



Brussels, 28.11.2024
C(2024) 8474 final

COMMISSION DECISION

of 28.11.2024

on the financing of actions under the prerogatives of the Commission and its specific powers in the field of transport: Support activities to the European transport policy, transport security and passenger rights including communication activities and the adoption of the work programme for 2025

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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) 2024/2509 of the European Parliament and of the Council of 23 September 2024 on the financial rules applicable to the general budget of the Union¹ ('the Financial Regulation'), and in particular Article 110(1) thereof,

Whereas:

- (1) In order to ensure the implementation of actions financed under the prerogatives of the Commission and its specific powers in the field of transport, it is necessary to adopt an annual financing decision, which is to constitute the annual work programme for 2025, in accordance with Article 110(2) of the Financial Regulation.
- (2) The envisaged assistance is to comply with the conditions and procedures set out by the restrictive measures² adopted pursuant to Article 215 TFEU.
- (3) 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.
- (4) In order to allow for flexibility in the implementation of the work programme, it is appropriate to determine the changes, which should not be considered substantial for the purposes of Article 110(5) of the Financial Regulation.
- (5) The activities should contribute to climate and gender-equality mainstreaming in line with Commission Communication 'The European Green Deal'³ and in the Interinstitutional Agreement of 16 December 2020 on budgetary discipline, on cooperation in budgetary matters and on sound financial management, as well as on new own resources, including a roadmap towards the introduction of new own resources⁴.

¹ Regulation (EU, Euratom) 2024/2509 of the European Parliament and of the Council of 23 September 2024 on the financial rules applicable to the general budget of the Union (recast) (OJ L, 2024/2509, 26.09.2024, [ELI](#)).

² See www.sanctionsmap.eu – Note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy, the OJ prevails.

³ COM (2019) 640 final of 11 December 2019.

⁴ Interinstitutional Agreement of 16 December 2020 between the European Parliament, the Council of the European Union and the European Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management, as well as on new own resources, including a roadmap towards the introduction of new own resources (OJ L 433I , 22.12.2020, p. 28, ELI: http://data.europa.eu/eli/agree_interinst/2020/1222/oj).

- (6) Pursuant to Article 62(1), point (c), of the Financial Regulation, indirect management is to be used for the implementation of the programme.
- (7) The Commission is to ensure a level of protection of the financial interests of the Union with regards to entities and persons entrusted with the implementation of Union funds by indirect management as provided for in Article 157(3) of the Financial Regulation. To that end, such entities and persons are to be subject to an assessment of their systems and procedures in accordance with Article 157(4) of the Financial Regulation and, if necessary, to appropriate supervisory measures in accordance with Article 157(5) of the Financial Regulation before a contribution agreement can be signed.
- (8) It is necessary to authorise the award of grants without a call for proposals and to provide for the conditions for awarding those grants in accordance with Article 198, points (c) and (f) of the Financial Regulation.

HAS DECIDED AS FOLLOWS:

Article 1

The work programme

The annual financing decision, constituting the annual work programme for the implementation of the *Support activities to the European transport policy, transport security and passenger rights including communication activities* for year 2025, as set out in the Annex, is hereby adopted.

Article 2

Union contribution

The maximum Union contribution for the implementation of the programme for 2025 is set at EUR 15 016 093, and shall be financed from the appropriations entered in budget line 02 20 04 01 – *Support activities to the European transport policy, transport security and passenger rights including communication activities* of the general budget of the Union.

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 provided for in the draft general budget of the Union for 2025, following the adoption of that budget by the budget authority or as provided for in the system of provisional twelfths.

Article 3

Flexibility clause

Cumulated changes to the allocations to specific actions not exceeding 20% of the maximum Union contribution set in Article 2, first paragraph, of this Decision shall not be considered to be substantial for the purposes of Article 110(5) of the Financial Regulation, where those changes do not significantly affect the nature of the actions and the objective of the work programme. The increase of the maximum Union contribution set in Article 2, first paragraph, of this Decision shall not exceed 20%.

The authorising officer responsible may apply the changes referred to in the first paragraph. Those changes shall be applied in accordance with the principles of sound financial management and proportionality.

Article 4

Methods of implementation and entrusted entities r persons

The implementation of the actions carried out by way of indirect management, as set out in the Annex, may be entrusted to the entities or persons referred to or selected in accordance with the criteria laid down in the Annex.

Article 5

Grants awarded without a call for proposals

Grants may be awarded without a call for proposals in accordance with the conditions set out in the Annex. Grants may be awarded to the bodies referred to in the Annex.

Done at Brussels, 28.11.2024

For the Commission
Wopke HOEKSTRA
Member of the Commission

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ANNEX

to the

COMMISSION DECISION

on the financing of actions under the prerogatives of the Commission and its specific powers in the field of transport: Support activities to the European transport policy, transport security and passenger rights including communication activities and the adoption of the work programme for 2025

1. Introduction

On the basis of the objectives laid down in the budget remarks, this work programme contains the actions to be financed and the budget breakdown for year 2025 as follows:

- (a) for grants (implemented under direct management) (point 2);
- (b) for procurement (implemented under direct management) (point 3);
- (c) for actions implemented under indirect management (point 4);
- (d) for other actions or expenditure (point 5);

Legal basis

Article 58(2), point (d), of Regulation (EU, Euratom) 2024/2509

Budget line(s)

02 20 04 01 – Support activities to the European transport policy, transport security and passenger rights including communication activities – EUR 15 016 093

Objectives pursued

This appropriation is intended to finance expenditure incurred by the Commission for the analysis, definition, promotion, monitoring, evaluation and implementation of the Union's mobility and transport policy to reach the EU objectives of the European Green Deal and climate neutrality by 2050, in line with the Commission's Sustainable and Smart Mobility Strategy¹. It is also intended to finance expenditure incurred to improve the safety and security of inland, air and sea transport, including extension to third countries, technical assistance and training.

The main objective is to support the design and implementation of EU policy that will make European transport more competitive, more sustainable and more resistant to future shocks, while ensuring that transport is safe, accessible and affordable for all EU citizens. It aims to reduce 90% of greenhouse gas emissions in the transport sector by 2050, build a framework that will enable the transition of the transport sector to a more efficient and competitive sector,

¹ COM (2020) 789 final, "Sustainable and Smart Mobility Strategy – Putting European transport on track for the future".

ensure the highest standards for safety and security in European transport, and create a mobility system that is fair and just for all.

This appropriation also covers expenditure to the operation of a corps of inspectors to check compliance with the requirements of Union security legislation of airports, ports and port facilities in the Member States, including extension to third countries, and of ships flying the flag of a Member State.

Expected results

Support activities include studies, consultancy, evaluations and impact assessments, development and maintenance of IT systems and databases, meetings of experts, data collection, analysis and modelling, communication, conferences and events.

The actions financed under this appropriation are expected to support the following results: - make the European mobility sector more sustainable, - contribute to a seamless multimodal passenger transport and paperless freight transport, - reinforce investments in the transport sector to build a strong, competitive and resilient Single Market.

This appropriation covers all transport sectors such as transport safety, internal market of transport, optimisation of transport network, multimodality, logistics, passengers' rights and protection, the use of alternative fuels, clean vehicles and urban mobility, social and gender aspects as well as safety and protection of transport users.

Mainstreaming contribution

The actions included in this work programme contribute to climate mainstreaming by working towards achieving the objective set out in the Commission's Sustainable and Smart Mobility Strategy of a 90% reduction of greenhouse gas emissions from the transport sector by 2050.

2. *Grants*

The global budgetary envelope reserved for grants under this work programme is EUR 1 220 000.

2.1 **Financial support to Member States for the translation of international agreements on transport of dangerous goods into their official languages**

Type of applicants targeted by the direct award

Grant awarded without a call for proposals to bodies designated by Member States, under their responsibility, Article 198 (c) of Regulation (EU, Euratom) 2024/2509.

The recipients of the grant are executive agencies, ministries and public administrations in Member States in charge of transport and mobility.

Description of the activities to be funded by the grant(s) awarded without a call for proposals on the basis of Article 198 of the Financial Regulation as well as of the objectives pursued and the expected results

Article 8 (2) of Directive 2008/68/EC on the inland transport of dangerous goods² contains the legal obligation for the Commission to “provide financial support, as appropriate, to the Member States for the translation of European Agreements concerning the International Carriage of Dangerous Goods by Road (ADR) and Inland Waterways (ADN) and Regulations

² OJ L 260, 30.9.2008, p. 13–59

concerning the International Carriage of Dangerous Goods by Rail (RID), and their modifications into their official language”. This legal obligation is met in the form of grants to Member States.

International agreements on the inland transport of dangerous goods cover three modes: road, inland waterways and rail. The aforementioned agreements are regularly updated and adaptations to their annexes are foreseen in 2025. The Commission will support their translation by the Member States through grants.

Implementation

Directorate-General for Mobility and Transport

2.2. Grants to the International Civil Aviation Organisation (ICAO) under the EU-ICAO Framework Partnership Agreement – Environmental protection, air traffic management and security sectors

Type of applicants targeted by the direct award

Grants awarded without a call for proposals to bodies with a de jure or de facto monopoly, Article 198 (c) of Regulation (EU, Euratom) 2024/2509

The International Civil Aviation Organisation (ICAO) serves as a global forum for international civil aviation. The grant to ICAO will ensure that the EU contributes to aviation policy at the global level.

Description of the activities to be funded by the grant(s) awarded without a call for proposals on the basis of Article 198 of the Financial Regulation as well as of the objectives pursued and the expected results

These grants take the form of specific grant agreements (SGA) under the Framework Partnership Agreement signed between the European Commission and ICAO for the period 2024-2028, in line with the objectives and procedures provided by the Memorandum of Cooperation between the EU and ICAO (Commission Decision 2012/243/EU of 8 March 2012).

The grants will finance the provision of expertise and support activities in the areas of environmental protection, air traffic management and aviation security, such as providing support to ICAO Secretariat in the implementation of the Global Aviation Security Plan (GASeP). Collaborative activities may be undertaken in other areas covered by the Memorandum of Cooperation and its Annexes following a process of due consideration and joint decision-making.

Implementation

Directorate-General for Mobility and Transport

2.3. Grant to the European Civil Aviation Conference (ECAC) for an EU technical expert to support the Common Evaluation Process

Type of applicants targeted by the direct award

Grant awarded without a call for proposals for activities with specific characteristics that require a particular type of body on account of their technical competence and their high degree of specialisation, Article 198 (f) of Regulation (EU, Euratom) 2024/2509.

The European Civil Aviation Conference (ECAC) is an intergovernmental association which serves as a European forum for the harmonisation of civil aviation policies and practices. The grant to ECAC will ensure that the EU contributes to civil aviation security in the European continent.

Description of the activities to be funded by the grant(s) awarded without a call for proposals on the basis of Article 198 of the Financial Regulation as well as of the objectives pursued and the expected results

The Cooperation Arrangement between the European Civil Aviation Conference (ECAC) and the Commission in the field of civil aviation security provides that ECAC may receive EU funding for activities under the Cooperation Arrangement, to be applied in accordance with the EU financial rules.

The aviation security equipment for EU airports needs to pass a validation process under the Common Evaluation Process (CEP). ECAC is the sole administrator of this process that combines the testing capacities of ECAC Member States with technical laboratories. Systems validated by ECAC's CEP are granted an EU stamp of approval, enabling their deployment at EU airports.

This grant will finance the activities of the ECAC Secretariat in the implementation of the CEP to improve technological resources and foster innovation, improve oversight and quality assurance and increase cooperation and support between ECAC laboratories.

Implementation

Directorate-General for Mobility and Transport

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

Type of applicants targeted by the direct award

Grant awarded without a call for proposals to bodies on account of their technical competence and their high degree of specialisation, Article 198 point (f), of Regulation (EU, Euratom) 2024/2509.

The European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) was established by Regulation (EU) No 996/2010 to reinforce the coordination of safety investigation authorities of the EU Member States, which are members of the network. ENCASIA's mission is to improve the quality of investigations conducted by safety investigation authorities and to enhance accident prevention in the EU.

Article 7 (7) of Regulation (EU) No 996/2010 on the investigation and prevention of accidents and incidents in civil aviation, provides that the European Commission shall be closely associated to ENCASIA and provide it with the necessary support.

Description of the activities to be funded by the grant(s) awarded without a call for proposals on the basis of Article 195 of the Financial Regulation as well as of the objectives pursued and the expected results

The objective of ENCASIA is to improve the quality of investigations by developing a common EU safety investigation methodology based on high-standard investigation methods.

This grant will contribute to this objective by financing activities such as the organisation of peer reviews, investigators training and skills development programmes, the promotion of best safety investigation practices and the development of a system for reinforced cooperation mechanisms between Member States, notably in the case of major commercial air transport accident.

Implementation

Directorate-General for Mobility and Transport

3. *Procurement*

The global budgetary envelope reserved for procurement contracts in 2025 is EUR 11 880 493.

3.1 **Support activities for European transport policy, transport security and passenger rights, including communication activities**

General description of the contracts envisaged including the objectives pursued and expected results

The contracts envisaged will support the implementation of mobility and transport policy and contribute to achieving the objectives of the European Green Deal and climate neutrality by 2050 in line with the Commission's Sustainable and Smart Mobility Strategy, by providing analysis on existing and future legislation, building and maintaining the necessary IT systems needed for data collection and reporting on implementation, and promoting safe, competitive and sustainable transport in the context of the green transition. Contracts will include:

- Consultancy, surveys and studies, including evaluations and impact assessments
- Conferences, publications and communication activities
- Translation of transport-related documents
- Development and maintenance of operational IT systems
- Framework contract for technical and organisational support to the Digital Transport and Logistics Forum (DTLF)
- Framework contract for legal, socio-economic and technical assistance in the field of transport
- Framework contract for impact assessment and evaluation support studies in the field of transport
- Framework contract for legal assistance in transposition of EU legislation and compliance
- Framework contract for support in the development of EU air transport policy in relation with third countries and the internal market
- Framework contract for the provision of services to support the Network of Ambassadors for #DiversityInTransport

Implementation

Directorate-General for Mobility and Transport in agreement with other directorate-generals such as Translation, Joint Research Centre and Informatics where appropriate.

4. Actions implemented in indirect management

The global budgetary envelope reserved for actions implemented in indirect management in 2025 is EUR 545 600.

4.1 Contribution agreement with the European Union Agency for Railways (ERA) to support the System Pillar of Europe's Rail Joint Undertaking (EU-Rail JU)

Implementing entity

The European Union Agency for Railways (ERA) is a decentralised agency, falling under Article 70 of Regulation (EU, Euratom) 2024/2509 and may be entrusted with budget implementation tasks pursuant to Article 62(1), first subparagraph point (c)(iv), of Regulation (EU, Euratom) 2024/2509.

Description, including the objectives pursued and expected results

The European Union Agency for Railways (ERA), as the European Authority for the European Railway Traffic Management System (ERTMS) and Telematics Applications, will provide technical assistance to the European Commission related to the assessment of digital solutions developed by Europe's Rail Joint Undertaking in the context of the System Pillar.

ERA will assess that the output of the System Pillar meets the criteria of interoperability, safety and security established by the legislator by

- formulating requests to the System Pillar Steering Group on progress and output;
- raising concerns where developments may be contrary to the objectives of interoperability, security and safety, and
- producing recommendations to amend the relevant Technical Specifications for Interoperability (TSIs) or to introduce new regulation for the implementation of the System Pillar.

This action is expected to contribute to the timely development of technical rules in the area of design, production and maintenance of systems and components for the ERTMS and the deployment of solutions developed by EU-Rail JU, with the objective to accelerate the digitalisation and interoperability of the Single European Railway Area.

4.2 Contribution agreement with Europe's Rail Joint Undertaking (EU-Rail JU) on the acceleration of the System Pillar

Implementing entity

Europe's Rail Joint Undertaking (EU-Rail JU) is a public-private partnership body, falling under Article 71 of Regulation (EU, Euratom) 2024/2509 and may be entrusted with budget implementation tasks pursuant to Article 62(1), first subparagraph point (c)(iv) of Regulation (EU, Euratom) 2024/2509.

Description, including the objectives pursued and expected results

The objective of this action is to accelerate the pace of operational harmonisation supporting the development of the Single European Railway Area.

Currently, the European Train Control System by Member States is implemented in different ways by Member States leading to actual lack of harmonisation in operational processes. It is therefore necessary to develop a harmonised target system consisting in radio-based

ERTMS without lineside signalling. In the context of the ongoing work on the System Pillar, EU-Rail JU will provide technical expertise that will contribute to

- define a set of application profiles based on harmonised objectives and requirements translating into harmonised operational processes;
- use formal Model Based System Engineering approaches, similar to other industries such as automotive, aviation, defence, energy, and telecoms, to frame the development of the rail system, and
- harmonise the system architecture approach at European level, including operational and engineering rules and implementation.

5. *Other actions or expenditure*

5.1 **Support the implementation of CountEmissions EU Regulation – Creation and maintenance of EU databases and quality checklist for default values**

Amount

EUR 600 000

Implementing entity

The European Environment Agency (EEA) is a decentralised agency, falling under Article 70 of Regulation (EU, Euratom) 2024/2509 and may be entrusted with budget implementation tasks pursuant to Article 62(1), first subparagraph point (c)(iv) of Regulation (EU, Euratom) 2024/2509.

Description, including the objectives pursued and expected results

The Commission proposal for a Regulation on the accounting of greenhouse gas emissions of transport services (CountEmissionsEU)³ provides that the European Environment Agency (EEA) will develop, maintain and update the core EU database of emission intensity factors and the central EU database of energy emission factors. It will also create and perform quality checks of third-party emission intensity factor databases.

Subject to the adoption of the Regulation, the Commission will conclude a Service Level Agreement with the EEA to finance the IT expertise and infrastructure required by the Regulation for the core and central EU databases, the quality checklist for default values, the assessment of legislation and data from third parties and agencies, in collaboration with other projects financed by the EU research programme.

The action will result in a reliable, accurate and harmonised accounting system for greenhouse gas emissions in transport with the objective to encourage sustainability, innovation and behavioural change towards sustainable transport options.

5.2 **On-site assessment visits in States of the Safety List in the framework of EU Regulation (EC) No 2111/2005**

Amount

EUR 50 000

³ COM(2023) 441 final of 11.7.2023

Description, including the objectives pursued and expected results

Based on Regulation (EC) No 2111/2005, the Commission may impose or remove total bans or partial restrictions on air carriers from third countries coming to the EU. In this context, and in accordance with Commission Regulation (EC) No 473/2006 (article 3(4)) and Commission Implementing Regulations (EU) amending Regulation (EC) No 474/2006 establishing the EU Air Safety list, experts from the Commission, the European Aviation Safety Agency (EASA) and the Member States may carry out assessment missions to verify compliance with international safety standards and identify safety deficiencies of the air carriers and/or their oversight authorities.

The primary aim of EU on-site assessment visits is to verify whether air carriers and/or national civil aviation authorities (NCAAs) responsible for the oversight of the air carriers meet relevant international safety standards (mainly found in the Chicago Convention and its Annexes as well as, where applicable, in relevant Union law) taking into account the ability and willingness of an air carrier and/or the relevant competent authorities responsible for the oversight of an air carrier to address safety deficiencies.

In particular, EU on-site assessment visits seek to: - verify that NCAAs are able to conduct effective oversight and to confirm compliance with safety regulations of air carriers certified in the State; - confirm that NCAAs are able to detect any significant safety risks within an air carrier and act in an effective manner to contain the risk; - confirm that air carriers are able to ensure compliance with national civil aviation regulations and are able to identify and take effective action concerning any safety risks to their operations; - verify that the measures taken by NCAAs to address the safety concerns which led to a ban are effective and sustainable.

In order to achieve the objectives of the EU on-site assessment visit, the following principle areas within the NCAA and the air carriers can be reviewed (non-exhaustive):

- NCAA: organisation and resources; rules and regulations pertaining to oversight activity; details of certified air carriers; training of inspecting staff; certification and continued oversight activity; system for the follow-up and closure of findings; system for taking enforcement action.
- Air carriers: Quality Management System; Safety Management System; Airworthiness Management System; control over their operations.

A visit generally lasts for one or two weeks and consist of four or five experts specialised in the different aspects of aviation safety (legislation/standards, organisation of the authorities, personnel licensing, operations, airworthiness and maintenance, accident and incident investigations). The assessment visits are steered by Commission experts, who are directly responsible for the implementation of Regulation (EC) No 2111/2005 and are in direct contact with the carriers and the authorities affected by the bans or restrictions.

Missions are planned to countries where the safety standards decline to a level where it could be necessary to put them on the EU Air Safety List. However, in case of unforeseen events requiring urgent safety interventions, other countries may be selected for an assessment visit.

Implementation

Directorate-General for Mobility and Transport

5.3 Aviation security inspections: missions and meetings, equipment and services

Amount

EUR 420 000

Description, including the objectives pursued and expected results

The Directorate-General for Mobility and Transport carries out aviation security inspections in Member States and in third countries in accordance with Article 15(1) of Regulation (EC) No 300/2008 on common rules in the field of civil aviation security.

The amount of EUR 420 000 is required to:

- Carry out inspection and evaluation missions to airports and appropriate authorities of Member States, Switzerland and third countries (US, Canada, etc.).
- Carry out consultation missions to Member States, Switzerland and third countries (US, Canada, etc.).
- Organise meetings with policy advisers and national auditors who participate in inspections through a Commission mandate (peer-review system).

The above budget is divided into three parts:

1. Aviation security inspection **missions** of Commission and national inspectors, which includes: inspections of appropriate authorities, airport inspections, follow-up inspections at airports, airport visits 'Article 15' (i.e. immediate correction checks in case of serious deficiencies), missions in the framework of international cooperation (European Free Trade Association (EFTA), Surveillance Authority, International Civil Aviation Organization (ICAO), Transport Security Administration (TSA), Canada, etc.) and third country evaluations in the context of One Stop Security.

2. Aviation security inspection **meetings** with national inspectors to train and improve national quality control: annual information meeting with national auditors (currently 89), including a social event, training meeting for newly nominated national auditors by their Member State, meeting of an inspection working group to advance some legislative work or to clarify the interpretation of legislation.

3. Renewal of the inspectors' **equipment** (protective clothing, test objects, tablets, cameras, etc.) and **training**. Inspectors could follow aviation security training courses offered by outside organisations (e.g. the European Aviation Security Training Institute (EASTI)) that do not exist in the Commission's catalogue. Transport during training of national auditors may be required. As part of an annual training and networking event among all aviation security inspectors at European level, a catering service or restaurant may be required.

Implementation

Directorate-General for Mobility and Transport

5.4 Maritime security inspections

Amount

EUR 300 000

Description, including the objectives pursued and expected results

Both Regulation 725/2004 and Directive 2005/65 charge the Commission with maritime security inspections in order to verify compliance of the implementation by the Member States. The Commission shall implement the Memorandum of Understanding between DG Mobility and Transport and the US Coast Guard.

Commission maritime security inspections have taken place since 2005. Commission inspections are managed and carried out by a small team of 4 maritime security inspectors. Each mission comprises a series of inspections by teams of minimum two, joined by one European Maritime Safety Agency (EMSA) official per inspection, and in the context of mutual trust building by a national inspector.

Maritime security inspections cover: a) national administrations; b) ports; c) port facilities and ships; d) Recognised Security Organisations and companies; e) following national inspections and verifications on EU flagged ships outside the EU. Follow-up inspections are also scheduled on a sample basis in case of rectification of serious deficiencies.

In 2013, the Commission concluded a Memorandum of Understanding with the US Coast Guard on mutual recognition of maritime security inspections. One of the requirements is an annual visit in the respective premises (Commission / US Coast Guard) in order to perform a desktop analysis of the other party's inspection work. Reciprocal visits to ports are also carried out annually in the EU and in the US. As the team of the US Coast Guard comprises several participants, the Commission should send the equivalent number of participants, both from inspection and policy team to verify the US results, in order to guarantee full reciprocity. Representatives of Member States which host the US Coast Guard in their ports are invited to join the delegation of Commission officials.

The budget of EUR 300 000 covers the following costs:

1. Maritime security inspections: missions of Commission inspectors plus national inspectors.
2. Meetings with national inspectors in order to improve national quality control.
3. High level training of inspectors.
4. Equipment, in particular for safety and health at work when on inspection.
5. Missions to the US in the framework of the implementation of the MoU with the US Coast Guards.

Implementation

Directorate-General for Mobility and Transport