

General Work Programme for 2017 in the field of mobility and transport

1.1. 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 2017 as follows:

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

The overall budgetary allocation reserved for grants in 2017 amounts to 760 000 €.

1.2.1. 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. 18).
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Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2017_204
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Priorities of the year, objectives pursued and expected results200

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 (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 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	02/2017	
Information to applicants on the results of the evaluation	05/2017	
Signature of grant agreement	06/2017	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 approx. 3.000 € (+/- 10%).

1.2.2. 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 thereof¹, 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 thereto²

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2017_224

Priorities of the year, objectives pursued and expected results

Priorities of the year

Follow up to recommendations and actions discussed and agreed at the 39th ICAO Assembly and the 2015 2nd High Level Safety Conference for:

- Environmental Protection
- Air Traffic Management
- Aviation Safety

Objectives

The Commission is responsible for implementing the Union's policy for Civil Aviation. 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 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 harmonise at global level the standards and rules covered by the Chicago Convention and its annexes (aviation safety, security, environment protection and air traffic management). Most of these areas are under full competence of the EU and the EU legislation on these areas is largely based upon the ICAO rules.

On 8th March 2012 the Memorandum of Cooperation between the EU and ICAO entered into force. The objective of this MoC is to strengthen the cooperation between the two partners in different areas of civil aviation in which both parties have common interests. These areas of cooperation are aviation safety, aviation security, air traffic management and environmental protection. In order to ensure a closer cooperation on those areas, the MoC establishes a more permanent framework for enhancing the relations between the EU and ICAO. The MoC also establishes the forms of cooperation, for example through arrangements whereby the EU offers expertise to ICAO. Depending on the areas of cooperation, several experts will be selected by the Commission based on their domains of competencies and recruited by ICAO.

¹ OJ L 232, 9.9.2011, p. 5

² OJ L 121, 8.5.2012, p. 16-17

Areas of activity

The activities will *inter alia* constitute a continuance of the 2016 activity, i.e.:

– ENVIRONMENTAL PROTECTION (Market-based Measures)

Work in this area has intensified over the years with the identification of the aviation industry as a contributor to the impact on climate change. ICAO has been facilitating discussions to improve scientific understanding of aviation impacts on the environment, as well as the development and implementation of a basket of measures to reduce aviation's environmental impact, including through the development of a market-based measure (MBM) scheme for international aviation.

This position is situated in the Climate Change Unit which is one of three Environment (ENV) Units within the Air Transport Bureau (ATB) in ICAO. The Climate Change Unit is dedicated primarily to those activities in the environment field that benefit most from a common co-ordinated approach, on a worldwide basis, such as the impact of aircraft engine emissions.

The Unit is responsible for the development of a range of standards, policies and guidance material for the application of mitigation measures to address aircraft engine emissions, including the development and deployment of sustainable alternative fuels for aviation, and the use of market-based measures. The Unit is also responsible for the provision of assistance for the development and implementation of States' action plans on CO₂ emissions reduction activities.

The Unit is responsible for maintaining close relations with other UN policy-making bodies that have expressed an interest in environmental aspects of civil aviation, notably with the Conference of the Parties to the United Nations Framework Convention on Climate Change.

The provision of EU expertise is to assist ICAO to successfully carry out its work in this area. The major duties and responsibilities for this position:

- Coordinate and/or develop/review/update studies, policies and guidance material related to market-based measures to reduce aviation emissions (e.g. emissions-related levies, offsetting and emissions trading).
- Provide advice and make recommendations for the development of possible global market-based measures schemes for international aviation, and for the implementation of the scheme by responding to the requested actions by the 39th Assembly that takes place in autumn of 2016.
- Closely follow the developments in other UN bodies on market-based measures and climate change, including the Green Climate Fund and REDD+ under the UNFCCC process and the COP21 Paris Agreement, and ensure appropriate follow through related work.
- Support the preparation of methodologies for CDM aviation projects.
- Develop and prepare documentation (working papers, reports, minutes, submissions, etc.) on issues related to market-based measures within ICAO and other UN bodies.
- Perform other duties of the Section as may be assigned.

- AIR TRAFFIC MANAGEMENT

In view of discussions and developments in the area of air traffic management the EU has given consideration as to how it could contribute to and benefit from ICAO activities in this field, including the eventuality of providing subject matter expertise. In this regard, preliminary discussions with ICAO have identified as an activity the expidition of development of provisions to support the

development and implementation of the ICAO global framework GANP/ASBU.

For this activity the following is being considered:

Duties:

Under the supervision of the Director ANB and Deputy Director for Air Traffic Management (ATM):

1. Act as focal point to coordinate the preparation of the GANP update 2019, which also has a relation with the next two actions and action 5.
2. Organize the ICAO Standards Roundtable;
3. Act as focal point for relations with the ICAO Multidisciplinary Working Group (MDWG) on implementation of aviation system block upgrades (ASBUs);
4. Act as focal point for the implementation and working arrangements related to the ATM Annex to the Memorandum of Cooperation between ICAO and the EU
5. Act as focal point to further develop performance monitoring and measurement in cooperation with the EU and United States' Federal Aviation Administration (USFAA).

Expected deliverables:

1. Focal point for the GANP update 2019
 - a. Activity plan for the GANP update 2019 (ready in 2016)
 - b. Start organizing the activities as required (start in 2016, with contributions ready in 2017 and early 2018)
 - c. Draft GANP update 2019 and review by ANC (ready 2018)
 - d. Draft ASBU document 2019 and review by ANC (ready 2018)
2. Organization of the ICAO Standards Roundtable:
 - a. Establishment of the Standards Roundtable meeting;
 - b. New approach to the development and formulation of ICAO SARPs; and
 - c. Support for the implementation of the GANP and other relevant policy documents.
3. Focal point for relations with the ICAO MDWG on implementation of ASBUs:
 - a. Better implementation of the GANP and its ASBUs; and
 - b. Better ability of ICAO to support States and stakeholders at national, sub-regional and regional levels to implement the ASBUs.
4. Focal point for the implementation and working arrangements related to the ATM Annex to the MoC between ICAO and the EU
 - a. Intensify the exchange of information between ICAO and the EU and its bodies related to ATM;
 - b. Regular contacts between ICAO and EU to implement the actions agreed in the MoC and the ATM Annex in particular
5. Focal point to further develop performance measurement in cooperation with the EU and US-FAA
 - a. Stimulate States and sub-regions to implement the GANP and its ASBUs;
 - b. Stimulate the development of benchmarks at national and regional levels, resulting in better awareness of the needs for improvement of the air navigation system; and
 - c. Give more insight to actual performance and future performance challenges, making information also available to ICAO to support its implementation policy and to further update the GANP and ASBUs where needed.

The possible continuance of the posting of an expert in the field of aviation security (Cargo) will be the subject of coordination with the relevant MOVE unit (A2).

It is expected that in view of the EU's proactive stance in these areas, mutual benefit will result from the involvement of EU expertise in progressing activities and programmes.

Other 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. Such activities could be undertaken for the:

1. promotion of the recognition and role Regional Aviation Systems and their Region Safety Oversight Organisation (RSOO) component
2. involvement of, and cooperation with ICAO, in the EU's Safety List activities of banned airlines
3. provision of technical expertise and assistance, with a focus on countries with safety oversight problems, of specific relevance to Europe (because of the EU Safety List of banned airlines, or because of aviation agreements between the EU and such countries)
4. actions in the framework of the EU's initiative to strengthen international aviation worldwide

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	01/2017	
Information to ICAO on the results of the evaluations	05/2017	
Signature of grant agreements	06/2017	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 3.a of the Specific Agreements to be concluded.

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

Legal basis

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

Budget line

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2017_385

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.

Since the entering into force of the Regulation and the creation of ENCASIA a number of concrete actions have been developed on strengthening the cooperation between Safety Investigation Authorities. Now, more than five years later concrete training programmes have been delivered and peer reviews have helped and will continue to help Member States to identify and overcome weaknesses having an impact on the overall safety investigation capability in Europe. Therefore it remains important that the EU supports this development with the proposed budget for a grant during 2017 and 2018.

Priorities 2017 - 2018

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;
- The continuation of the 'Peer Reviews' programme with a view to exploit initial results;
- The enhancement of the mechanism/provisions to provide mutual support in case for major accidents.

Objectives

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

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

Expected results

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

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

The activities to be financed will be:

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

Essential eligibility, selection and award criteria

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

Award criteria

1) Quality of the action:

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

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

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

Implementation

DG MOVE

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

Reference	Date	Amount
Invitation letter	07/2017	
Information to ENCASIA on the results of the evaluation	09/2017	
Signature of grant agreement	11/2017	160 000 € (80 000 € per year)

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

95 %

1.3. Contracts, administrative arrangements and service level agreements

The overall budgetary allocation reserved for contracts in 2017 amounts to 11 061 000 €.

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

Legal basis

- REGULATION (EU, EURATOM) No 966/2012 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 October 2012 on the financial rules applicable to the general budget of the Union – Article 54(2) (d) (OJ L 298, 26.10.2012, p. 1).

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 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),
- Regulation (EC) 1406/2002 of the European Parliament and of the Council of 27 June 2002 establishing a European Maritime Safety Agency, Article 22(a) (OJ L 208, 5.8.2002, p. 1),
- 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),
- 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),
- Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community – Article 33 (OJ L 315, 3.12.2007, p. 51–78),
- 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 17 (OJ L 191, 18/07/2008, p. 1–45),
- Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation – 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),
- 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 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag State requirements – Articles 8(2), 9 (OJ L 131 of 28.5.2009),
- Regulation (EC) 392/2009 of the European Parliament and of the Council of 23 April 2009 on the liability of carriers of passengers by sea in the event of accidents – Articles 1(3), 9(1) (OJ L 131, 28.5.2009, p. 24),
- 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),
- Regulation (EC) 996/2010 on the investigation and prevention of accidents and incidents in civil aviation - Article 7(7) (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 13, 15, 57(1) (OJ L 343, 14.12.2012, p. 60),
- 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(2), 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, 26 (OJ L 127, 29/04/2014, p. 134–218),
- Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure – Articles 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),
- Regulation (EU) No 911/2014 of the European Parliament and of the Council of 23 July 2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations – Article 7 (OJ L 257, 28.8.2014, p. 115–120),
- Directive 2015/413/EU of the European Parliament and of the Council of 11 March 2015 facilitating the cross-border exchange of information on road safety related traffic offences – Article 11 (OJ L 68, 13.3.2015, p. 9–25),

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 amount³</i>	<i>Total</i>
Specific service contracts on existing framework contract	a) Communication : Q1(2); Q2(2); Q3(1); Q4(2) – 775 000 € b) Conference : Q1(3); Q2(3); ° – 365 000 € c) Consultancy : Q2(4); Q3(2); Q4(3) – 1 574 000 € d) Impact assessment / Evaluation : Q1(1); Q2(8); Q3(1)° - 1 965 000 € e) Maintenance/Evolution of operationnal IT systems : Q1(1); Q2(4); Q3(2); Q4(2) – 1 589 000 €	7 058 000 €

³ 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 amount³</i>	<i>Total</i>
	f) Studies : Q1(3); Q2(1); Q3(&) – 790 000 €	
Direct service contracts	a) Communication : Q1(1); Q4(1); – 630 000 € b) Conference : Q2(2) – 30 000 € c) Consultancy : Q1(1); Q2(1); Q3(1); Q4(3) – 815 000 € d) Impact assessment / Evaluation : Q2(1); Q4(2) – 400 000 e) Studies : Q1(2); Q3(3); Q4(1) – 540 000 € f) Data acquisition : Q2(1); Q4(2) – 176 000 €	2 591 000 €
Administrative arrangements	JRC – DIGITAL TACHOGRAPH : implementation of the new technical specifications– Q2(1) – 400 000 € JRC – ECCAIRS(19) – 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) – Q3(1) – 300.000 JRC - Development of functional specifications for electronic tools in support of the social dimension of inland waterway transport – Q1(1) – 200 000 €	900.000 €
Service level agreements, Cross subdelegation, co-delegation	a) DIGIT – Hosting of CARE/CADAs and ICARE – Q2(1) - 12 000 € b) DIGIT – Hosting of the Road Safety Observatory – Q2(1) - 70 000 € c) DIGIT – Hosting of MOVEHUB development, test, acceptance and production environments – Q3(1) – 300 000 € d) DIGIT – Hosting the ENCASIA experts secured website – Q4(1) - 5 000 € e) DGT – Specific translation needs – Q1(1) – 50 000 €	437 000 €
Safety inspections	On-site assessment of the Safety list – Q2(6) – 75 000 €	75 000 €

Implementation

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

1.3.2. Actions to support the transport security policy

The overall budgetary allocation reserved for contracts in 2017 amounts to 1 950 000 €.

Legal basis

- REGULATION (EU, EURATOM) No 966/2012 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 25 October 2012 on the financial rules applicable to the general budget of the Union – Article 54(2) (d) (OJ L 298, 26.10.2012, p. 1).

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 amount⁴</i>	<i>Total</i>
Specific contracts on existing framework contract	a) Conference : Q2(4); Q3(2); Q4(2) – 30 000 € b) Maintenance/Evolution of operationnal IT systems – Q1(1); Q2(1); Q4(1) – 155 000 € c) Studies : Q3(6) – 297 000 €	482 000 €
Direct service contracts	a) Studies : Q2(1); Q3(1); Q4(1) – 600 000 € b) Testing equipment for port inspections : Q2(1) – 70 000 €	670 000 €
Service level agreements, co delegation	a) DIGIT - Hosting of KSDA Air Cargo Database (Union database on supply chain security): Q3(1) – 40 000 €	40 000 €
Security inspections	Maritime and aviation security inspections Reimbursement of the cost of security inspections for EU officials and national inspectors – Q1(22); Q2(35); Q3(30); Q4(30)	758 000 €

Implementation

DG MOVE, DIGIT

⁴ Indicative sub-total amount for the contracts under this topic