) ^o - 1 500 000 € e) Maintenance/Evolution of operationnal IT systems : Q1(2); Q2(5); Q3(5); Q4(22) – 2 648 300 € f) Studies : Q2(7); Q3(3) – 1 000 000€	
Direct service contracts	a) Communication : Q2(1); Q3(6); – 900 000 € b) Conference : Q4(4) – 600 000 € c) Consultancy : Q1(1); Q3(3); – 65 600 € d) Impact assessment / Evaluation : Q4(2) – 300 000 e) Studies : Q2(3); Q3(4); Q4(1) – 1 365 000 € f) Data acquisition : Q2(2); Q3(1); Q4(1) – 134 100	3 364 700 €
Administrative arrangements	JRC – Revision of annex 1B of the tachygraph specifications– Q2(1) (continuity)	300.000 €
Service level agreements, Cross subdelegation, co-delegation	a) DIGIT – Hosting of the Road Safety Observatory – CARE/CADAs and ICARE – Q3(2) - 82 000 € b) DIGIT – Hosting of MOVEHUB development, test, acceptance and production environments – Q3(1) – 200 000 € c) DIGIT – Hosting the ENCASIA experts secured website – Q3(1) - 5 000 € d) Publication Office - dissemination and storage costs– Q2(1) – 25 000 € e) DGT – Specific translation needs – Q2(1) – 10 000 €	322 000 €
Safety inspections	On-site assessment of the Safety list – Q1(6) – 90 000 €	90 000 €

Implementation

DG MOVE, DG DIGIT, JRC, DGT, Publication Office

1.3.2. Actions to support the transport security policy

The overall budgetary allocation reserved for contracts in 2016 amounts to 2 200 000 €.

Legal basis

- REGULATION (EU, EURATOM) NO 966/2012 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 October 2012 on the financial rules applicable to the general budget of the Union – Article 54(2) (d) (OJ L 298, 26.10.2012, p. 1).

Other legal acts for reference

- Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security – Article 9(4) (OJ L 129, 29.4.2004, p. 6),
- Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security – Article 13(2-3) (OJ L 310, 25.11.2005, p.28),
- Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security - Article 4(2), 4(3), 15, 16, 20 (OJ L 97, 9.4.2008, p. 72.).

Budget line

06.0206 Transport security

Details of contracts and service level agreements

<i>Service contracts</i>	<i>Object : estimated timetable (indicative number of contracts envisaged) – Indicative amount²</i>	<i>Total</i>
Specific contracts on existing framework contract	a) Conference : Q2(1) – 150 000 € b) Evaluation : Q2(3); – 200 000 € a) Maintenance/Evolution of operationnal IT systems - Q2(1); Q4(1) – 198 000 € b) Studies : Q2(4) – 329 000 €	877 000 €
Direct service contracts	a) Evaluation : Q4(2) – 450 000 € b) Communication : Q4(1) – 45 000 €	495 000 €
Service level agreements, co delegation	a) DIGIT - Hosting of KSDA Air Cargo Database (Union database on supply chain security): Q3(1) – 44 019 €	44 019 €
Security inspections	Maritime and aviation security inspections Reimbursement of the cost of security inspections for EU officials and national inspectors – Q1(14)	783 981 €

Implementation

DG MOVE, DIGIT

² Indicative sub-total amount for the contracts under this topic