



Brussels, 18.12.2018
C(2018) 8821 final

COMMISSION DECISION

of 18.12.2018

**on amending Decision C(2017) 8892 on the annual work programme for 2018 in the field
of mobility and transport**

COMMISSION DECISION

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on amending Decision C(2017) 8892 on the annual work programme for 2018 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 Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012¹, and in particular Article 110 thereof,

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) thereof².

Having regard to the Memorandum of Cooperation between the European Union and the International Civil Aviation Organization providing a framework for enhanced cooperation, in particular Article 5.1.6 thereof³, and 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 thereto⁴,

Whereas:

- (1) In order to ensure the implementation of general actions in the area of mobility and transport, it is necessary to amend the decision on the annual work programme for 2018 in this area, as the relevant financing decision. Article 110 of the Financial Regulation establishes detailed rules on financing decisions.
- (2) It is appropriate to authorise the award of grants without a call for proposals to the bodies referred to in the work programme and to provide for the conditions for awarding those grants.
- (3) Article 58(2)(d) of Regulation (EU, Euratom) No 2018/1046 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 for the payment of interest due for late payment on the basis of Article 116(5) of the Financial Regulation.

¹ OJ L 193, 30.7.2018, p.1.

² OJ L 260, 30.9.2008, p. 18

³ OJ L 232, 9.9.2011, p. 5

⁴ OJ L 121, 8.5.2012, p. 16-17

HAS DECIDED AS FOLLOWS:

Sole Article

Implementing Decision C(2017)8892 is amended as follows :

(1) Article (2) is amended as follows:

The maximum Union contribution for the implementation of the programme for 2018 is set at EUR 13 617 846.07, and shall be financed from the appropriations entered in the following lines of the general budget of the Union for 2018:

(a) budget line 06.0205 Support activities to the European transport policy and passenger rights including communication activities : EUR 11 822 846.07;

(b) budget line 06.0206 Transport security : EUR 1 795 000;

The appropriations provided for in the first paragraph may also cover interest due for late payment.

The implementation of this Decision is subject to the availability of the appropriations: as provided for in the general budget of the Union for 2018.

(2) The annex is replaced by the annex to this Amending Decision.

Done at Brussels, 18.12.2018

*For the Commission
Violeta BULC
Member of the Commission*

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ANNEX

General Work Programme for 2018 in the field of mobility and transport

1. INTRODUCTION

On the basis of the objectives given in the basic acts and the budget remarks referred to in the present Decision and below, this work programme contains the actions to be financed in the above mentioned fields and the budget breakdown for year 2018 as follows:

- 2. Actions to support the European Transport Policy and passenger rights.
 - 2.1 Grants (implemented under direct management).
 - 2.2 Contracts, administrative arrangements and service level agreements (implemented under direct management).
- 3. Actions to support the Transport Security Policy.
 - 3.1 Contracts, inspections and service level agreements.

2. ACTIONS TO SUPPORT THE EUROPEAN TRANSPORT POLICY AND PASSENGER RIGHTS

2.1. Grants¹

The overall budgetary allocation reserved for grants in 2018 amounts to 1 660 000 €.

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

Legal basis

DIRECTIVE 2008/68/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 24 September 2008 on the inland transport of dangerous goods - Article 8(2) (OJ L 260, 30.9.2008, p. 13).

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2018_136

Priorities of the year, objectives pursued and expected results

¹ The Transport Security Policy supports one security expert working at ICAO (see 2.1.2 Cooperation with ICAO in the fields of aviation safety, security, environmental protection and air traffic management page 3)

Priorities of the year

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

Objectives

The purpose of the proposal is to finance the translation of the technical Annexes to the Directive and their amendments. This concerns those Member States with official languages other than English, French (and German). The international agreements on the transport of hazardous substances by Road (ADR), by Rail (RID) and by Inland Waterways (ADN) are available in English and French (and also German in the case of the RID).

Article 8(2) of the Directive includes a legal obligation to provide financial support to the Member States for translation of agreements and amendments thereto in the official languages.

The majority of the MS have finalised the full translation of the Directive, but the technical annexes are updated every two years. The annexes are each 1 000 pages long. The number of pages translated is aligned on the depth of the modifications, compared to the officially published version. The Member States may choose the language of the original text.

For 2018 we are expecting requests for translation of the modification of the technical annexes from most of the MS (except those who use the original official languages and some few who prefer not to benefit from the Grant). Additionally some MS still have not requested support for the totality of the translation of the Directive itself, which they are entitled to do in the frame of this revision exercise.

For 2018 we estimate between 25 and 30 requests for translation assistance, for a forecasted amount between 2.000 and 5.000 € each, which leads to our estimation of 100.000 €.

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 State.

Expected results

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

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

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

Essential eligibility, selection and award criteria

Selection criteria

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

Award criteria

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

budget and a sound cost-efficiency ratio.

Implementation

DG MOVE

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

Reference	Date	Amount
Invitation letter	04/2018	
Signature of all grant agreements by	09/2018	100 000 €

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

100%. The maximum for the co-financing of the initial translation of the legislation is fixed at 25 000 € per grant. Subsequent translation of a revised legislation, occurring every two years, is estimated at an average of 3.500 € .

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

Legal basis

Memorandum of Cooperation between the European Union and the International Civil Aviation Organization providing a framework for enhanced cooperation, in particular Article 5.1.6 thereof ², and 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 thereto³

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2018_372

06.0206 - Transport security – FV_2018_317

Priorities of the year, objectives pursued and expected results

² OJ L 232, 9.9.2011, p. 2

³ OJ L 121, 8.5.2012, p. 16-17

Priorities of the year

Support strengthened cooperation between the European Union and the International Civil Aviation Organization (ICAO) in areas of priorities for the Commission, and in particular aviation safety, aviation security, environmental protection and air traffic management.

Objectives

The Commission is responsible for implementing the Union's policy for Civil Aviation. In order to fulfil this responsibility, the Commission collaborates with organisations engaged in the areas 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) specialised 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 develop and harmonise at global level the standards and rules covered by the Chicago Convention and its annexes (covering *inter alia* 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.

Supporting a strengthened cooperation between the EU and ICAO aims at ensuring that European interests (including of an industrial nature) are better taken into consideration by ICAO and at supporting convergence between European and international priorities.

Areas of activity

On 8th March 2012 the Memorandum of Cooperation (MoC) 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.

The activities for 2018 will *inter alia* constitute a continuation of the 2017 activities under the MoC: arrangements whereby the EU offers expertise to ICAO in the format of several experts that will be selected by the Commission based on their domains of competencies and recruited by ICAO; and, where appropriate, support to other ICAO activities, such as events and technical assistance, in areas of priorities for the Commission, notably aviation safety, security, environment protection and air traffic management.

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

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

Essential eligibility, selection and award criteria

Selection criteria

- Financial Capacity: Applicants must demonstrate their financial capacity to complete the actions to be supported.

- Technical Capacity: Applicants must have the technical capacity and operational capability to carry out the actions to be supported.

Award criteria

1) Quality of the action

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

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

A. Clarity and completeness of the proposals; and

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

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

Implementation

DG MOVE, in cooperation with other DGs where relevant.

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

Reference	Date	Amount
Invitation letters	01/2018	
Information to ICAO on the results of the evaluations	05/2018	
Signature of grant agreements	06/2018	660 000 EUR (06.0205 440 000 EUR; 06.0206 - 220 000 EUR)

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

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

2.1.3. 2.1.3. Contribution to the UN Road Safety Trust Fund

Legal basis

Article 58(2)d of Regulation (EU, Euratom) No 1046/2018 (FR)
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Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2018_587

Priorities of the year, objectives pursued and expected results

Priorities of the year

European roads are much safer today than ever before and the EU is the safest region worldwide. Last year, the EU's road fatality rate was 49 deaths per million inhabitants, compared to 174 deaths per million globally. While the total number of road traffic deaths in the world was around 1.25 million, of these only 25 300 happened in the EU.

The EU is leading by example and wish to put its experience and knowledge at the service of other regions, while promoting the highest possible standards on the global stage. Within its policy framework for road safety, the Commission stressed the need for coordinated action for road safety beyond the EU, so that we leave no region behind. Therefore, the Commission welcomes the creation of the UN Road Safety Trust Fund, which has the potential to become a useful tool in addressing the problem of road fatalities and serious road traffic injuries worldwide.

Objectives

The Commission is responsible for implementing the Union's policy in the field of road safety. In order to fulfill this responsibility, the Commission collaborates with organisations engaged in the areas of activity concerned, with whom it shares common general objectives and wishes to establish a cooperation. The Commission is also willing to cooperate with international financing initiatives, and in particular the UN Road Safety Trust Fund.

The specific objectives to be achieved are:

- To emphasise the importance of road safety as a priority on the global scene and to welcome the work of the UN, and in particular the recently created Road Safety Trust Fund.
- To stress the usefulness of the EU best practices, knowledge and experiences which could be implemented by other regions.

Expected results:

By contributing to the Road Safety Trust Fund, the Commission can expect having a seat at the Trust Fund's Advisory Board that will agree on the criteria for proposals and priorities for funding projects. The Commission could thus be involved directly in the political and financial management of the Fund.

Description of the activities to be funded by the specific grant awarded without a call for proposals on the basis of article 195 (c) of Regulation (EU, Euratom) No 1046/2018 (FR)

UN Member States emphasized the importance of road safety as part of the 2030 Agenda for Sustainable Development, adopted in September 2015. The establishment of a Road Safety Fund was first addressed in the Brasilia Declaration from the Second Global High-level Conference on Road Safety in November 2015. Following UN SG's request, the Fund was established under the impetus of the Special Representative for Road Safety, Jean Todt, and UNECE Executive Secretary Olga Algayerova, and launched in April 2018.

The Fund has so far received private donations from the FIA Foundation, Total, Pirelli and 3M groups. France was the first country to contribute to the recently created UN Road Safety Trust Fund, with 3 million EUR. France will therefore be the first UN member state having a seat at the Trust Fund's advisory board. There are two additional seats for UN members at the advisory board, and only one seat at the steering committee.

This Fund is different from other UN Funds, starting for its governance structure composed of an advisory board (chaired by the Chair of WP1 and including amongst the members the UN Special Envoy on Road Safety, Mr Jean Todt) that will agree on the criteria for proposals and priorities for funding projects; a steering committee, which will be the one who approves projects; a secretariat to organize calls for project proposals and evaluations. As efforts advance to fully operationalize the Fund, targeted individual actions can help meet urgent needs to improve road safety on the ground. In this context, a call to the Fund's Participating Organisations for pilot project proposals has been issued. <https://www.unece.org/info/media/presscurrent-press-h/transport/2018/united-nations-road-safety-trust-fund-launches-call-for-pilot-project-proposals/doc.html>

These projects should focus on assisting countries with the highest numbers or rates of road fatalities in addressing their main road safety challenges. This could be done by addressing missing components or improving weak elements of the countries' national road safety systems, or by helping them prepare action plans for the development of such systems.

Implementation

DG MOVE and DG DEVCO

Indicative timetable and indicative amount of the specific grant awarded without a call for proposals on the basis of article 195 (c) of Regulation (EU, Euratom) No 1046/2018 (FR)

Reference	Date	Amount
Signature of grant agreements	15/12/2018	900.000 EUR

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

The maximum amount granted is up to 100% of the total eligible costs of the action.

2.2. Contracts, administrative arrangements and service level agreements

The overall budgetary allocation reserved for contracts in 2018 amounts to 10 382 846 €.

Legal basis

- Article 58(2)(d) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012

Other legal acts for reference

- Council Decision (93/704/EC) of 30 November 1993 on the creation of a Community database on road accidents – Article 3(5) (OJ L 329, 30/12/1993, p. 63–65),
- Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures – Article 7h (OJ L 187, 20.07.1999, p. 42),
- Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system – Article 26 (OJ L 208, 5.8.2002, p. 10–27),
- Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community – Article 28b (OJ L 275, 25.10.2003, p. 32),
- Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the community's railways – Article 8 (OJ L 164, 30/04/2004, p. 44–113),
- Directive 2005/45/EC of the European Parliament and of the Council of 7 September 2005 on the mutual recognition of seafarers' certificates issued by the Member States – Article 21b (OJ L 255, 30.09.2005, p. 160),
- Regulation (EC) 2111/2005 of the European Parliament and of the Council of 14 December 2005 – article 8(1) - on the establishment of a community list of air carriers subject to an operating ban within the community and on informing air transport passengers of the identity of the operating air carrier red in conjunction with Commission Regulation (EC) No 473/2006, article 3-5 (OJ L 344, 27/12/2005, p. 15–22),
- Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licenses – Articles 7(5), 15 (OJ L 403, 30/12/2006, p. 18–60),
- Regulation (EC) n° 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road - Article 11 (OJ L 315, 3.12.2007, p. 1),
- Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the community – Article 6 (OJ L 191, 18/07/2008, p. 1–45),
- Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management – Article 11 (OJ L 319, 29.11.2008, p. 59)
- Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers – Article 26 (OJ L 323, 03.12.2008, p. 33)
- Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation – Articles 6, 14 (OJ L 79, 19/03/2008, p. 1–49),
- Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control – Article 35 (OJ L 131 of 28.5.2009, p. 57–100),
- Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector – Article 23 (OJ L 131, 28.5.2009, p. 114–127),
- Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles – Article 8 (OJ L 120, 15.05.2009, p. 5),

- 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, 25.6.2009, p. 1–140),
- Regulation (EC) 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator – Articles 16(5), 16(6) (OJ L 300, 14.11.2009, p. 51),
- Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport – Articles 3, 6, 7 (OJ L 207, 6/8/2010, p. 1),
- Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States – Articles 3(2) (OJ L 283, 29.10.2010, p. 1-10),
- Regulation (EC) 996/2010 on the investigation and prevention of accidents and incidents in civil aviation - Article 12 (OJ L 295, 12.11.2010, P. 35),
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area – Articles 10(1),10(2), 13, 15, 57 (OJ L 343, 14.12.2012, p. 32-77),
- Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC Text with EEA relevance – Articles 8(3), 10(1), 17, 20(1), 23 (OJ L 127, 29.4.2014, p. 51–128),
- Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union – Articles 18, 24(1), 26 (OJ L 127, 29/04/2014, p. 134–218),
- Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment – Article 11 OJ L 257, 28/08/2014, p. 146),
- Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure – Articles 4, 6, 10(2) (OJ L 307, 28.10.2014, p. 1–20),
- Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport – Article 13, 21, 31 (OJ L 60, 28/02/2014, p. 1–33),
- Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation – Articles 7(5), 8(1), 8(3), 12(2), 14(1), 14(2) (OJ L 122, 24.4.2014, p. 18–43),

Budget line

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

Details of contracts, administrative arrangements and service level agreements

<i>Contract types</i>	<i>Subject matter- indicative timeframe (indicative number of contracts envisaged) – Indicative amount⁴</i>	<i>Total</i>
Specific service contracts on existing framework contract	a) Communication and conferences : 1 095 000 € b) Consultancy : 1 763 846 € c) Impact assessment / Evaluation : 1 510 000 € d) Maintenance/Evolution of operationnal IT systems : 1 209 000 € e) Studies : 320 000 €	5 897 846 €

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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 amount⁴</i>	<i>Total</i>
Direct service contracts	a) Communication and conferences – 1 068 400 € b) Consultancy 440 000 € c) Impact assessment / Evaluation : 240 000 d) Studies :880 000 € e) Data acquisition : 11 600 €	2 640 000 €
Administrative arrangements	JRC – DIGITAL TACHOGRAPH : implementation of the new technical specifications– Q1(1) – 565 000 € JRC – ECCAIRS(20) – Development, maintenance and deployment used for the management of the European Central Repository of civil aviation occurrences (ECR) and the Safety Recommendations Information System (SRIS) – Q4(1) – 300 000 € JRC - Production of congestion, accessibility and other mobility indicators – Q1(1) – 70 000 € JRC - Modelling capacity building and policy scenario analysis in the field of transport - Q1(1) – 200 000 € JRC - Support on DINA architecture concept – Q2(1) – 120 000 €	1 255 000 €
Service level agreements, Cross subdelegation, co-delegation	a) DIGIT – Hosting of CARE/CADAs and ICARE - 65 000 € b) DIGIT – Charge back of eProcurement IT system implementation and deployment– Q3(1) - 50 000 € c) DIGIT – Hosting of MOVEHUB development, test, acceptance and production environments – Q2(1) – 350 000 € d) DIGIT – Hosting costs for the websites of DG MOVE – Q1(1) - 50 000 € e) DGT – Specific translation needs – Q1(1) – 25 000 €	540 000 €
Safety inspections	On-site assessment of the Safety list – Q2(6) – 50 000 €	50 000 €
Launch of calls for the award of new framework contracts	Framework Contract to be launched in 2018 to ensure a new contract is available in early 2019. The objective is to provide legal, social-economic and technical support for the further development of EU air transport policy in relation with the follow-up of the situation of the sector, the management of the internal air transport market and the preparation and implementation of agreements with third countries. FV217	0

Implementation

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

3. ACTIONS TO SUPPORT THE TRANSPORT SECURITY POLICY⁵

3.1. Contracts, inspections and service level agreements

The overall budgetary allocation reserved for contracts in 2018 amounts to 1 575 000 €.

Legal basis

- Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012, and in particular Article 110 thereof

Other legal acts for reference

- Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security – Article 9(4) (OJ L 129, 29.4.2004, p. 6),
- Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security – Article 13 (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(1-3), 16, 20 (OJ L 97, 9.4.2008, p. 72).

Budget line

06.0206 Transport security

Details of contracts and service level agreements

<i>Service contracts</i>	<i>Object : estimated timetable (indicative number of contracts envisaged) – Indicative amount⁶</i>	<i>Total</i>
Specific contracts on existing framework contract	a) Maintenance/Evolution of operational IT systems – Q2(1); Q3(1); Q4(1) – 274.000 € b) Conferences : Q3(3) – 130 000 €	404 000 €
Direct service contracts	a) Studies/ Evaluations/ Impact assessments : Q3(3) – 420 000 € b) Specific equipment for inspections : Q1(4) – 11 000 €	431 000 €
Service level	a) DIGIT - Hosting of KSDA Air Cargo Database (Union database)	40 000 €

⁵ The Transport Security Policy supports one security expert working at ICAO (see 2.1.2 Cooperation with ICAO in the fields of aviation safety, security, environmental protection and air traffic management page 3)

⁶ Indicative sub-total amount for the contracts under this topic

<i>Service contracts</i>	<i>Object : estimated timetable (indicative number of contracts envisaged) – Indicative amount⁶</i>	<i>Total</i>
agreements, co delegation	on supply chain security): Q3(1) – 40 000 €	
Security inspections	Maritime and aviation security inspections - Reimbursement of the cost of security inspections for EU officials and national inspectors ⁷ : Aviation - Q1(34); Q2(51); Q3(39); Q4(21) Maritime - Q1(17); Q2(15); Q3(10); Q4(9)	700 000 €
Launch of calls for the award of new framework contracts	Multiple framework contracts to provide at short notice the Commission with highly qualified external expertise to support with objectivity the contracting authority in the design, preparation and implementation of EU initiatives and legislative proposals in the area of transport security. These framework contracts replace the existing framework contract MOVE/A2/2013-352 which expires in April 2018 and enlarges the scope of application from aviation security to transport security as such (aviation, maritime, land transport security). The assistance service covered by the tender are divided into two lots in order to group the services requested into coherent batches corresponding to given professional sectors: - Lot 1: Legal and economic assistance in the field of transport security - Lot 2: Technological and operational assistance in the field of transport security FV 483	0

Implementation

DG MOVE, DIGIT

⁷ Estimations based on previous years experience