

## **General Work Programme for 2015 in the field of mobility and transport**

### **1.1. Introduction**

On the basis of the objectives given in the basic acts 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 2015 as follows:

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| <p>1.2 Grants (implemented under direct management) ;</p> <p>1.3 Procurement (implemented under direct management).</p> |
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### **1.2. Grants**

The overall budgetary allocation reserved for grants in 2015 amounts to 1 190 000€.

#### **1.2.1. Setting up an European cooperation structure of competent rail authorities**

Legal basis

<p>REGULATION 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)</p>
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Budget line

<p>06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2015_392</p>
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Priorities of the year, objectives pursued and expected results

#### **Priorities of the year**

- Setting up an operational cooperation structure at EU level open to all competent rail authorities in Member States and/or their national associations
- Organise a first set of training and information exchange workshops in Member States

#### **Objectives**

Competent authorities set up by Member States for the award of public service contracts for rail passenger transport play an important role in the effective implementation of Regulation 1370/2007 on public passenger transport services by rail and by road. They plan public transport, define public services obligations, award public service contracts and compensate public service obligations according to the rules of the Regulation. A possible adoption of proposals to amend Regulation 1370/2007 of 30 January 2013 in the framework of the 4th railway package introducing the adoption of public transport plans and mandatory tendering of rail contracts assigns new responsibilities to competent authorities.

The objective of the action is to facilitate the creation of an operational cooperation structure at EU level open to all competent rail authorities for the award of public service contracts in rail to be set up by

Member States according to Regulation 1370/2007. In facilitating a comparable high level of administrative capacities of these competent authorities across the EU, the establishment of an operational cooperation structure at EU level open to all competent rail authorities will be beneficial for the effective implementation of Regulation 1370/2007. Article 11 of Regulation 1370/2007 obliges the Commission in 2019 to prepare a report on the implementation of this Regulation and on developments in the provision of public passenger transport in the EU, assessing in particular the development of the quality of public passenger transport services and the effects of direct awards, accompanied, if necessary, by appropriate proposals for the amendment of this Regulation. The envisaged operational cooperation structure at EU level open to all competent rail authorities will enable the Commission to collect in an efficient manner important data and implementation experience necessary to well prepare the Commission report due by 2019.

Membership in the new body will be open to all European passenger rail authorities.

### **Expected results**

- Enhance the administrative capacity of competent rail authorities enabling them to well implement the tasks that Regulation 1370/2007 is assigning to them
- Set up an interlocuteur at EU level which allows the Commission to exchange on matters related to the application of Regulation 1370/2007
- Provide a representative and authoritative source of information and data for the preparation of the Commission report on the implementation of Regulation 1370/2007 due in 2019 as well as for future policy making in the field of public transport by rail

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

- The cooperation activities of the operational cooperation structure at EU level open to all competent rail authorities will include the exchange of best practices for organising passenger rail services, providing training to the members of the cooperation network to enhance administrative capacity and coordinating the competent authorities' views on how present and future policy and market developments will impact on their activities.
- The envisaged EU start-up support would cover staff costs for the EU operational cooperation structure of competent authorities, administration and communication costs, travel and accommodation costs, costs for an external expert providing strategic advice, reimbursement of travel costs of participants of members' structure meetings, room rental costs and catering costs for general assembly meetings, costs of translation, catering and support for the organisation of thematic conferences and parliamentary events.

Essential eligibility, selection and award criteria

### **Selection criteria**

- Financial Capacity: The operational cooperation structure at EU level must demonstrate their financial capacity to complete the action to be supported.
- Technical Capacity: The operational cooperation structure at EU level open to all competent rail authorities must have the technical capacity and operational capability to carry out the action to be supported (a description of the structure's activities and the CV of people involved in the implementation would be sufficient).

### **Award criteria**

#### 1) Quality of the action

- 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.

- Innovative nature: the Commission will assess the extent to which the proposed measure will lead to better approaches and practices.
  - 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 for all competent authorities in rail transport.
  - 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).
  - Visibility: the description of the action must include the means by which the event will be publicised to all relevant parties (publications, websites, CD-ROMs, etc.).
- 2) Quality of the organisation of the measure, in particular as regards the following aspects:
- Work Plan (clarity and appropriateness of the objectives, appropriateness of the expected results), schedule and resources (human, financial, logistic), proposed methodology, evaluation and indicators of results compared with the expected objectives.

### 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) (c) of Delegated Regulation (EU) No 1268/2012

Reference	Date	Amount
Invitation letter	03/2015	
Information to the structure on the results of the evaluation	05/2015	
Signature of grant agreement	06/2015	150.000 €

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

100 % for the 1<sup>st</sup> year - The members of an operational cooperation structure at EU level open to all competent rail authorities are going to support the work with their own resources. However, an initial, start-up co-financing in the form of grants for no more than three years is needed to ensure the effective set-up of the new cooperative structure. Should the the EU start-up support cover the second and third years, its financial contribution will diminish gradually.

## 1.2.2. Support to work to be carried out by ESOs for the development of standards identified in the Directive on the deployment of alternative fuel infrastructure

### Legal basis

REGULATION (EU) No 1025/2012 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 14.11.2012 on European standardisation - Articles 10 (1), 15 (1) and 17 (1) a (OJ L316, 14.11.2012, p.12).

### Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV\_2015\_236

## Priorities of the year, objectives pursued and expected results

### **Priorities of the year**

Starting the standardisation process as requested by the Directive on the deployment of alternative fuels infrastructures., following the acceptance by the ESO of the relevant standardisation request in 2014.

### **Objectives**

Implementation of the Directive on the deployment of alternative fuels infrastructure (to be published before the end of 2014), which establishes common technical specifications to be converted into European standards.

Annex III of the directive defines or identifies the technical specifications to be developed for EV recharging points, shore-side electricity supply for ships, hydrogen refuelling points for road transport and natural gas (LNG and CNG) refuelling points for waterborne and road transport.

Recital 26 establishes that "Technical specifications for interoperability of recharging and refuelling points should be specified in European [...] standards [...], and those standards should be based on current international standards or on-going international standardisation work, where applicable."

### **Expected results**

- The development of European standards containing interoperable technical specifications with a single solution for electricity supply for transport in order to harmonise the technical specifications given in Annex III section 1 of the Directive.
- The development of European standards containing interoperable technical specifications with a single solution for hydrogen supply for road transport in order to harmonise the technical specifications given in Annex III section 2 of the Directive.
- The development of European standards containing interoperable technical interoperable specifications with a single solution for natural gas supply for transport in order to harmonise the technical specifications given in Annex III section 3 of the Directive.
- To adopt an amendment to EN 62196-2:2012 originally developed on the basis of the Commission mandate M/468 or otherwise supplement the said EN for the "Category type 2" socket outlet to include provisions for mechanical protective shutters if such shutters are requested by national legislation.
- To establish a recommendation for the common acceptance of standard for Alternate Current (AC) normal recharging points for L-category electric vehicles, which shall be equipped with connectors of Type 3a as described in standard EN 62196-2:2012; in case of lack of common acceptance, an amendment of this standard should be adopted.

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

Pursuant to Article 10(1) of Regulation (EU) No 1025/2012, the Commission requests the ESOs to develop and adopt appropriate European standards (ENs), or to amend existing European standards for:

- electricity supply for road, maritime transport and inland navigation;
- hydrogen supply for road transport;
- natural gas supply for road, maritime transport and inland navigation;

which are needed to implement the technical specifications for recharging and refuelling points as set out in Annex III of the Directive on the deployment of alternative fuels infrastructures.

### **Award criteria**

Eligible applications/projects will be assessed on the basis of the following criteria:

- the relevance of the project and its expected results in relation to the objectives,
- the effectiveness and rationality of the proposed methodology and organisation (including the timetable and monitoring),
- the relevance and quality of the means of implementation and the resources deployed in relation to the objectives envisaged (particularly in terms of cost-effectiveness),

#### Implementation

Co-delegation from DG MOVE to DG ENTR.

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

Reference	Date	Amount
Request	01/2015	
Information to the beneficiary(ies) on the results of the evaluation	03/2015	
Signature of grant agreement	03/2015	300.000 €

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

The maximum possible rate of co-financing of the eligible total costs is 100%.

The budget has been quantified on the basis of the initial estimations determined by the ESOs. A formal request substantiating the relevant elements will be received at a later stage.

### **1.2.3. 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\_2015\_131

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. In particular, the proposed amendments which will enter into force on the 1 January 2016 must be translated in order to allow their transposition into national laws by 30 June 2016.

#### **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 timeline 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 scope of work, including but not limited to the agreement and number of pages.

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

<b>Reference</b>	<b>Date</b>	<b>Amount</b>
Invitation letter	02/2015	
Information to applicants on the results of the evaluation	06/2015	
Signature of grant agreement	07/2015	80.000 €

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%).

#### **1.2.4. 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\_2015\_454

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 for:

- Environmental Protection
- Aviation Security
- Air Traffic Management

##### **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 2014 activity, i.e.:

### – AVIATION SECURITY

The engagement of a 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 expidition of 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. Develop ccoordination between ICAO HQ and regions about implementation of the global framework GANP and ASBU;
2. Advise the ICAO Director ANB and deputy-director ATM on development and implementation of ICAO GANP/ASBU in relation to development in the regions;
3. Advise ICAO to develop performance measuring and the monitoring of implementation of new 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. Advise the ICAO director ANB and deputy director of organising 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.

##### **Milestones:**

1. Deliver input, through technical working groups, for the draft update of the ICAO GANP/ASBU regarding its implementation strategy (ICAO deadline - June 2015), and subsequently facilitate the provision of EU expertise and input in the elaboration of the final proposal in anticipation of the 39<sup>th</sup> 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.

It is expected that in view of the EU's proactive stance in these areas, mutual benefit will result from the involvement of EU expertsise 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 grant directly awarded under a framework partnership

- 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 action to be supported.
- Technical Capacity: Applicants must have the technical capacity and operational capability to carry out the action to be supported (a description of the organisation activities over the last three years would be sufficient).

### **Award criteria**

#### 1) Quality of the action

- The Commission will assess the European dimension of the project. It will also assess how the proposal brings together the Commission and ICAO to cooperate in civil aviation, particularly with regard to technical collaboration in several areas of civil aviation; especially safety, security, ATM/air navigation and environment. Both the EU and ICAO agreed on a Memorandum of Cooperation, in force since 8<sup>th</sup> March 2012, to strengthen their relationship and establish closer cooperation in the areas abovementioned,
- Cost-effectiveness ratio: the Commission will assess the cost-effectiveness ratio of the action and will, to that end, evaluate the expected results in the light of the grant requested. The budget, organized by expenses categories should demonstrate the cost-effectiveness of the action.
- Visibility and communication: the Commission will assess the means by which the visibility of the action on a European Union level and the communication will be assured. For example how this action 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 measure. The Commission will assess the organisation and proposed execution of the action, in particular with regard to the following aspects:

- Clarity of the proposal
- The work plan for the execution of the action:
  - (i) a clear and full description of the means to achieve the goals and adequacy between the EU experts profiles and the objectives to be posted at ICAO. These profiles should cover the following areas air safety, ATM, aviation security and environment;
  - (ii) a person responsible for the coordination and execution of the action,
  - (iii) a meaningful and realistic timetable.
- Methodology: definition of working methods

## Implementation

DG MOVE

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

Reference	Date	Amount
Invitation letter	07/2015	
Information to ICAO on the results of the evaluation	10/2015	
Signature of grant agreement	10/2015	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 1.4.1 of the Framework Partnership Agreement MOVE/E3/144-2011.

### **1.2.5. Support to activities managed by the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA)**

Legal basis

REGULATION (EU) No 996/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the investigation and prevention of accidents and incidents in civil aviation - Article 7(7) (OJ L 295, 12.11.2010, p.35).

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV\_2015\_461

Priorities of the year, objectives pursued and expected results

#### **Description**

Regulation (EU) No 996/2010 underlines that safety investigation authorities play a core role in the safety investigation process and that their work is of the utmost importance in determining the causes of an accident or incident.

This legislation recognises that the capacities of the safety investigation authorities in each Member State should be strengthened and that cooperation between them is necessary to improve the efficiency of the investigation and prevention of civil aviation accidents and incidents in the EU. The Regulation also states that the coordination role of safety investigation authorities should be recognised and reinforced in a European context, in order to generate real added value in aviation safety, by building upon the already existing cooperation between such authorities and the investigation resources available in the Member States. The European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) ensures that reinforcement and its subsequent recognition. ENCASIA adopts each year a work programme in compliance with the objectives detailed in the Regulation.

#### **Priorities 2015 - 2016**

The priorities of the year are the financing of activities with concrete safety relevance and subsequent safety benefits. They will be formalized by:

- Training activities to further reinforce the competencies of air safety investigators;
- 'Peer Reviews';

### **Objectives**

The objectives aim at supporting the ENCASIA activities to further improve the quality of the investigations conducted by the safety investigation authorities and to strengthen their independence. As per Article 7 paragraph 2 of Regulation (EU) No 996/2010, ENCASIA encourages high standards in investigation methods and investigator training.

This support also includes the implementation of a 'Peer Reviews' system based on the «teach and learn» principle, where the application of EU legislation will be emphasized

### **Expected results**

- The quality of the investigations conducted by national authorities will be further improved thanks to the investigator training actions.
- The 'Peer Review' process will contribute to improve aviation safety through the sharing of experience coming from safety investigations. It will generate reports that will also contribute to enhance the implementation of the Regulation by the Member States.
- Finally, safety investigations and recommendations will be further improved for the benefit of all the European aviation system and of the European citizens

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

The activities to be financed will be:

- Training actions with a European dimension;
- Implementation of a Peer Review programme, with visits to some Member States (cycle covering several years);

Essential eligibility, selection and award criteria

The ENCASIA Network was established in accordance with Article 7 of Regulation (EU) No 996/2010 that also includes the objectives in paragraphs 2 and 3c. The eligibility of ENCASIA has already been established since it is identified as the beneficiary in the legal basis.

### **Award criteria**

#### 1) Quality of the action:

- Alignment with the objectives of Regulation (EU) No 996/2010;
- Beneficial impact on aviation safety;
- Cost/efficiency ratio;
- Added-value at EU level.

#### 2) Quality of the organisation of the measure, in particular regarding the following items:

- Development and educational objectives of the safety investigator training;
- Processes related to the implementation of 'Peer Reviews', selection of the Member States who will be subject to on-site visits, finalisation of questionnaires and on-site visit reports;
- Tools enabling to list and access the resources shared by the safety investigation authorities of

the Member States.

### 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

<b>Reference</b>	<b>Date</b>	<b>Amount</b>
Invitation letter	07/2015	
Information to ENCASIA on the results of the evaluation	09/2015	
Signature of grant agreement	11/2015	160 000 € (80 000 € per year)

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

95 %

### **1.3. Actions to support the European transport policy and passenger rights**

The overall budgetary allocation reserved for contracts in 2015 amounts to 11 173 000 €.

#### **1.3.1. Contracts, administrative arrangements and service level agreements under a legal basis**

##### **Legal basis**

- 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),
- COUNCIL DIRECTIVE 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic- Article 4(1-3-4-5) (OJ L 235, 17/09/1996, p. 59–75),
- COUNCIL DIRECTIVE 98/41/EC of 18 June 1998 on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community – Article 12 (OJ L 188, 02/07/1998, p. 35–39),
- COUNCIL DIRECTIVE 1999/35/EC of 29 April 1999 on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services – Article 17 (OJ L 138, 01/06/1999, p. 1–19),
- 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 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 2004/49/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2004 on safety on the community’s railways – Article 17 (OJ L 164, 30/04/2004, p. 44–113),
- 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) - 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) NO 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 (OJ L 344, 27/12/2005, p. 15–22),
- DIRECTIVE 2006/87/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 12 December 2006 laying down technical requirements for inland waterway vessels – Annex II, Articles 2, 18(6) (OJ L 389, 30/12/2006, p. 1–260),
- 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),
- 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 and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC – Article 6 (OJ L 79, 19/03/2008, p. 1–49),
- DIRECTIVE 2009/45/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 6 May 2009 on safety rules and standards for passenger ships (Recast) – Article 10 (OJ L 163, 25/06/2009, p. 1–140),

- REGULATION (EC) NO 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) NO 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 – Article 26(2) (OJ L 300, 14.11.2009, p. 51),
- REGULATION (EC) NO 1072/2009 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 October 2009 on common rules for access to the international road haulage market – Article 16(5-6), 17(3) (OJ L 300, 14/11/2009, p. 72–87),
- 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 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area – Articles 15(4), 57, 63 (OJ L 343, 14/12/2012, p. 32–77),
- 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 – Articles 4(3)b (OJ L 127, 29/04/2014, p. 134–218),
- 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),
- Decision of the Council and of the Commission concerning the scientific and technological cooperation Agreement of 4 April 2002 relating to the conclusion of seven agreements with the Swiss Confederation, particularly AGREEMENT BETWEEN THE EUROPEAN COMMUNITY AND THE SWISS CONFEDERATION on the Carriage of Goods and Passengers by Rail and Road - Article 45 (OJ L 114 OF 30 APRIL 2002, p. 91)
- Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on marine equipment and repealing Directive 96/98/EC - Article 11(2) - 2012/0358 (COD)
- Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the deployment of alternative fuels infrastructure COM(2013) 18, planned by end 2014,

### Budget line

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

### Details of contracts

<i>Contract types</i>	<i>Subject matter- indicative timeframe (indicative number of contracts envisaged) – Indicative amount<sup>1</sup></i>	<i>Total</i>
Specific service contracts on existing framework contract	a) Conference : Q2(1) – 100 000 € b) Consultancy : Q1(8); Q2(2); Q3(1); Q4(1) – 1 020 000 € e) Impact assessment / Evaluation : Q1(1); Q2(1); Q3(1); Q4(1)° - 600 000 € f) Maintenance/Evolution of operationnal IT systems : Q1(7); Q4(13) – 1 111 000 € g) Studies : Q2(4); Q3(2); Q4(5) – 1 200 000 €	4 031 000 €
Direct service	a) Consultancy : Q2(3) – 300 000 €	1 154 000€

<sup>1</sup> 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 amount<sup>1</sup></i>	<i>Total</i>
contracts	b) Evaluation : Q2(1) – 250 000 c) Studies : Q1(3); Q2(1); Q3(1) – 600 000 € d) Data acquisition : Q4(1) – 4 000	
Renewal of service contracts	a) Alpine traffic observatory - MOVE/D3/SER/ 2011-507/SI2.617680 (FV_2015_135) – Q3(1) – 52 500 b) Provision and maintenance of European RIS support tools, notably the European Hull Database (FV_2015_203) – Q2(1) – 165 000	217 500
Administrative arrangements	<b>JRC</b> – Revision of annex 1B of the tachygraph specifications– Q2(1) (continuity of the action launched in 2013)	400.000
Service level agreements	a) <b>DIGIT</b> – Hosting of the Road Safety Observatory – CARE/CADAs and ICARE – Q2(1) - 70 000 € b) <b>DIGIT</b> – Hosting of MOVEHUB development, test, acceptance and production environments – Q4(1) – 200 000 €	270 000 €
Safety inspections	On-site assessment of the Safety list – Q1(5)	75 000 €

## Implementation

DG MOVE, DG DIGIT, JRC

### 1.3.2. Contracts and service level agreements under institutional prerogatives

#### 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 – Articles 30(4), 54(2) (d) (OJ L 298,26.10.2012,p. 1).

#### Budget line

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

#### Details of contracts

<i>Contract types</i>	<i>Subject matter- indicative timeframe (indicative number of contracts envisaged) – Indicative amount<sup>2</sup></i>	<i>Total</i>
Specific service contracts on existing framework contract	a) Communication : Q1(11); Q2(3); Q3(1); Q4(1) – 800 000 € b) Conference : Q1(2); Q3(2); Q4(1) – 300 000 €	3 000 000 €

<sup>2</sup> 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 amount<sup>2</sup></i>	<i>Total</i>
	c) Consultancy : Q1(2); Q2(1); Q3(3) – 800 000 € d) Impact assessment / Evaluation : Q1(1); Q2(5); Q3(1); Q4(1) <sup>o</sup> - 800 000 € e) Maintenance/Evolution of operationnal IT systems : Q3(1); Q4(1) – 300 000 €	
Direct service contracts	a) Communication : Q1(5); Q2(2); – 300 000 € b) Consultancy : Q2(2); – 400 000 € c) Data acquisition : Q1(1); Q2(2); Q4(1) – 60 000 € d) Studies : Q3(4); Q4(2) – 1 240 000 €	2 000 000 €
Service level agreements	a) Publications Office : dissemination and storage costs (FV_2015_408) – Q1(1)	25 000

## Implementation

DG MOVE, Publication Office

### 1.4. Actions to support the transport security policy

#### 1.4.1. Contracts, administrative arrangements and service level agreements under a legal basis

##### Legal basis

- 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, 20 (OJ L 97, 9.4.2008, p. 72.).

##### Budget line

06.0206 Transport security

##### Details of the contracts

<i>Service contracts</i>	<i>Object : estimated timetable (indicative number of contracts envisaged) – Indicative amount<sup>3</sup></i>	<i>Total</i>
Specific contracts on existing framework	a) Consultancy : Q2(3) – 150 000 €	894 019 €

<sup>3</sup> Indicative sub-total amount for the contracts under this topic

<i>Service contracts</i>	<i>Object : estimated timetable (indicative number of contracts envisaged) – Indicative amount<sup>3</sup></i>	<i>Total</i>
contract	b) Impact assessment and evaluation : Q3(1) – 400 000 € c) Maintenance/Evolution of operationnal IT systems : Q2(1); Q4(2) – 194 019 € c) Studies : Q2(4) – 150 000 €	
Direct contracts	a) Maintenance/Evolution of operationnal IT systems : Q2(1) – 30 000 €	30 000 €
Security inspections	<b>Maritime and aviation security inspections</b> Reimbursement of the cost of security inspections for EU officials and national inspectors – Q1(11)	803 000 €

## Implementation

DG MOVE

### 1.4.2. Contracts under institutional prerogatives

#### 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).

#### Budget line

06.0206 Transport security

#### Details of the contracts

<i>Service contracts</i>	<i>Object : estimated timetable (indicative number of contracts envisaged) – Indicative amount<sup>4</sup></i>	<i>Total</i>
Specific contracts on existing framework contract	a) Communication : Q3(8) – 250 000 € b) Evaluation : Q3(2) – 354 981 €	604 981 €
Direct contracts	a) Evaluation : Q4(1) – 250 000 €	250 000 €

## Implementation

DG MOVE

<sup>4</sup> Indicative sub-total amount for the contracts under this topic