



Brussels, 17.10.2019
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COMMISSION DECISION

of 17.10.2019

**on the adoption of the annual work programme in the field of mobility and transport for
2020**

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

Whereas:

- (1) In order to ensure the implementation of general actions in the area of mobility and transport, it is necessary to adopt an annual financing decision, which constitutes the annual work programme for 2020. Article 110 of Regulation (EU, Euratom) 2018/1046 (the Financial Regulation) establishes detailed rules on financing decisions.
- (2) It is appropriate to authorise the award of grants without a call for proposals and to provide for the conditions for awarding those grants.
- (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 allow changes which should not be considered substantial for the purposes of Article 110(5) 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 general actions in the area of mobility and transport for 2020, as set out in the Annex, is adopted.

¹ OJ L 193, 30.7.2018, p.1.

Article 2
Union contribution

The maximum Union contribution for the implementation of the programme for 2020 is set at EUR 12 500 000, and shall be financed from the appropriations entered in the following lines of the general budget of the Union for 2020:

- (a) budget line 06.0205 Support activities to the European transport policy and passenger rights including communication activities : EUR 11 000 000;
- (b) budget line 06.0206 Transport security : EUR 1 500 000.

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

The implementation of this Decision is subject to the availability of the appropriations provided for in the draft general budget of the Union for 2020, 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 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 the first paragraph of Article 2 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
Adjustment clause

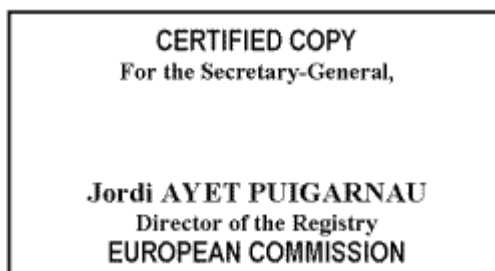
The maximum Union contribution set in the first paragraph of Article 2 may be adjusted to the amount of appropriations decided by the budgetary authority in the general budget of the Union for year 2020 if the change does not exceed 20%.

Article 5
Grants

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, 17.10.2019

For the Commission
Violeta BULC
Member of the Commission



ANNEX

Work programme for 2020 in the field of mobility and transport

1. Introduction

On the basis of the objectives given in the basic acts and the budget remarks referred to in the present Decision and below, this work programme contains the actions to be financed in the following fields and the budget breakdown for the year 2020 as follows:

- a) for grants (implemented under direct management) (point 2),
- b) for procurement (implemented under direct management) (point 3),
- c) for other actions or expenditure (point 4).

2. Grants

The global budgetary envelope reserved for grants under this work programme amounts to EUR 1 000 000 on budgetary line 06.020500 and EUR 250 000 on budgetary line 06.020600.

2.1 Award of grants without a call for proposals to support Member States for translating International Agreements on transport of dangerous goods into their official languages;

Legal basis

Article 195 (d) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012;

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).

Budget line : 06.0205 Support activities to the European transport policy and passenger rights including communication activities.

Objectives pursued

The purpose of the proposal is to provide specific grants for translations of technical international rules and their modifications when no official language version is available (only English, French and partly German are available).

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.

Type of applicants targeted by the direct award

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 Union.

Description of the activities to be funded by the grants awarded without a call for proposals on the basis of Article 195 (d) of the Financial Regulation

International agreements on the transport of dangerous goods, ADR(road), RID(rail) and ADN(inland waterways) are available in English and French, while RID are also available in German. They contain approximately 1200 pages each which have to be regularly updated.

Article 8(2) of Directive 2008/68/EC includes a legal obligation to provide financial support to the Member States for translation of agreements and amendments thereto into the official languages. The majority of Member States have finalised the full translation of the Directive, but the technical annexes, which are each 1 000 pages long, are updated every two years. Member States may choose the language of the original text.

For 2020 we expect to receive requests for translation of the modification of the technical annexes from most Member States (except those who use the original languages and some who choose not to benefit from the grant). Additionally some Member States still have not requested support for the totality of the translation of the Directive itself, which they are entitled to do in the frame of this exercise for a maximum grant of EUR 25 000. For 2020 we expect between 25 and 30 requests, between EUR 2 000 and 4 000 each, for a total amount of about EUR 100 000.

Beneficiaries are local competent authorities in the Member States which enforce the concerned Directive. As the Directive has an impact on several transport modes (road, rail and inland navigation), these local authorities may be different in each Member State.

Implementation DG MOVE – indicative amount EUR 100 000.

2.2 Award of a grant without a call for proposals to the International Civil aviation Organization (ICAO) for activities such as the financing of experts at ICAO, technical assistance projects under Regulation 2011/2005/EC and other cooperation activities

Legal basis

Article 195 (c) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013,

(EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012;

The Convention on International Civil Aviation signed in Chicago on 7 December 1944 (hereinafter referred to as the 'Chicago Convention') establishes the International Civil Aviation Organization (ICAO) as a UN specialized agency to manage the administration and governance of the Convention on International Civil Aviation (Chicago Convention). It is therefore a de jure monopoly.

The Council Decision 2012/243/EU of 8 March 2012 and the Memorandum of Cooperation, between the European Union and the International Civil Aviation Organization, in particular Article 4(e) and 5.1.6, provide a framework for enhanced cooperation and lay down procedural arrangements between the two parties.

Budget line : 06.020500 Support activities to the European transport policy and passenger rights including communication activities.

Objectives pursued

Supporting a strengthened/enhanced cooperation between the Union and ICAO in order to ensure that Union interests (including of an industrial nature) are better taken into consideration by ICAO and supporting convergence between Union and international priorities.

Expected results

Strengthened/enhanced cooperation between the Union and the International Civil Aviation Organization (ICAO) in priority areas of the Commission, and in particular aviation safety, aviation security, environmental protection and air traffic management

Type of applicants targeted by the direct award

ICAO is a United Nations (UN) specialised agency acting as the unique global forum for civil aviation. It was created by the Chicago Convention of 1944 to which all EU Member States have adhered to and are therefore contracting parties. ICAO aims at developing and harmonising at global level the standards and rules covered by the Chicago Convention and its annexes (covering inter alia aviation safety, security, environment protection and air traffic management). Most of those areas are under the full competence of the Union and the Union legislation in these areas is largely based upon the ICAO rules.

A 3-year Framework Partnership Agreement was established between the Union and ICAO in 2018 for the period 2018-2020 to cover the implementation of the activities set out in the EU-ICAO Memorandum of Cooperation. DG MOVE will use Annual Specific

Agreements (SA).

Financing the posting of Union Civil Aviation experts in ICAO in Montréal (Canada) and other forms of cooperation between the Union and ICAO will allow DG MOVE to implement the objectives of the Memorandum of Cooperation in the areas of aviation safety, aviation security, air traffic management and environmental protection.

Description of the activities to be funded by the grant awarded without a call for proposals on the basis of point (c) of Article 195 FR

The strengthened cooperation with ICAO will materialise through a series of concrete actions:

- financing of a number of experts in sections within ICAO which are of key European interest.
- promotion of the recognition and role of Regional Aviation Systems and their RSOO (Regional Safety Oversight Organizations) component;
- cooperation with ICAO on safety, aircraft automation, air navigation and unmanned aircraft;
- provision of technical expertise and assistance, with a focus on countries with safety oversight problems, of specific relevance to Europe.

It is planned to use Specific Agreements (SA) under the 3-year Framework Partnership Agreement (FPA) established between the Commission and ICAO in 2018 (the period 2018-2020) as per the EU-ICAO Memorandum of Cooperation.

In 2019, the main activity was to contribute financially for the posting of three EU Civil Aviation experts at ICAO headquarters in the areas of security, Air Traffic Management and environmental protection for rule-making. The EU can benefit largely from these activity as EU legislation in Civil Aviation is largely based upon ICAO rules. Support activities are set to continue in 2020.

Implementation DG MOVE in cooperation with other DGs where relevant – indicative amount EUR 440 000.

2.3 Award of a grant without a call for proposals to the International Civil aviation Organization (ICAO) for financing an aviation security expert at ICAO.

Legal basis

Article 195 (c) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No

283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012;

The Convention on International Civil Aviation signed at Chicago on 7 December 1944 (hereinafter referred to as the 'Chicago Convention') establishes the International Civil Aviation Organization (ICAO) as a UN specialized agency to manage the administration and governance of the Convention on International Civil Aviation (Chicago Convention). It is therefore a de jure monopoly.

The Council Decision 2012/243/EU of 8 March 2012 and the Memorandum of Cooperation, between the European Union and the International Civil Aviation Organization, in particular Article 4(e) and 5.1.6, provide a framework for enhanced cooperation and lay down procedural arrangements between the two parties.

Budget line: 06.0206 Transport security

Objectives pursued

Supporting a strengthened cooperation between the Union and ICAO in order to ensure that Union interests (including of an industrial nature) are better taken into consideration by ICAO and supporting convergence between Union and international priorities.

Expected results

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

Type of applicants targeted by the direct award

ICAO is a United Nations (UN) specialised agency acting as the unique global forum for civil aviation. It was created by the Chicago Convention of 1944 to which all the Union Member States have adhered and are therefore contracting parties. ICAO works to develop and harmonise at global level the standards and rules covered by the Chicago Convention and its annexes (covering inter alia aviation safety, security, environment protection and air traffic management). Most of these areas are under full competence of the Union and the Union legislation on these areas is largely based upon the ICAO rules.

A 3-year Framework Partnership Agreement was established between the Union and ICAO in 2018 for the period 2018-2020 to cover the implementation of the activities set out in the EU-ICAO Memorandum of Cooperation. DG MOVE will use use Annual Specific Agreements (SA).

Financing the posting of Union Civil Aviation experts in ICAO in Montréal (Canada) and other forms of cooperation between the Union and ICAO will allow DG MOVE to implement the objectives of the Memorandum of Cooperation in the areas of aviation safety, aviation security, air traffic management and environmental protection.

Description of the activities to be funded by the grant awarded without a call for proposals on the basis of point (c) of Article 195 FR

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

According to the framework agreement the expert has to come from a Union Member States' aviation industry or from National Aviation Administrations; the expert will support the Secretariat in the implementation of the Global Aviation Security Plan (GASeP) through:

- appropriate preventive measures including enhanced screening for passengers, cargo and mail, appropriate regulatory controls for passenger, cargo, the supply chain and service providers, guidelines for the selection and training people who implement security measures; options for using advance cargo information to enhance aviation security processes within the context of a risk management framework;
- common measures to be applied to freight carried on all cargo and passenger aircraft;
- strategic relationships with other organisations and alignment of regulatory provisions;
- ways and means to assist Member States in the implementation of GASeP; dissemination of best practice information;
- and technical support to ICAO-led and ICAO-coordinated assistance activities.

It is planned to use Specific Agreements (SA) under the 3-year Framework Partnership Agreement (FPA) established between the Commission and ICAO in 2018 (the period 2018-2020) as per the EU-ICAO MoC.

Implementation DG MOVE in cooperation with other DGs where relevant – indicative amount EUR 250 000.

2.4 Award of a grant without a call for proposals to ENCASIA-8-9: Support to safety activities managed by the European Network of Civil Aviation Safety Investigation Authorities during 2019-2020

Legal basis

Article 195 (d) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No

966/2012;

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 - (OJ L 295, 12.11.2010, p.35). Article 7(7) establishes that the Commission shall provide the European Network of Civil Aviation Safety Investigation Authorities (the "Network") with the necessary support, including but not limited to assistance for the preparation and organisation of its meetings, as well as for the publication of an annual report covering the activities of the Network.

Budget line: 06.0205 Support activities to the European transport policy and passenger rights including communication activities.

Objectives pursued

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. In accordance with paragraph 2 of Article 7 of Regulation (EU) 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 Union legislation will be emphasized.

Expected results

- ENCASIA shall seek to further improve the quality of the investigations conducted by safety investigation authorities. In particular, it shall encourage high standards in investigation methods and investigator training.
- The 'Peer Review' process should aim to improve aviation safety through the sharing of experience coming from safety investigations. The reports resulting from the peer reviews should contribute to enhance the implementation of the Regulation by the Member States.
- Development of the ENCASIA mutual support system in view to enhance cooperation and coordination within the Union, in particular to support safety investigation authorities with scarce resources when facing a major accident.
- Development of best practices to improve safety investigations and recommendations for the benefit of all the Union aviation system and of the Union citizens.

Type of applicants targeted by the direct award

The ENCASIA Network was established in accordance with Article 7 of Regulation (EU) 996/2010 that also includes the objectives in paragraphs 2 and 3(c). The eligibility of ENCASIA has already been established since it is identified as the beneficiary in the legal basis.

Description of the activities to be funded by the grant awarded without a call for proposals on the basis of point (d) of Article 195 FR

The activities to be financed during 2019-2020 will be:

- Training actions with a European dimension, in particular in view of mutual support between Member States notably in the case of complex accident investigations;
- Continue the Peer Review programme, with visits to a number of Member States (cycle covering several years).

Implementation DG MOVE - Indicative amount EUR 160 000

2.5 TISPOL - Award of a grant without a call for proposals to TISPOL: Pan-European awareness campaign on road safety

Legal basis

Article 195 (c) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012;

Budget line: 06.0205 Support activities to the European transport policy and passenger rights including communication activities.

Objectives pursued

The Commission is responsible for implementing the Union's policy in the field of road safety. In order to fulfil this responsibility, the Commission collaborates with organisations engaged in the areas of activity concerned, with whom it shares common general objectives.

The objective of this activity is to support the enforcement of road traffic rules at European level as envisaged in Directive (EU) 2015/413 by carrying out cross-border enforcement operations and information campaigns to increase public awareness on road safety and by sharing "best enforcement practice" in order to ensure equal treatment of drivers and reduce road fatalities and serious injuries.

Expected results

- enhanced road safety in Europe by improving the efficiency of road traffic rules enforcement;
- increased effectiveness of police forces in Europe by exchanging the best enforcement practice. At the end of the actions, road traffic police officers should be able, at their return to their home bases, to disseminate the best practice they learned and apply the

knowledge they acquired.

Type of applicants targeted by the direct award

The TISPOL Network Organisation (expected to be renamed ROADPOL in 2019) is a non-profit making organisation and unique European Traffic Police Network made up of representatives of 30 European countries – 28 EU Member States, as well as Norway and Switzerland (+ Turkey as possible member). TISPOL has been established by the traffic police forces of Europe in order to improve road safety and law enforcement on the roads of Europe. Its main priority is to reduce the number of people being killed and seriously injured on Europe's roads. TISPOL works with each Member State to recognize good practice and disseminate learning. It also supports Member States, as they identify and address challenges in achieving a reduction in road deaths and serious injuries. The delivery of European wide joint cross-border enforcement/policing operations is an effective element of the TISPOL work to save lives and to make the roads safer and more secure for all European citizens. Furthermore, the TISPOL supports the security of the road network by tackling criminality and cross-border crime e.g. human trafficking. Its activities are guided by research, intelligence, information and experience, while producing measurable results. The grant is exclusively focused on the cross-border co-operation between the police authorities in charge of enforcement of road traffic rules. There is no other or similar platform like the TISPOL established in Europe to support road traffic police forces, which covers learning, training and communication activities.

Description of the activities to be funded by the grant awarded without a call for proposals on the basis of point (c) of Article 195 FR

The action will consist of approx. 10 European-wide cross-border enforcement operations on the main routes/transport corridors through Eastern and Western Europe (including on rural roads where half of fatal accidents happen). In addition, the action will include the organisation of approx. 4 thematic seminars, 1 international road safety conference, 1 EU-wide road safety awareness raising campaign (Project EDWARD) and 30 police officer exchanges. The action will run over 1 year and cover all EU Member States + Norway and Switzerland and be focused on the offences under the scope of Directive (EU) 2015/413. The action should include less road safety performing EU Member States, as well as third (non-EU) countries to the extent possible.

Implementation DG MOVE and other DGs if relevant - Indicative amount EUR 300 000

3. Procurement

The global budgetary envelope reserved for procurement contracts in 2020 amounts to EUR 9 937 500 on budgetary line 06.020500 and EUR 460 000 on budgetary line 06.020600.

3.1 Actions to support the European transport policy and passenger rights – Budgetary line 06.020500

Legal basis

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

General description of the actions envisaged

These actions will include:

- *Conferences and communication activities*
- *Consultancy and studies, including evaluations and impact assessments*
- *Development and maintenance of operational IT systems*
- *Translation of transport related documents*
- *Launch of a call for the award of a new framework contract for Trans-European Transport (TEN-T) network modelling.*

Implementation

Communication activities are co-delegated to DG COMM; some consultancy will be delegated to the JRC through a specific administrative arrangement; publications are co-delegated to OPOCE; some IT development and maintenance are co-delegated to DIGIT through dedicated memorandums of understanding; translations are co-delegated to DGT.

3.2 Actions to support the transport security policy – Budget Line 06.020600

Legal basis

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

General description of the actions envisaged

These actions will include:

- *Conferences and communication activities*
- *Consultancy and studies, including evaluations*
- *Development and maintenance of operational IT systems, in particular the Air cargo Database (Union database on supply chain security)*

Implementation

Some IT development and maintenance are co-delegated to DIGIT through dedicated memorandums of understanding; the other actions are implemented by DG MOVE

4. Other actions or expenditure

4.1 Safety inspections – On-site missions Budget line: 06.020500

Legal Basis

REGULATION (EC) No 2111/2005 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier, and repealing Article 9 of Directive 2004/36/EC (OJ L 344, 27.12.2005, p.15) and in particular, Article 4 thereof.

Objectives pursued

According to 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, EASA (European Aviation Safety Agency) and the Member States may carry out assessment missions to check on the spot and to identify safety deficiencies of the air carriers and their oversight authorities.

Expected results

The on-site assessment visits will assess whether banned air carriers meet the relevant safety standards (international safety standards contained in the Chicago Convention and its Annexes as well as, where applicable, those in relevant Community law) taking into account the ability and/or willingness of an air carrier and of the authorities responsible for the oversight of an air carrier to address safety deficiencies. Based on these assessments the European Commission will update the EU safety lists.

Description

On-site visits seek to:

- verify that the measures taken by Civil Aviation Authorities (CAAs) to address the safety concerns which led to a ban are effective and sustainable;
- confirm that CAAs are able to conduct effective oversight and to confirm compliance with safety regulations of air carriers certified in the State;
- confirm that CAAs 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.

Implementation: visits will be steered by DG MOVE, who is directly responsible for the implementation of Regulation (EC) No 2111/2005 and is in direct contact with the carriers and the authorities affected by the bans or restrictions. Indicative amount EUR 62 500.

4.2 Security inspections

Budget line 06.020600

Legal basis

Aviation

Article 15(1) of 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 and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72.) on Commission inspections.

Maritime: Regulation 725/2004 Article 9, Directive 2005/65 Article 13.

Objectives pursued

Aviation

According to article 15(1) of Regulation (EC) No 300/2008, the Commission must monitor Member States' compliance with EU aviation security legislation.

Maritime

Both Regulation 725/2004 and Directive 2005/65 charge the Commission to perform maritime security inspections, to verify compliance of the implementation by the Member States.

In addition, 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.

Expected results

Aviation

The Commission will submit an inspection report to the appropriate authority of the Member State concerned, which shall, in its answer, set out the measures taken to remedy any identified deficiencies.

Maritime

The Commission shall communicate the inspection reports to the Member State concerned, which shall indicate sufficient details of the measures taken to remedy any shortcomings within three months of receipt of the report.

Description

Aviation

DG MOVE carries out aviation security inspections in Member States and in third countries to monitor the application of European aviation security legislation.

Inspection, evaluation and consultation missions take place in airports and appropriate authorities of Member States, Switzerland and third countries (US, Canada, etc.). DG MOVE also organizes meetings with policy advisers and national auditors who participate in inspections through a Commission mandate (peer-review system). Transport and catering may be needed during these missions.

Some equipment, including protective clothing, test objects, laptops, cameras, etc. will be purchased in 2020 in order to renew the equipment of the inspectors.

Aviation security training courses offered by outside organizations (eg the European Aviation Security Training Institute (EASTI)) will eventually be followed by inspectors.

Maritime

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

- national administrations
- ports
- port facilities and ships
- recognised Security Organizations and companies
- following national inspections and verifications on EU flagged ships outside the EU

Follow-up inspections are also planned 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 Union and in the US.

Implementation DG MOVE – Indicative amount EUR 790 000.