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COMMISSION DECISION

of 18.11.2014

on the annual work programme for 2015 in the field of mobility and transport

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THE EUROPEAN COMMISSION,

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

Having regard to 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, in particular Article 5 thereof¹,

Having regard to Council Decision 93/704/EC of 30 November 1993 on the creation of a community database on road accidents, in particular Articles 3(5) and 4(2) thereof²,

Having regard to 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, in particular Article 4 thereof³,

Having regard to 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, in particular Article 12 thereof⁴,

Having regard to 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, in particular Article 17 thereof⁵,

Having regard to 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, in particular Article 7(h) thereof⁶,

Having regard to 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, in particular Article 10 thereof⁷,

Having regard to Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways, in particular Article 17 thereof⁸,

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), in particular Article 7 thereof⁹,

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, in particular Article 9(4) thereof¹⁰,

¹ OJ L 368, 17/12/1992, p. 38

² OJ L 329, 30/12/1993, p. 63

³ OJ L 235, 17/09/1996, p. 59

⁴ OJ L 188, 02/07/1998, p. 35

⁵ OJ L 138, 01/06/1999, p. 1

⁶ OJ L 187, 20/07/1999, p. 42

⁷ OJ L 123, 17/05/2003, p. 22

⁸ OJ L 164, 30/04/2004, p. 44

⁹ OJ L 96, 31.3.2004, p. 1

Having regard to Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security, in particular Article 13(2) and (3) thereof¹¹,

Having regard to 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, in particular Article 3 thereof¹²,

Having regard to Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels, in particular Annex II, Articles 2, 18(6) thereof¹³,

Having regard to Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licenses, in particular Articles 7(5) and 15 thereof¹⁴,

Having regard to Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road, in particular Article 11 thereof¹⁵,

Having regard to 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, in particular Articles 17 and 28(5) thereof¹⁶,

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, in particular Article 8(2) thereof¹⁷,

Having regard to 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, in particular Article 6 thereof¹⁸,

Having regard to 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, in particular Article 4(2) and(3), 15 and 20 thereof¹⁹,

Having regard to 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), in particular Article 10 thereof²⁰,

Having regard to 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, in particular Articles 1(3) and 9(1) thereof²¹,

Having regard to 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

¹⁰ OJ L 129, 29.4.2004, p. 6

¹¹ OJ L 310, 25.11.2005, p.28

¹² OJ L 344, 27/12/2005, p. 15

¹³ OJ L 389, 30/12/2006, p. 1

¹⁴ OJ L 403, 30/12/2006, p. 18

¹⁵ OJ L 315, 3.12.2007, p. 1

¹⁶ OJ L 191, 18/07/2008, p. 1

¹⁷ OJ L 260, 30.9.2008, p. 18

¹⁸ OJ L 79, 19/03/2008, p. 1

¹⁹ OJ L 97, 9.4.2008, p. 72

²⁰ OJ L 163, 25/06/2009, p. 1

²¹ OJ L 131, 28.5.2009, p. 24

complied with to pursue the occupation of road transport operator, in particular Article 26(2) thereof²²,

Having regard to 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, in particular Articles 16(5) and (6), and 17(3) thereof²³,

Having regard to 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, in particular Articles 3 and 6 thereof²⁴,

Having regard to 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, in particular Article 7(7) thereof²⁵,

Having regard to Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area, in particular Articles 15(4), 57 and 63 thereof²⁶,

Having regard to 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 thereto²⁷,

Having regard to 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, in particular Articles 30(4) and 54(2)d thereof²⁸,

Having regard to Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 14 November 2012 on European standardisation, in particular Articles 10(1), 15(1) and 17(1)a thereof²⁹,

Having regard to Commission Delegated Regulation (EU) No 1268/2012 of 29 October 2012 on the rules of application of Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council on the financial rules applicable to the general budget of the Union, and in particular Article 190(1) (c) and (d) thereof³⁰,

Having regard to 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, in particular Article 4(3)b thereof³¹,

Having regard to Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, in particular Articles 11 and 31 thereof³²,

Having regard to the 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

²² OJ L 300, 14.11.2009, p. 51

²³ OJ L 300, 14/11/2009, p. 72

²⁴ OJ L 207, 6/8/2010, p. 1

²⁵ OJ L 295, 12.11.2010, p.35

²⁶ OJ L 343, 14/12/2012, p. 32

²⁷ OJ L 121, 8.5.2012, p. 16

²⁸ OJ L 298, 26.10.2012, p. 1

²⁹ OJ L 316, 14.11.2012, p. 12

³⁰ OJ L 362, 31.12.2012, p. 1.

³¹ OJ L 127, 29/04/2014, p. 134

³² OJ L 60, 28/02/2014, p. 1

Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail and Road, in particular Article 45 thereof,³³,

Whereas:

- (1) In order to ensure implementation of the general actions in the area of mobility and transport for the year 2015, it is necessary to adopt a financing decision as well as a corresponding work programme,
- (2) Given that the annual work programme for 2015 in the field of mobility and transport contains the information specified in Article 94(2) of Delegated Regulation (EU) No 1268/2012, the decision adopting it constitutes itself a financing decision. It is appropriate to authorise award of grants without a call for proposals to the bodies referred to in the work programme for the reasons provided therein, in accordance with Article 190(1) (c) and (d) of the Commission Delegated Regulation (EU) No 1268/2012,
- (3) Article 54(2)(d) of Regulation (EU, Euratom) No 966/2012 provides that appropriations for actions carried out by the Commission by virtue of tasks resulting from its prerogatives at institutional level under the TFEU or Euratom Treaty may be implemented without a basic act,
- (4) It is necessary to allow the payment of interest due for late payment on the basis of Article 92 of Regulation (EU, Euratom) No 966/2012 and Article 111(4) of Delegated Regulation (EU) No 1268/2012,
- (5) For the application of this Decision, it is appropriate to define the term 'substantial change' within the meaning of Article 94(4) of Delegated Regulation (EU) No 1268/2012,
- (6) 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 AS FOLLOWS:

Article 1
The work programme

1. The annual work programme in the field of mobility and transport for 2015, as set out in the Annex, is hereby adopted.
2. The annual work programme constitutes a financing decision within the meaning of Article 84 of Regulation (EU, Euratom) 966/2012.

Article 2
Union contribution

1. The maximum contribution for the implementation of the programme for the year 2015 is set at EUR 14 945 000, and shall be financed from the following lines of the general budget of the European Union for 2015:
 - (a) budget line 06.0205 Support activities to the European transport policy and passenger rights including communication activities : EUR 12 363 000,
 - (b) budget line 06.0206 Transport security : EUR 2 582 000.

³³ OJ L114 of 30/04/2002, p.1

2. The appropriations provided for in the first paragraph may also cover interest due for late payment.
3. The implementation of this Decision is subject to the availability of the appropriations provided for in the draft budget for 2015 after the adoption of the budget for 2015 by the budgetary authority or as provided for in the system of provisional twelfths.

Article 3
Flexibility clause

1. Cumulated changes³⁴ to the allocations to specific actions not exceeding 20% of the maximum contribution set in Article 2 of this Decision shall not be considered to be substantial within the meaning of Article 94(4) of Delegated Regulation (EU, Euratom) No 1268/2012, where those changes do not significantly affect the nature of the actions and objective of the work programme. The increase of the maximum contribution set in Article 2 of this Decision shall not exceed 20%.
2. The authorising officer responsible may adopt the changes referred to in the first paragraph in accordance with the principles of sound financial management and proportionality.

Article 4
Grants

Grants may be awarded without a call for proposals on the basis of Article 190 (c) and (d) of Delegated Regulation (EU) No 1268/2012 to the bodies referred to in the Annex, in accordance with the conditions specified therein.

Done at Brussels, 18.11.2014

For the Commission
Violeta BULC
Member of the Commission

³⁴ These changes can come from assigned revenue made available after the adoption of the financing decision.