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COMMISSION DECISION

of 1.2.2013

on the annual work programme for 2013 in the field of mobility and transport and the financing decision in accordance with Article 84(2) of 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

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THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council of 25 October 2012 on the financial rules applicable to the general budget of the Union (hereinafter referred to as the 'Financial Regulation'),

Having regard to Commission Delegated Regulation (EU) No 1268/2012 of 29 October 2012 on the rules of application of Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council on the financial rules applicable to the general budget of the Union (hereinafter referred to as the 'Rules of Application'),

Having regard to 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

Having regard to 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,

Having regard to Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport,

Having regard to Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC,

Having regard to Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (recast),

Having regard to 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, and amending Regulation (EC) No 561/2006 (recast),

Having regard to 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,

Having regard to Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and EEC No 3821/85 concerning social legislation relating to road transport activities,

Having regard to Regulation (EC) No 454/2011 of 5 May 2011 on the TSI relating to the subsystem telematics applications for passenger services of the trans-European rail system,

Having regard to Regulation 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations,

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

Having regard to Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community,

Having regard to Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation,

Having regard to Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security,

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,

Having regard to Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security (OJ L 310, 25.11.2005, p. 28),

Having regard to Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security (OJ L 97, 9.4.2008, p. 72),

Having regard to Commission Regulation (EC) No 324/2008 of 9 April 2008 laying down revised procedures for conducting Commission inspections in the field of maritime security,

Having regard to Commission regulation (EU) No 72/2010 of 26 January 2010 laying down procedures for conducting Commission inspections in the field of aviation security,

Whereas:

- (1) In accordance with Article 84 of the Financial Regulation and Article 94(1) of the Rules of Application, the commitment of expenditure from the Community budget shall be preceded by a financing decision setting out the essential elements of the action involving expenditure and adopted by the institution or the authorities to which powers have been delegated by the institution.
- (2) In accordance with Article 128 of the Financial Regulation, an annual work programme for grants must be adopted.
- (3) Given that the 2013 work programme provides a sufficiently detailed framework within the meaning of Article 94(2) and (3) of the Rules of Application, this Decision constitutes a financing decision for the expenditure envisaged under the work programme for grants and contracts.
- (4) Under Article 123 of the Financial Regulation, grants may take the forms of lump sums or flat-rate financing.
- (5) Under Article 190(1)(d) of the Rules of Application, grants may be awarded without a call for proposals to organisations identified by a basic act.

- (6) Under Article 190(1)(c) of the Rules of Application, grants may be allocated without a call for proposals to organisations with a duly substantiated de jure or de facto monopoly.
- (7) Under Article 134(1)(b) of the Rules of Application, the Commission may authorise the use of a negotiated procedure without prior publication of a contract notice where, for technical or artistic reasons, or for reasons connected with the protection of exclusive rights, the contract can be awarded only to a particular economic operator.
- (8) Article 54(2)(e) of the Financial Regulation provides that appropriations for actions carried out by the Commission by virtue of tasks resulting from its prerogatives at institutional level under the EC Treaty or Euratom Treaty may be implemented without a basic act.
- (9) This financing decision may also cover the payment of default interest due on the basis of Article 92 of the Financial Regulation and Article 111(4) of the Rules of Application.
- (10) The term ‘substantial change’ within the meaning of Article 94(4) of the Rules of Application should be defined for the purposes of applying this Decision.
- (11) Grants and contracts relating to specific programmes are the subject of separate work programmes adopted by the Commission and serving as financing decisions,

HAS DECIDED:

Article 1

The general work programme for grants and contracts in the field of mobility and transport for 2013, as set out in Annexes I and II, is hereby adopted. It constitutes a financing decision within the meaning of Article 84 of the Financial Regulation.

Article 2

The maximum contribution authorised by this Decision for the implementation of the work programme is set at €27 510 000, to be financed from the following budget lines of the General Budget of the European Union for 2013:

– - budget line 06 02 03: €25 000 000

– - budget line 06 02 11: €2 510 000

These appropriations may also cover default interest.

The implementation of this Decision is subject to the adoption of the 2013 budget in accordance with Article 314 of the Treaty on the Functioning of the European Union or the availability of appropriations, in 2013, under the rules of provisional twelfths referred to in Article 315 of the Treaty on the Functioning of the European Union.

Article 3

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

Article 4

Cumulated changes in the allocations for specific measures not exceeding 20% of the maximum contribution authorised by this Decision are not considered to be substantial, provided that they do not significantly affect the nature and objective of the work programme. This may include an increase of up to 20% in the maximum contribution authorised by this financing decision.

Done at Brussels, 1.2.2013

For the Commission
Sim Kallas
Vice-President

ANNEXES

ANNEX I

General work programme for grants in the field of mobility and transport for 2013

The amounts shown in this work programme refer to the Commission's 2013 budget. This Work Programme is divided into two parts:

- A. Work Programme for grants awarded without a basic act following a call for proposals.
- B. Work Programme for grants awarded without a call for proposals.

The Commission is also implementing three multiannual programmes adopted under the co-decision procedure in the field of mobility and transport:

- Marco Polo II Programme;
- Trans-European Transport Networks;
- Certain measures under the 7th Research Framework Programme.

These multiannual programmes will be implemented by specific work programmes. The work programmes specific to these multiannual programmes are the equivalent of a financing decision. They are mentioned here for the sake of completeness.

Subsequent contributions awarded in the context of joint management for the benefit of an international organisation will either be the subject of an ad hoc financing decision, should the situation arise, or will be included in the specific work programmes.

Changes to the implementation of this programme affecting essential elements listed under Article 94 of the Rules of Application, which are of an indicative nature¹, may be made by the authorising officer by delegation (AOD), or by the authorising officer by sub-delegation (AOSD), in line with the delegation of powers conferred upon him by the AOD, in accordance with the principles of sound financial management without it being necessary to amend the financing decision.

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

¹ The essential elements of an indicative nature are, for grants, the indicative amount of the call for proposals and, for procurement, the indicative number and type of contracts envisaged and the indicative time frame for launching procurement procedures.

A. GRANTS AWARDED FOLLOWING A CALL FOR PROPOSALS

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

A.1.1 Road safety call for proposals

Legal basis:

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

Objective(s):

- Establish efficient cross border cooperation between Member States concerning the enforcement of sanctions of road safety traffic offences by:
 - harmonising methods and practices where possible to ensure equal treatment of traffic offences,
 - sharing of best practice between the authorities and administrations in charge of enforcement of road safety rules as well as organisations representing drivers.

Expected result(s):

- Efficient co-operation network of Member States related to the enforcement of road safety traffic offences.
- Exchange of best practice between Member States regarding the enforcement of the road safety related traffic offences.
- Proposals for Guidelines concerning the convergence of the enforcement of road traffic rules by Member States through comparable methods and practices. The proposed guidelines have to cover the road safety rules related to the traffic offences as defined in Directive 2011/82/EU.

Theme proposed for 2013 (FV_2013_122)	– Contribution to the implementation of Directive 2011/82/EU facilitating the cross border exchange of information on road safety related traffic offences.
Date of the call for proposals – Award decision	– May 2013 – September 2013
Main 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).

Main award criteria	<p>1) Quality of the measures:</p> <ul style="list-style-type: none"> - 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. - Methodology enabling the coordination with the stakeholders concerned, management of the project and allocation of resources. - 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. - 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 Community action will be made visible (publications, organisation of events, websites, CD-ROMs, etc.). <p>2) Presentation of the application:</p> <ul style="list-style-type: none"> - the organisation of the measure must be described in detail, 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.
Financing rate	50%
Budget	€600 000

A.1.2 EU Training Curriculum on the harmonized application of the road transport legislation

Legal basis:

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;

Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport;

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 and repealing Council Directive 96/26/EC;

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 (recast);

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, and amending Regulation (EC) No 561/2006 (recast)

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 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and EEC No 3821/85 concerning social legislation relating to road transport activities;

Objective(s):

Ensure harmonized implementation of the provisions laid down in the EU road transport legislation by:

- a) Disseminating the commonly agreed and simplified explanation of the social rules in road transport (Regulation (EC) No 561/2006) within the context of roadside checks (Directive 2006/22/EC);
- b) Extending the training curriculum to cover provisions set out in other pieces of road transport legislation;
- c) Providing training courses to three target groups concerned by the EU rules in road transport, namely: professional drivers, transport undertakings and enforcers in all 27 Member States;

Expected result(s):

- Widespread common understanding of the provisions laid down in the EU road transport legislation.
- Improved effectiveness of enforcement of the EU rules in force in road transport sector.
- Better compliance with the EU rules.

Themes proposed for 2013 (FV_2013_280)	<ul style="list-style-type: none"> - Training design – identification of target audience, training needs analyses, tailoring training content and structure to the beneficiaries' capabilities and needs; - Developing a simplified explanation of the road transport legislation provisions and establishing a training manual; - Carrying out a set of tailor-made training courses for three main target groups in all 27 Member States; - Creating a network of trainers in all MS and disseminating the training results
Date of the call for proposals – Award decision	March 2013 – September 2013
Main selection criteria	<ul style="list-style-type: none"> - Applicant's financial and economic capacity proven to carry out the measure to be subsidised (balance sheet for the last financial year). - Applicant's technical capability (practical experience in the field, list of work related to the field in question carried out in last 3 years, CVs of persons responsible for implementation of the measure)
Main award criteria	<ul style="list-style-type: none"> - Understanding of the scope of work, objectives and tasks. - Quality and consistency of the methodological approach. - Quality of the work plan proposed. - Organisation of the work and management of the project.

Financing rate	75%
Budget	€290 000

A.1.3 "The full service model", a customer centric rail distribution model

Legal basis:

Regulation (EC) No 454/2011 of 5 May 2011 on the TSI relating to the subsystem telematics applications for passenger services of the trans-European rail system.

Regulation 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations.

Objective(s):

Prepare a specification document covering functional and non-functional aspects of the Rail Full Service Model (the Full Service Model is the condition where the rail passenger/ticket vendor is provided with all the information/services required to make an effective rail journey (pre-journey info – buy/book- travel/get info during journey – after sales – settlement).

The ultimate goal would be to increase quality of service to the traveller.

Expected result(s):

- The derivation and delivery of the Full Service Model specification.

Themes proposed for 2013 (FV_2013_293)	– Rail Full Service Model
Date of the call for proposals Award decision	– April 2013 – September 2013
Main selection criteria	– Economic/professional situation of operators, including requirements relating to enrolment on professional or trade registers – Economic and financial ability – Technical capacity
Main award criteria	– European dimension of the project: how the proposal brings together all stakeholders. In this context, local, regional or purely national initiatives and initiatives that do not include important actors are excluded. – 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, e.g. through publications, organisation of events, Internet sites. – Presentation of the application : the Commission will assess the organisation and proposed execution of the action, and will assess the detail of the

	<p>proposal with regard to the following aspects:</p> <ul style="list-style-type: none"> – A. Clarity and completeness of the proposal – B The work plan, including a clear and full description of the means to achieve the goals of the actions, with a detailed financing plan, person-months attributed to specific tasks, and a meaningful and realistic timetable – C. Methodology: The proposers have to present an evaluation method for their project with result indicators for the proposed objectives
Financing rate	50%
Budget	€150 000

A.1.4 European Youth Forum on Road Safety

Legal Base:

Task resulting from the Commission's prerogatives at institutional level in accordance with Article 54(2)(e) of the Financial Regulation

Objective(s):

- Make young people more aware of road safety.
- Organise activities on important road safety matters for young people. These matters will be selected by the Commission from among the objectives of the policy guidelines for road safety for 2011 to 2020.
- Ensure the coordination and leadership of the next Youth Forum on Road Safety.

Expected result(s):

- Preparatory activities for the next European Youth Forum on Road Safety.
- Organisation of the 6th European Youth Forum on Road Safety.
- Presentation of the results of the workshops and definition of new objectives for the Forum in the context of the policy guidelines.

Themes proposed for 2013 (FV_2013_390)	Organisation of thematic workshops prior to the next European Youth Forum on Road Safety and organisation of the forum
Date of the call for proposals – Award decision	August 2013 - November 2013
Major selection criteria	<ul style="list-style-type: none"> – 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 for young people.
Major criteria of attribution	1) Quality of the measure:

	<ul style="list-style-type: none"> - 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 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.). <p>2) Presentation of the application: the organisation of the measure must be described in detail, in particular as regards the following aspects:</p> <ul style="list-style-type: none"> - 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.
Financing rate	50 %
Budget	EUR 150 000

B. GRANTS AWARDED WITHOUT CALLS FOR PROPOSALS

A number of grants will be awarded to beneficiaries who can demonstrate a de jure or de facto monopoly. Other grants will be awarded to the beneficiaries stipulated in the basic act.

B.1.1 Budget line: 06 02 03 – Support activities to the European transport policy and passenger rights

Legal basis:

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

Objective(s):

- Improve the quality of investigations conducted by the national authorities and strengthen their independence, notably by ensuring higher standards of investigation methods and training for the investigators.

Main themes proposed for 2013	<ul style="list-style-type: none">• Support for the work programme of the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) for better quality and more harmonised training for the safety investigators of the Member States, particularly through training sessions at European level. This would include the establishment of a peer review system based on the teach and learn principle, emphasising the application of Community legislation (Article 190(1)(d) of the Rules of Application) (FV_2013_175)
Date of receipt of applications	06.2013
Main award criteria	European dimension, cost-effectiveness, suitability in respect of Article 7 of Regulation (EC) No 996/2010, beneficial effect on aviation safety.
Financing rate	100 %
Estimated budget	€100 000

B.1.2 Budget line: 06 02 03 – Support activities to the European transport policy and passenger rights

Legal basis:

Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, Article 8(2), p. 18).

This article states that a grant may be awarded by the European Commission to Member States directly.

Objective(s):

Financial support for Member States as regards translating the Annexes to the new Directive on the inland transport of dangerous goods and amendments thereto carried out at national level.

Expected result(s):

Main themes proposed for 2013	<ul style="list-style-type: none"> • Assistance to Member States as regards the translation of agreements on the carriage of hazardous substances and amendments to such agreements (Article 190(1)(d) of the Rules of Application) (FV 2013-71) <p>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.</p> <p>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.</p> <p>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.</p>
Date of receipt of applications	05/2013
Main award criteria	Compliance with the conditions established by the Directive;
Financing rate	Flat-rate (standard scale of unit costs) established on a statistical approach based on the DGT freelance rates for the translation work. Local competent authorities are in charge of the quality check. (see table *1 for the flat rates)
Estimated budget	€80 000

*1 Flat rates have been revised for 2012. As they are quite similar for 2013, they have not been revised.

Language	Flat-rate fee (€/page translated)
Bulgarian	€15.00
Czech	€20.00
Danish	€60.00
German	€40.00
Estonian	€25.00
Greek	€20.00
Spanish	€25.00
Italian	€30.00
Latvian	€20.00
Lithuanian	€20.00

Language	Flat-rate fee (€/page translated)
Hungarian	€25.00
Dutch	€40.00
Polish	€25.00
Portuguese	€30.00
Romanian	€15.00
Slovenian	€30.00
Slovak	€20.00
Finnish	€50.00
Swedish	€50.00
Maltese	€25.00
Other	€35.00

C. GRANTS AWARDED UNDER A FRAMEWORK PARTNERSHIP AGREEMENT

B.1.1 Budget line: 06 02 03 – Support activities to the European transport policy and passenger rights

Legal basis:

- Treaty on the Functioning of the European Union (EU) signed in Lisbon on 13 December 2007, and in particular Articles 218 and 220 thereof.

Objective(s):

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 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.

Main themes proposed for 2013	<ul style="list-style-type: none"> • Cooperation with ICAO (International Civil Aviation Organisation) within the framework partnership agreement with ICAO which will cover projects in fields such as safety, environmental protection and traffic management.
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Date of receipt of applications	09.2013
Main award criteria	Quality of the measure: European dimension, cost effectiveness, visibility and communication; presentation of the tender: clarity and work plan
Financing rate	Not less than 5% 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.
Estimated budget	€500 000

ANNEX II

List of contracts and administrative arrangements in the field of energy and transport in 2013

The amounts shown in this decision refer to the Commission's 2013 Budget.

Changes to the implementation of this programme affecting essential elements listed under Article 94 of the Rules of Application, which are of an indicative nature², may be made by the authorising officer by delegation (AOD), or by the authorising officer by sub-delegation (AOSD), in line with the delegation of powers conferred upon him by the AOD, in accordance with the principles of sound financial management without it being necessary to amend the financing decision.

This list of contracts is equivalent to a financing decision and is divided into two parts:

- A. Contracts for expenditure relating to the activity 'Air, sea and land transport';
- B. Contracts for expenditure relating to the activity 'Safety and security'.

DG MOVE contracts are principally for studies but also for the provision of services and the purchase of data. The appropriations covered by the work programme may also be used to pay default interest in accordance with Article 83 of the Financial Regulation.

A. CONTRACTS AND ADMINISTRATIVE ARRANGEMENTS FOR EXPENDITURE RELATING TO THE ACTIVITY 'AIR, SEA AND LAND TRANSPORT'

The appropriations under the various budget lines are intended to cover expenditure incurred by the Commission for collecting and processing information of all kinds needed for the analysis, definition, promotion, monitoring, evaluation and implementation of:

- measures and rules required to improve the safety of land, air and sea transport, including their extension to third countries, and technical assistance and specific training actions;
- the Union's common transport policy, including its extension to third countries, technical assistance, specific training and promotion of the common transport policy, including the establishment and implementation of the guidelines for the trans-European transport network referred to in the Treaty.

² The essential elements of an indicative nature are, for grants, the indicative amount of the call for proposals and, for procurement, the indicative number and type of contracts envisaged and the indicative time frame for launching procurement procedures.

Budget line	<i>060203 Support activities to the European transport policy and passenger rights</i>		
Legal basis	<p>Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community</p> <p>Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation</p> <p>Task resulting from the Commission's prerogatives at institutional level in accordance with Article 54(2)(e) of the Financial Regulation.</p>		
2013 appropriations	Initial budget	25 000 000	
	Transfers	0	
	Total	25 000 000	
Use of appropriations	Grants	1 870 000	
	Contracts	23 130 000	
Amount covered by Annex II to this Decision for financing the abovementioned budget line		23 130 000	
Details of grants			
<i>See Annex I</i>			
Details of contracts			
<i>Type</i>	<i>Generic subject – Indicative Number</i>	<i>Indicative amount</i>	<i>Date of conclusion of contract</i>
Specific contract under an existing framework contract	Conference (5), consultant (6), studies (9), impact assessment (5), Service providers (19)	16 463 010	Q1 (12), Q2 (16), Q3 (4), Q4 (12)
Procurement	Consultant (1), studies (17), operational project (1), provision of services (8) concerning technical assistance, creation and maintenance of database and website	5 886 990	Q2 (4), Q3 (8), Q4 (15)
Administrative arrangement	JRC Ispra (2 actions): ECCAIRS project – European Coordination Centre for Aviation Incident Reporting Systems; review of annex 1B of the digital tachygraph specification Cross DGs activities (1) : ITS Europe Congress Dublin 2013	780 000	Q2 (2), Q4 (1)

Q1: 1st quarter, Q2: 2nd quarter, Q3: 3rd quarter, Q4: 4th quarter

B CONTRACTS AND ADMINISTRATIVE ARRANGEMENTS FOR EXPENDITURE RELATING TO THE ACTIVITY ‘SAFETY AND SECURITY’

The appropriations under the various budget lines are intended to cover expenditure incurred by the Commission for collecting and processing information of all kinds needed for the analysis, definition, promotion, monitoring, evaluation and implementation of the rules and measures required to improve the security of land, air and sea transport, including their extension to third countries, technical assistance and specific training, as well as a corps of inspectors to check security at airport and port installations in the Member States, including extension to third countries

Budget line *06 02 11 Transport security*

Legal basis	<p>Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security</p> <p>Commission Regulation (EC) No 324/2008 of 9 April 2008 laying down revised procedures for conducting Commission inspections in the field of maritime security</p> <p>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 (OJ L 97, 9.4.2008, p. 72).</p> <p>Commission regulation (EU) No 72/2010 of 26 January 2010 laying down procedures for conducting Commission inspections in the field of aviation security, in particular article 6(6)</p> <p>Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods</p> <p>Task resulting from the Commission’s prerogatives at institutional level in accordance with Article 54(2)(e) of the Financial Regulation</p>		
2013 appropriations	Initial budget	2 510 000	
	Transfers	0	
	Total	2 510 000	
Use of appropriations	Grants	0	
	Contracts	2 510 000	
Amount covered by Annex II to this Decision for financing the abovementioned budget line		2 510 000	
Details of grants			
<i>See Annex I</i>			
Details of contracts			
<i>Type</i>	<i>Generic subject – Indicative Number</i>	<i>Indicative amount</i>	<i>Date of conclusion of contract</i>
Specific contract under an existing framework contract	Studies (2), operational projects (3), Service provider (1), communication (1)	655 000	Q1 (7)

Procurement	Studies (3), provision of services (1) concerning technical assistance	1 058 890	Q2 (1), Q4 (3)
Security inspections	Maritime and aviation inspections Reimbursement of the cost of security inspections for EU officials and national inspectors	796 110	Q1 (1), Q2 (1)