

General Work Programme for 2014 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 2014 as follows:

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

1.2. Grants

1.2.1. *Call for proposals with a view of awarding grants in the field of Road Safety*

Legal basis

Regulation (EU, Euratom) No 966/2012 - Article 54(2)(d)

Budget line

06.0205 Support activities to the European transport policy and passenger rights including communication – FV_2014_298

Priorities of the year, objectives pursued and expected results

Priorities of the year

To support European road safety actions aimed at tackling problems related to serious injuries and to young road users.

Objectives

1. In its Road Safety Policy Orientations 2011-2020 the Commission identified reducing the number of injuries as one of the priority actions of the decade. In Objective 6 the Commission commits to developing the elements of a global strategy of action concerning road injuries and first aid, with the help of a Task Force bringing together the relevant actors, representatives of international and non-governmental organisations, government experts and the Commission. In March 2013, the Commission presented its First Milestone towards a Serious Injury Strategy, as the first step towards coming up with a strategy.
2. In its Policy Orientations on Road Safety 2011-2020, the Commission identified the need to improve the quality of the licensing and training systems, with a focus on young novice drivers. In Objective 1, the Commission proposed to view education and training as an overall process, a lifelong ‘educational continuum’ which should encourage interactive methods and the acquisition of autonomy, while keeping the cost of the licence at a reasonable level.

Expected results

1. A coalition of leading research institutes and member organisations should be built up with an

expertise in tackling serious injuries to prepare the ground for the Commission's Global Strategy of action on injuries and first aid.

2. The current situation in the EU Member States has to be assessed taking into account the latest data on road deaths involving young people and the main risks they face in their first years of driving. Good practices and effective measures adopted by EU Member States should be promoted in order to raise awareness among relevant stakeholders and share experiences to reduce the number of young people killed on the roads. For example, university students could be mobilised to take action and run communication campaigns with the objective of preventing young and novice drivers' deaths on the road.

Description of the activities to be funded under the call for proposals

1. Projects related to tackling serious injuries will consist of support to the implementation of the serious injured people strategy, notably by organising workshops to address serious injuries, as well as the definition of follow-up activities.
2. Projects related to tackling problems of vulnerable road users, notably young drivers and elderly people, such as promoting good practice case studies, organising national events and lectures, developing road safety campaigns and informing about the results of the project and its achievements.

Essential eligibility, selection and award criteria

Eligibility criteria

- Applications submitted in writing by one or several legal persons within the meaning of Article 131(2) of Regulation No 966/2012 who are established in a Member State of the European Union are eligible. Applicants must state their legal status.

Selection criteria

- 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).
- 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).
- The applicants must demonstrate their involvement in the field of road safety.

Award criteria

1) Quality of the measure:

- 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. Initiatives of local interest are excluded.
- 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 young people.
- 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 (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) and schedule; proposed methodology: evaluation and indicators of results compared with the expected objectives

Implementation

DG MOVE

Indicative timetable and indicative amount of the call for proposals

Reference	Date	Amount
Publication	04/2014	1.000.000 €
Information of the applicants on the outcome of the evaluation	07/2014	
Signature of grant agreement(s)	10/2014	

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

50 %

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

Legal basis

Under the framework of the Memorandum of Cooperation between the EU and ICAO (point 5.1.6 'Working arrangements'), the "Framework Partnership Agreement" signed in 2011 covers activities such as inter alia the financing of experts at ICAO.

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2014_114

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

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 4th May 2011, the EU and ICAO signed a Memorandum of Cooperation (MoC). 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 expertises 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 2013 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

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.

The use of sustainable alternative aviation fuels is among the most promising measures available to allow aviation to reduce its net carbon footprint. The provision of EU expertise is to assist responsible for helping ICAO to successfully carry out its work in this area, notably by serving as the Secretary to the Alternative Fuels Task Force (AFTF) whose task it is deliver an assessment of the future contribution of alternative fuels to the reduction of aviation emissions. The expected result of this work is the successful development and deployment of sustainable alternative aviation fuels policy as encouraged by the 38th ICAO Assembly (supported by Europe during the Assembly proceedings) in Resolution A37-19.

In particular, expert will serve as the Secretary of the Sustainable Alternative Fuels Expert Group, whose task it is to develop and facilitate the implementation of the recommendations to promote and further facilitate the development and deployment of sustainable alternative fuels for aviation. The recommendations, as presented and agreed at ICAO's 38th Assembly, will serve as the basis for ICAO's policy on this subject (supported by the Europe during the Assembly proceedings).

This project will also result in enhancement and continued update to the Global Framework on

Aviation Alternative Fuels (GFAAF), improved support to the Committee on Aviation Environmental Protection (CAEP).

In view of discussions and developments in the area of climate change/science, emissions trading and related activities, notably as regards (Environmental) Market-Based Measures, it is possible that consideration will be given to how the EU could contribute to and benefit from ICAO activities in this field, including the eventuality of providing subjectmatter expertise.

It is expected that in view of the EU's proactive stance in both of 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) is one of the agreed 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.
- Current postings include an Environment Officer specialised in Alternative Fuels, and a Technical Officer assisting and providing expertise in work on cargo security.
- The possibility is foreseen to consider postings in the areas of Safety Risk Exposure analysis, Remotely Piloted Aircraft Systems, CO2 Standards, Climate Science or (Environmental) Market-based Measures.

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 1st May 2011, 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.

Quality of the organisation of the measureThe Commission will assess the organisation and proposed execution of the action, and will assess the detail of the proposal with regard to the following aspects:

- Clarity of the proposal
- The work plan for the execution of the action shall include:
 - (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 covered the following areas air safety, ATM, aviation security and environment;
 - (ii) cost-effectiveness of the proposal,
 - (iii) a person responsible for the coordination and execution of the action,
 - (iv) 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	03/2014	
Information to ICAO on the results of the evaluation	10/2014	
Signature of grant agreement	10/2014	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.

1.2.3. Start-up funding of a European cooperation structure of competent rail authorities

Legal basis

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)

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2014_206

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. Initiatives of local interest are excluded.
- Innovative nature: the Commission will assess the extent to which the proposed measure will lead to new 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 (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	03/2014	
Information to the structure on the results of the evaluation	04/2014	
Signature of grant agreement	06/2014	200.000 €

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

100 % for the 1st 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.

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

Legal basis

Regulation (EU) No 996/2010 on the investigation and prevention of accidents and incidents in civil aviation, and in particular Article 7(7).

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2014_211

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 of the year

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';
- A project on mutual assistance that will support the development of mechanisms allowing pooling and sharing of technical and human resources between the Member States Safety Investigation Authorities.

Objectives

The objectives aim at supporting the ENCASIA work programme 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 Reviews' 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.

- The development of mechanisms allowing pooling and sharing of technical and human resources between the Member States Safety Investigation Authorities will also contribute to further reinforce cooperation, notably in the case where a major commercial air transport accident would occur in Europe.
- 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);
- Development of mechanisms allowing sharing of resources between the Member States Safety Investigation Authorities.

Essential eligibility, selection and award criteria

Selection 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

Reference	Date	Amount
Invitation letter	06/2014	

Information to ENCASIA on the results of the evaluation	09/2014	
Signature of grant agreement	10/2014	80.000 €

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

95 %

1.2.5. Support for Member States as regards translating the Annexes to the new 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 (OJ L 260, 30.9.2008, p. 18), Article 8(2).

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2014_313

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 2015 must be translated in order to allow their transposition into national laws by 30 June 2015.

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

Reference	Date	Amount
Invitation letter	02/2014	
Information to applicants on the results of the evaluation	05/2014	
Signature of grant agreement	06/2014	100.000 €

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

100%. The maximum for the co-financing of the initial translation of the legislation is fixed at 25.000 € per grant. Subsequent translation of a revised legislation, occurring every two years, is estimated around 3.000 € (+/- 10%).

1.3. Contracts, administrative arrangements and service level agreements

The overall budgetary allocation reserved for contracts in 2014 amounts to 20 649 000 €.

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

Legal basis

- COUNCIL DECISION (93/704/EC) OF 30 NOVEMBER 1993 on the creation of a community database on road accidents,
- 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,
- DIRECTIVE 2002/15/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities,
- DIRECTIVE 2002/30/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 26 March 2002 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at community airports,
- COUNCIL REGULATION (EC) NO 2027/97 on air carrier liability in the event of accidents, as amended,
- DIRECTIVE 2004/49/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2004 on safety on the community's railways,
- DIRECTIVE 2004/52/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2004 on the interoperability of electronic road toll systems in the Community,
- REGULATION (EC) NO 261/2004 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights,
- 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,
- REGULATION (EC) NO 2111/2005 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 14 December 2005 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,
- DIRECTIVE 2006/87/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 12 December 2006 laying down technical requirements for inland waterway vessels,
- DIRECTIVE 2006/126/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 20 December 2006 on driving licenses,
- REGULATION (EC) NO 561/2006 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 15 March 2006 on the harmonisation of certain social legislation relating to road transport,
- REGULATION (EC) NO 1107/2006 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air,
- 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,
- REGULATION (EC) NO 1371/2007 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2007 on rail passengers' rights and obligations,
- 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,
- DIRECTIVE 2008/96/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 19 November 2008 on road infrastructure safety management
- 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,
- DIRECTIVE 2009/38/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 6 may 2009 on the establishment of a european works council or a procedure in community-scale undertakings and community-scale groups of undertakings for the purposes of informing and consulting employees,
- 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,

- 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,
- 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,
- REGULATION (EC) NO 1073/2009 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 October 2009 on common rules for access to the international market for coach and bus services,
- 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,
- DIRECTIVE 2010/65/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States,
- REGULATION (EU) NO 1177/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 24 november 2010 concerning the rights of passengers when travelling by sea and inland waterway,
- DIRECTIVE 2011/82/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL OF 25 OCTOBER 2011 facilitating the cross-border exchange of information on road safety related traffic offences,
- REGULATION (EU) NO 181/2011 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 16 february 2011 concerning the rights of passengers in bus and coach transport,
- 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.

Budget line

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

Details of contracts

<i>Service contracts</i>	<i>Subject matter- indicative timeframe (indicative number of contracts envisaged) – Indicative amount¹</i>	<i>Total</i>
Specific contracts on existing framework contract	a) Audit : Q3(3) – 75 000 € b) Communication : Q1(27); Q2(2); Q3(1); Q4(2) – 1 220 000 € c) Conference : Q1(4); Q2(4); Q4(1) – 660 000 € d) Consultancy : Q1(13); Q2(3); Q3(11) – 2 715 000 € e) Impact assessment / Evaluation : Q1(2); Q2(4); Q3(9); Q4(2) ^o - 3 610 000 € f) Maintenance/Evolution of operationnal IT systems : Q1(12); Q2(2); Q4(3) – 1 320 000 € g) Studies : Q2(7); Q3(11); Q4(11) – 4 460 000 €	14 060 000 €
Direct contracts	a) Communication : Q1(6); Q2(1); Q4(1) – 651 000 € b) Consultancy : Q2(2); Q3(3); Q4(2) – 1 357 200 €	3 412 700€

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

<i>Service contracts</i>	<i>Subject matter- indicative timeframe (indicative number of contracts envisaged) – Indicative amount¹</i>	<i>Total</i>
	c) Data acquisition : Q1(1); Q3(1); Q4(4) – 182 100 € d) Studies : Q2(2); Q3(3); Q4(2) – 1 222 400 €	
Contract renewal	a) Alpine traffic observatory - MOVE/D3/SER/ 2011-507/SI2.617680 (FV_2014_258) – Q2	52 500

Implementation

DG MOVE

1.3.2. Contracts (Administrative arrangements and service level agreements) to support the European transport policy and passenger rights

Legal basis

- COUNCIL DECISION 93/704/EC OF 30 NOVEMBER 1993 on the creation of a Community database on road accidents ,
- THE AGREEMENT BETWEEN THE EUROPEAN COMMUNITY AND THE SWISS CONFEDERATION on the Carriage of Goods and Passengers by Rail and Road (OJ L 114 of 30 April 2002, p. 91), in particular Article 45 thereof,
- DIRECTIVE 2003/42/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 13 June 2003 on occurrence reporting in civil aviation
- 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).
- Memorandum of Understanding (MoU) on “Tachonet Infrastructure” - DIGIT-00085-03
- Memorandum of Understanding (MoU) on “ERRU & RESPER” - DIGIT-00336-00

Budget line

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

Details of the contracts (administrative arrangements and service level agreements)

<i>Contract type</i>	<i>Entity – Object – Estimated timetable – Indicative amount</i>	<i>Total</i>
Administrative arrangements	JRC – ECCAIRS European Coordination Centre for Accident and Incident Reporting Systems – Lot 18 – Q2	400 000 €
Service level agreements	a) Publication Office - Distribution, storage and printings on demand – Q2 – 50 000 € b) DIGIT – Hosting of the Road Safety Observatory – CARE/CADAs and ICARE – Q2 - 55 000 € c) DIGIT – Hosting of MOVEHUB development, test, acceptance and production environments – Q2 – 108 800 €	213 800 €

Implementation

JRC – Publication Office – DG DIGIT

1.3.3. Contracts to support the transport security policy

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
- DIRECTIVE 2005/65/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 26 October 2005 on enhancing port security
- 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
- 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)

Budget line

06.0206 Transport security

Details of the contracts

<i>Service contracts</i>	<i>Object : estimated timetable (indicative number of contracts envisaged) – Indicative amount²</i>	<i>Total</i>
Specific contracts on existing framework contract	a) Conference : Q1(1) – 10 000 € b) Maintenance/Evolution of operationnal IT systems : Q1(2) – 259 000 € c) Studies : Q1(3); Q2(2); Q3(1); – 788 000 €	1 057 000 €
Direct contracts	a) Consultancy : Q3(1); Q4(1) – 425 000 € b) Studies : Q4(1) – 225.000 €	650 000 €
Security inspections	Maritime and aviation security inspections Reimbursement of the cost of security inspections for EU officials and national inspectors – Q1	803 000 €

Implementation

DG MOVE

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