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EUROPEAN COMMISSION

Brussels, 24.01.2011  
COM(2011) 168

**COMMISSION DECISION**

**of 24.01.2011**

**concerning the 2011 Work Programme  
in the field of mobility and transport**

## COMMISSION DECISION

of 24.01.2011

### concerning the 2011 Work Programme in the field of mobility and transport

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 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 Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (OJ L 129, 29.4.2004),

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),

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 European Union 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 has to be adopted.

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<sup>1</sup> OJ L 248, 16.9.2002, pp. 1-48.

<sup>2</sup> OJ L 357, 31.12.2002, p. 1.

- (3) Given that the 2011 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 to cover accommodation costs and daily allowances for mission costs.
- (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 de jure or de facto monopoly. This monopoly situation shall be duly justified by the competent authorising officer in the award decision.
- (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 decision is also a financing decision for the expenditure in the context of joint management chargeable to the EU budget.
- (9) 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.
- (10) The term ‘substantial change’ within the meaning of Article 90(4) of the Implementing Rules should be defined for the purposes of the application of this Decision.
- (11) Grants and contracts relating to specific programmes are the subject of separate work programmes adopted by the Commission and which serve as financing decisions.
- (12) The International Civil Aviation Organisation (ICAO) is subject to a conformity assessment under Article 53d of the Financial Regulation. In anticipation of the results of this assessment the authorising officer deems that, based on the long-standing and problem-free cooperation with this Organisation, the joint management mode can be proposed and the Standard Convention for International Organisation can be signed in accordance with the provisions laid down in Article 43 of the Implementing Rules to the Financial Regulation,

HAS DECIDED AS FOLLOWS:

#### *Article 1*

The general work programme for grants and contracts in the fields of mobility and transport for 2011, as set out in Annexes I, II and III, 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 €16 935 000, to be financed from the following budget lines of the General Budget of the Union for 2011:

- - budget line 06 02 03: €14 735 000
- - budget line 06 02 11: €2 200 000

These appropriations may also cover default interest.

The implementation of this decision is subject to the adoption of the 2011 budget in accordance with Article 314 of the Treaty on the Functioning of the European Union or the availability of appropriations, in 2011, under the rules of provisional twelfths referred to in Article 315 of that Treaty<sup>3</sup>.

*Article 3*

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

*Article 4*

The budget implementation of tasks related to the cooperation with the ICAO (International Civil Aviation Organisation) under the cooperation agreement with the ICAO may be entrusted to the following international organisation: International Civil Aviation Organisation (ICAO).

*Article 5*

Cumulated amendments as regards allocations to specific actions, not exceeding 20% of the maximum contribution authorised by this Decision, are not to be considered substantial, provided that they do not significantly affect the nature and objective of the work programme. This may include the increase of the maximum contribution authorised by this financing Decision by up to 20%.

Done at Brussels, 24.01.2011

*For the Commission*  
*S. KALLAS*  
*Vice-President of the Commission*

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<sup>3</sup> These rules are explained in detail in the note ARES(2010)883359 of 30 November 2010.

## ANNEXES

### ANNEX I

#### **General work programme for grants in the field of mobility and transport for 2011**

The amounts shown in this work programme refer to the Union's budget for 2011. This Work Programme is divided into two parts:

A. Grants awarded without a basic act following a call for proposals.

B. 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.

Minor 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.

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

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<sup>4</sup> These 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 WITHOUT A BASIC ACT FOLLOWING A CALL FOR PROPOSALS

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

#### **Legal basis:**

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

#### **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) 391/2010 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 2011	<ul style="list-style-type: none"><li>– Preparatory activities relating to mutual recognition of classification certificates of marine equipment, materials and components for a maximum of 24 months (FV_2011_359):</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</li></ul>
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	<p>different industrial sectors concerned</p> <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	March 2011
Main selection criteria	<ul style="list-style-type: none"> <li>– This action is aimed at projects which have the essential participation of manufacturers of marine equipment, materials and/or components that fall within the scope of Article 10 of the Regulation referred to above and/or their territorial or sectoral associations, alone or in cooperation with other stakeholders concerned. The participation of manufacturers should cover at least two Member States.</li> <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 action:</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, ship owners 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>Effectiveness: 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 measure (balance between the expected results and the amount of the grant).</p> <p>Visibility: the description of the measure must include the means by which the Community action will be made visible (publications, organisation of</p>



	<p>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> <p>proposed methodology: evaluation and indicators of results compared with the expected objectives.</p>
Financing rate	<p>Between 25% and 50% of the total eligible costs of the action</p> <p>The co-financing rate will be chosen in the light of the available budget and also on the basis of the award criteria and the opinion of the Evaluation Committees. The maximum possible co-financing rate will be earmarked for the proposal which best meets the award criteria.</p>
Budget	€100 000

**A.2 Budget line: 06 02 03 (Support activities to the European transport policy and passenger rights)**

**Legal basis:**

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

***Objective(s):***

On the basis of Directive 2008/57/EC on the interoperability of the rail system and of Regulation (EC) No 1371/2007 on rail passengers' rights and obligations, the European Railway Agency (ERA) drafted the technical specifications on interoperability relating to telematics applications for passengers (TSI-TAP).

The aim of the TSI-TAP is to define procedures and interfaces at European level among all the interested parties in the railway industry which would lead to an interoperable system of exchanging information capable of providing passengers with reliable, quality information, and train tickets covering the entire EU railway network.

The TSI-TAP will be implemented in three phases:

First phase: detailed IT specifications, governance and master plan;

Second phase: development of applications;

Third phase: deployment of applications;

This call concerns the first phase of the implementation of the TSI-TAP.

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

The expected results of the call are the development of detailed technical specifications for the different applications specified in the TSI-TAP, of a governance plan which considers the role of the different actors concerned and a master plan which clearly indicates when and how the provisions of the TSI-TAP should be implemented.

Main themes proposed for 2011	<ul style="list-style-type: none"> <li>– Development of detailed technical specifications for the different applications specified in the TSI-TAP</li> <li>– Design of a governance plan for the different applications which considers the role of the different actors concerned (passengers, railway undertakings, infrastructure managers, station managers, local authorities, travel agencies)</li> </ul>
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	<p>and ticket resellers)</p> <ul style="list-style-type: none"> <li>– Development of a master plan which clearly indicates when and how the provisions of the TSI-TAP should be implemented.</li> </ul>
Date of the call for proposals	February - March 2011
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 action:</p> <p>European dimension: the Commission will assess the extent to which the proposed action will be capable of bringing all the relevant stakeholders together. Initiatives of local interest or which exclude one or more major stakeholders are excluded.</p> <p>Innovative nature: the Commission will assess the extent to which the proposed measure will lead to new approaches and practices.</p> <p>Cost-effectiveness: the budget, broken down by category of expenditure, must demonstrate a good level of cost-effectiveness for the measure (balance between the expected results and the amount of the grant).</p> <p>Dissemination of the results: the description of the action must include the means by which the Community action will be made visible to stakeholders concerned at all levels (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> <p>proposed methodology: evaluation and indicators of results compared with the expected objectives.</p>
Financing rate	Up to 50% of the total amount of the eligible costs of the action. The co-financing rate will be chosen in the light of the available budget and also on the basis of the award criteria and the opinion of the Evaluation Committees. The maximum possible co-financing rate will be earmarked for the proposals which best meet the award criteria.
Budget	<b>€420 000</b>

## **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. Other grants will relate to measures with specific characteristics requiring a particular type of body due to the technical competence required and the high degree of specialisation or administrative capacity, as long as the activities concerned are not covered by a call for proposals.

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:***

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

#### ***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 2011	(1) <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 2011-335)  (2) <b>Involvement in financing the Permanent Secretariat of the Joint Working Group of the European Commission and the Central Commission for Navigation on the Rhine (CCNR)</b> as part of the implementation of Directive 2006/87 relating to technical requirements for inland waterway vessels (Article 168(1)(f) of the Implementing Rules) (FV 2011-217).
Date of receipt of applications	(1) 10/2011 – (2) 04/2011
Financing rate	(1) up to 50% – (2) up to 50%  (1, 2): The rate of cofinancing will be chosen depending on the available budget.
Estimated budget	<b>€295 000</b> : (1) 200 000 – (2) 95 000

**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 hazardous 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 2011	(3) <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 2011-318)  The purpose of the proposal is to finance the translation and publication 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.  This Directive will enter into force on 1 July 2009. It includes a legal obligation to provide financial support to the Member States for translation of agreements and amendments thereto in the official languages.
Date of receipt of applications	July 2011
Financing rate	Flat-rate (standard scale of unit costs) (*1)
Estimated budget	<b>€200 000</b>

\*1

<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	€18.00
Polish	€25.00
Portuguese	€30.00

Language	Flat-rate fee (€/page translated)
Romanian	€15.00
Slovenian	€40.00
Slovak	€20.00
Finnish	€50.00
Swedish	€50.00
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, as provided for in Article 49(6) 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 (OJ L 248, 16.9.2002, p. 1), as last amended by Regulation (EC) No 1525/2007 (OJ L 343, 27.12.2007, p. 9).

#### **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 2011	<p>(4) <b>Contribution to the budget of the International Maritime Bureau – Piracy Reporting Centre (Article 168(1)(c) of the Implementing Rules) (FV_2011_99)</b></p> <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	May-June 2011

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	<i>€120 000</i>

## **ANNEX II**

### **List of contracts and administrative arrangements in the fields of mobility and transport for 2011**

The amounts shown in this decision refer to the Commission's 2011 Budget.

Minor 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>5</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 constitutes a financing decision and is divided into three parts:

- A. Contracts for expenditure relating to the activity 'Air, maritime 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>5</sup> These 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>06 02 03 (Support activities to the European transport policy and passenger rights)</i>		
<b>Legal basis</b>	Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation.		
<b>Appropriations 2011</b>	Initial budget	15 735 000	
	Transfers	0	
	Total	15 735 000	
<b>Use of appropriations</b>	Grants	1 015 000	
	Joint management	500 000	
	Contracts	13 220 000	
<b>Amount of this financing decision</b>		<b>13 220 000</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 (2), consultant (6), study (9), impact assessment (5), provision of services (8)	7 096 925	Q1 (14), Q2 (13), Q3 (1), Q4 (2)
Open procedure	Consultant (1), study (8), assessment (1), provision of services (2)	4 515 000	Q1 (2), Q2 (3), Q3 (3), Q4 (4)
Negotiated procedures or administrative agreements	Consultant (3), provision of services (1) and 1 operational project: administrative arrangement with JRC Ispra (Project ECCAIRS – European Coordination Centre for Aviation Incident Reporting Systems)	1 608 075	Q1 (3), Q2 (1), 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 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

<b>Budget line</b>	<i>06 02 11 Transport security</i>		
<b>Legal basis</b>	<p>Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation.</p> <p>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).</p> <p>Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (OJ L 129, 29.4.2004).</p> <p>Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of hazardous goods (OJ L 260, 30.9.2008, Article 8(2), p. 18).</p>		
<b>Appropriations 2011</b>		Initial budget	2 200 000
		Transfers	0
		Total	2 200 000
<b>Use of appropriations</b>		Grants	120 000
		Contracts	2 080 000
<b>Amount of this financing decision</b>			<b>2 080 000</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 (1), operational projects (2), provision of services (1)	933 000	Q1 (3), Q2 (1)
Open procedure	Studies (2)	450 000	Q4 (2)
safety inspections	Two (2) fields: maritime and aviation. (Reimbursement of the cost of safety inspections for EU officials and national inspectors).	697 000	Q1 (2)

countries.

## ANNEX III - Joint management

### 1. Budget line: 06 02 03 (Support activities to the European transport policy and passenger rights)

#### **Legal basis:**

- Task resulting from the Commission’s prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation.
- Article 4(1)(a) of Regulation (EC) No 552/2004 on the interoperability of the European Air Traffic Management network (ATM – Air Traffic Management).

#### **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

Proposed contribution for 2011	(1) <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. (FV 2010-144)
Delegatory body	(2) <b>ICAO</b>
Overall objective and purpose of the action	<p>This enhanced cooperation will ensure the indispensable participation of the ICAO in several key aviation policies that the Union is pursuing at global level, such as the initiative to enhance international aviation security on a worldwide basis, or the establishment of measures concerning the environmental impact of aviation which are acceptable throughout the world.</p> <p>The enhanced cooperation with the ICAO will take the form of a series of specific actions, including notably:</p> <ul style="list-style-type: none"> <li>– The financing of a number of experts within the ICAO secretariat in the fields which are of key interest in European policy (including of an industrial nature) This notably includes the development of technical standards for SESAR/NextGen (equivalent of SESAR for the United States), the improvement of environmental standards and the enhancement of aviation security</li> <li>– The promotion of the role of regional organisations</li> <li>– Cooperation with the ICAO for establishing a list of operators banned for security reasons</li> <li>– The provision of technical assistance, with special attention for the countries which, for the Union, have shortcomings vis-à-vis the security standards established by the Union (by virtue of the Regulation establishing the Community list of air carriers which are subject to an operating ban within the Union or by virtue of aviation agreements between the Union and those countries)</li> <li>– Actions in the context of the Union initiative to enhance international aviation</li> </ul>

	<p>throughout the world</p> <p>Following the signature of the cooperation agreement (which provides for provisional application) with the ICAO scheduled for the first quarter of 2011, and in view of the large budget and the nature of the action, it is appropriate to manage the cooperation with the ICAO in joint management in accordance with Article 53d of the Financial Regulation.</p>
Estimated budget	<b>€500 000</b>