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**COMMISSION DECISION**

**of 20.4.2021**

**on the adoption for 2021 of Actions financed under the prerogatives of the Commission and its specific powers: Support activities to the European transport policy, transport security and passenger rights including communication activities**

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### **on the adoption for 2021 of Actions financed under the prerogatives of the Commission and its specific powers: Support activities to the European transport policy, transport security and passenger rights including communication activities**

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 966/2012<sup>1</sup>, and in particular Article 58(2)(d) and Article 110 thereof,

Whereas:

- (1) In order to ensure the implementation of the actions financed under the prerogatives of the Commission in the field of transport, as set out in the Annex, it is necessary to adopt an annual financing decision for 2021. Article 110 of Regulation (EU, Euratom) 2018/1046 ('the Financial Regulation or FR') 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) Pursuant to Article 62(1)(c) of the Financial Regulation indirect management is to be used for the implementation of the programme.
- (4) 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 154(3) of the Financial Regulation. To this end, such entities and persons are to be subject to an assessment of their systems and procedures in accordance with Article 154(4) of the Financial Regulation and, if necessary, to appropriate supervisory measures in accordance with Article 154(5) of the Financial Regulation before a contribution agreement can be signed.
- (5) It is necessary to allow for the payment of interest due for late payment on the basis of Article 116(5) FR.
- (6) In order to allow for flexibility in the implementation of the support activities in the field of transport, it is appropriate to allow changes which should not be considered substantial for the purposes of Article 110(5) FR.

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<sup>1</sup> OJ L 193, 30.7.2018, p.1.

HAS DECIDED AS FOLLOWS:

*Article 1*

*Actions financed under the prerogatives of the Commission in the field of transport*

The annual financing decision for the implementation of the actions financed under the prerogatives of the Commission in the field of transport for 2021, as set out in the Annex, is adopted.

*Article 2*

*Union contribution*

The maximum Union contribution for the implementation of the actions financed under the prerogatives of the Commission in the field of transport for 2021 is set at EUR 16 400 000, transfers and additional appropriations included, and shall be financed from the appropriations entered in the following item of the general budget of the Union:

02 20 04 01 - *Support activities to the European transport policy, transport security and passenger rights including communication activities*

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

*Article 3*

*Methods of implementation and entrusted entities or 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 point 4 of that Annex.

*Article 4*

*Flexibility clause*

Cumulated changes to the allocations to specific actions not exceeding 20% of the maximum contribution set in Article 2 of this Decision shall not be considered to be substantial within the meaning 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 support activities in the field of transport. The increase of the maximum contribution set in 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 5*

*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 2021 if the change does not exceed 20%.

*Article 6*  
*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 selected in accordance with point 2 of the Annex.

Done at Brussels, 20.4.2021

*For the Commission*  
*Adina-Ioana VĂLEAN*  
*Member of the Commission*

**Commission decision on the adoption for 2021 of Actions financed under the prerogatives of the Commission and its specific powers: Support activities to the European transport policy, transport security and passenger rights including communication activities**

***1. Introduction***

On the basis of the objectives given in the budget remarks, this work programme contains the actions to be financed and the budget breakdown for year 2021 as follows:

- ***Grants***
- ***Procurement***
- ***Actions implemented in indirect management***
- ***Other actions or expenditure***

Legal basis

Articles 58(2)(d) of the Financial Regulation (FR)

Budget line(s)

02 20 04 01 - Support activities to the European transport policy, transport security and passenger rights including communication activities - EUR 16 400 000.

Objectives pursued

The main objectives are to support the development and implementation of the Union's transport policy, including extension to third countries. Transport and mobility play a fundamental role in today's world. The aim of the Commission is to promote a mobility that is efficient, safe, secure and environmentally friendly and to create the conditions for a competitive industry generating growth and jobs. The issues and challenges connected to this require action at European or even international level; no national government can address them successfully alone. The Directorate-General for Transport (DG MOVE) works in concert with the European Union Member States, European industry, citizens and stakeholders.

These objectives include the definition, promotion, monitoring, evaluation and implementation of the rules and measures required to improve the security of inland, air and sea transport. This covers expenditure on the establishment and operation of a corps of inspectors to check compliance with the requirements of Union security legislation of airports, ports and port facilities, as well as ships flying the flag of a Member State.

In December 2020, the European Parliament and the Council agreed to launch the European Year of Rail 2021, based on a proposal by the Commission (DG MOVE)\*. This initiative supports the delivery of the European Green Deal objectives in the transport field by encouraging and supporting efforts of the Union, the Member States, regional and local authorities, and other organisations to increase the share of passengers and freight moving by

rail. In particular it will put the spotlight on rail and its many dimensions in 2021 – from areas such as research and innovation, to sustainable tourism, its importance for regional development, business and industry, employment, environment, rail’s role in culture and heritage – and for the EU recovery from the Coronavirus pandemic. To this end, DG MOVE has launched a dedicated corporate communication campaign, with the assistance of an external contractor (under DG COMM framework contract). This campaign includes in particular creating communications material to be used by the Commission, its institutional partners and various stakeholders, setting up and managing a dedicated website (<https://europa.eu/year-of-rail>), carrying out campaigns on traditional and social media as well as mapping and monitoring stakeholders’ activities/events organised as part of the European Year.

*\*Decision (EU) 2020/2228 of the European Parliament and of the Council of 23 December 2020 on a European Year of Rail (2021), OJ L 437 of 28.12.2020*

## Expected results

The results stem from the Commission’s prerogatives at institutional level, as provided for in Article 58(2)(d) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union.

This appropriation is intended to finance the activities necessary for the analysis, definition, promotion, monitoring, evaluation and implementation of the Union’s transport policy, for all transport modes (road, rail, air, sea and inland waterways).

This appropriation concerns 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 procurement and urban mobility, social and gender aspects as well as safety and protection of transport users.

This appropriation includes the financing of communication campaigns and dedicated funding to co-financing of projects under the European Year of Rail label for 2021.

## 2. Grants

The global budgetary envelope reserved in 2021 for *Grants* is EUR 1 250 000.

### 2.1 Grant to the International Civil Aviation Organization (ICAO) under the auspices of the EU-ICAO Memorandum of Cooperation

Type of applicants targeted by the direct award

Grant awarded without a call to bodies with a de jure or de facto monopoly, art. 195(c) FR

Description of the activities to be funded by the grant without a call of proposals

The Memorandum of Cooperation (MoC) between the EU and ICAO signed and provisionally applied since May 2010 (conclusion on 8 March 2012 and entry into force as of 29 March 2012) constitutes the framework for strengthened cooperation between the two organisations. The MoC covers areas of aviation for which both the EU and ICAO have responsibilities (i.e. safety, environment, Air Traffic Management -ATM- and aviation security).

This strengthened cooperation ensures the indispensable participation in and contribution to ICAO

initiatives in several key aviation policy areas which are being pursued at the global level. This includes inter alia the initiative to strengthen the safety of international aviation on a worldwide basis, or limit the environmental impact of aviation globally, in line with EU policies. It aims to ensure that European interests, (including of an industrial nature, for example in the area of the definition of worldwide technical standards) are better taken into consideration by ICAO. Through the agreement, ICAO will also be brought to accept, support and enhance the increasingly important role which Regional Aviation Systems, such as the EU, play in the current and future development of international aviation.

The strengthened cooperation with ICAO will materialise through a series of concrete actions, which will include, inter alia: - financing of a number of experts in sections within ICAO which are of key interest to European interests (including of an industrial nature), notably in the standard-setting (safety, ATM, security) and policy development (Environmental Protection) sections; - promotion of the recognition and role of Regional Aviation Systems and their Regional Safety Oversight Organizations (RSOO) component - involvement of, and cooperation with ICAO in safety issues arising from intensified automation of aircraft, air navigation and unmanned aircraft (drones) - provision of technical expertise and assistance, with a focus on countries with safety oversight problems, of specific relevance to Europe (because of the EU Safety List of banned airlines, or because of aviation agreements between the EU and such countries) - actions in the framework of the EU's initiative to strengthen international aviation worldwide. It is planned to use Specific Agreements (SA) under the 3-year Framework Partnership Agreement (FPA) between the EC and ICAO for the period 2021-2023 to cover the implementation of the activities set out in the EU-ICAO MoC. In recent years, the main activity was to contribute financially for the posting of EU Civil Aviation experts at ICAO headquarters in the areas of security, ATM and environmental protection for rule-making. The EU can benefit largely from these activities as EU legislation in Civil Aviation is largely based upon ICAO rules. These activities are set to continue. And as funds provide, other mutually agreed and beneficial activities may materialise.

In order to ensure that the EU-ICAO MoC is effectively implemented, has a concrete impact on ICAO's policy and rules, and provides credibility to the EC as partner of ICAO, it is necessary that a number of concrete actions are undertaken, for which sufficient budgetary means need to be available. Under the Framework Partnership Agreement for the period 2021-2023 a financial contribution to ICAO would total around EUR 3m over the three-year period between 2021-2023 in order to correspond with the triennial budget of ICAO for that same period. The 2021 amount of EUR 600 000 is therefore based on the understanding that it will constitute the first instalment in the 2021-2023 timeframe for the part (three experts - 3 x EUR 200 000) covered under DG Transport - Directorate Aviation while the expert on aviation security will be covered under a separate grant agreement.

The grant agreement will also co-finance focused technical assistance projects, notably in the framework of the EC initiative to strengthen the safety of international aviation worldwide and to assist the countries concerned by Regulation 2111/2005/EC, as well as the organisation of global/regional conferences on related issues. Collaborative activities may be undertaken in the other areas covered by the Memorandum of Cooperation and its associated Annexes, following a process of due consideration and joint decision taking.

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.

#### Implementation

Directorate-General Transport in cooperation with other DGs where relevant.

### **2.2 Grant to the International Civil Aviation Organization for the employment of an European cargo security expert in the context of the EU-ICAO Framework Partnership Agreement**

Type of applicants targeted by the direct award

Grant awarded without a call to bodies with a de jure or de facto monopoly, art. 195(c) FR

Description of the activities to be funded by the grant without a call of proposals

The proposed grant would provide ICAO with a technical expert who would be tasked to support the Secretariat in the implementation of the Global Aviation Security Plan (GASeP).

GASeP key priorities are: enhance risk awareness and response; develop security culture and human capability; improve technological resources and foster innovation; improve oversight and quality assurance; increase cooperation and support.

The expert should in particular have expertise in the areas of passenger and air cargo and mail security. The expert's tasks would include developing:

- 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 of 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.

The expert's budget, worth EUR 250 000, is based upon the ICAO salary grid as in previous years.

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.

#### Implementation

Directorate-General Transport in cooperation with other DGs where relevant.



## 2.3 Support to work to be carried out by the European Standardization Organizations (ESOs) for the development of the alternative fuels infrastructure

Type of applicants targeted by the direct award

Grant awarded without a call to bodies with a de jure or de facto monopoly, art. 195(c) FR

Description of the activities to be funded by the grant without a call of proposals

The objective is to develop and adopt the relevant standards by the European Standardization Organizations (ESOs) in order to ensure the interoperability for e-mobility and waterborne transport. These standards will be totally or partially included in the review of the Alternative Fuels Infrastructure Directive.

ESOs are requested to develop and adopt the following standards:

### Physical standards

- Recharging points for N-category motor vehicles (DC charging) - Electric recharging points for maritime vessels - Electric recharging points for inland waterways vessels - Hydrogen refuelling points for maritime H&FC vessels - Hydrogen refuelling points for inland waterways H&FC vessels - Methanol bunkering (refuelling system: nozzle, connection) - Ammonia bunkering (refuelling system: nozzle, connection)

### Electricity supply

- Static charging solution with automatic connection for roof mounted and ground-level power supply for e-buses (finalisation) - Static charging solution with automatic connection for N-category motor vehicles - Static wireless charging solution for e-buses and N-category motor vehicles - Propose to develop a standard for ground level power supply through inductive coils embedded in the road (dynamic wireless charging) for LDVs - Propose to develop a standard for overhead power lines (catenary) for Ncategory motor vehicles - Propose to develop a standard for ground level power supply through conductive rails N-category motor vehicles

### Communication protocols

The following communication areas should be covered: 1) EV and Charging Points 2) Charging points and back-end 3) Roaming 4) Communication with grid

ESOs will be mandated to develop and adopt the above-mentioned standards. Several ESOs working groups (WGs) will be involved in these activities. Therefore, a budget of EUR 100 000 per year -over 48 months- will be allocated to ESOs to support the coordination activities of the different WGs as well as the costs related to technical consultations, meetings, travels of the members of the WGs. A formal request substantiating the relevant elements will be received once the ESOs agree to do this work for the Commission.

According to Articles 1 and 10(1) of Regulation (EU) No 1025/2012 on European standardisation, the EU may use European standardisation as a policy tool to support application of Union legislation and policies for products and services. In this respect, the Commission may ask the European Standardisation Organisations (ESOs), through a standardisation request (mandate), to develop European standards which take into account public interests and the policy objectives stated in a request.

Implementation

Directorate-General Transport in cooperation with other DGs where relevant.

### 3. *Procurement*

The global budgetary envelope reserved in 2021 for *Procurement* is EUR 12 097 500.

#### 3.1. **Support activities to the European transport policy, transport security and passenger rights including communication activities**

General description of the contracts envisaged

- Consultancy and studies, including evaluations and impact assessments
- Conferences and communication activities
- Translation of transport related documents
- Development and maintenance of operational IT systems
- Publications on transport matters
- Framework service contract for Trans-European Transport (TEN-T) network modelling
- Framework contract for studies in air transport services (2022-2025)

Implementation

Directorate-General Transport

### 4. *Actions implemented in indirect management*

The global budgetary envelope reserved in 2021 for *Actions implemented in indirect management* is EUR 2 200 000.

#### 4.1 **EASA support to the SESAR project**

Implementing entity

European Union Aviation Agency (EASA) – Article 70 Financial Regulation

Description

The Commission shall implement EUR 450 000 budget indirectly as per article 62.1(c) of Financial Regulation.

According to Article 93(c) of Regulation (EU) 2018/1139, EASA shall provide technical assistance to the Commission (DG MOVE.E3) with regard to contributing to the implementation of the ATM (Air Traffic Management) Master Plan, including the development and deployment of the SESAR (Single European Sky ATM Research) project.

The Agency's support shall contribute to ensuring that safety, security and environmental requirements are fully integrated in the SESAR project's innovation cycle. In particular, the support shall enable the timely involvement of EASA in: the development of technical rules, such as those relating to the design, production and maintenance of systems and constituents for air traffic management and air navigation services, as well as for the personnel involved; and in the

deployment of SESAR solutions and the implementation of common projects in accordance with Regulation (EU) N° 409/2013.

## 4.2 GSA support to the Green Lanes application project

Implementing entity

European Global Navigation Satellite Systems Agency (GSA) – Article 70 Financial Regulation

Description

The Commission shall implement the budget indirectly as per article 62.1(c) of Financial Regulation.

According to Article 2(1) of Regulation (EU) No 1285/2013 on the implementation and exploitation of European satellite navigation systems, the European satellite navigation programmes administered by GSA, shall cover all the activities needed to define, develop, validate, construct, operate, renew and improve the European satellite navigation systems. These programmes shall also aim to maximise the socio-economic benefits of the European satellite navigation systems, in particular by promoting the use of the systems and fostering the development of applications and services based on those systems.

GSA developed the Green Lanes Android app in response to the COVID-19 pandemic in spring 2020. The app monitored traffic flow through EU's borders and assisted national border control authorities and truck drivers to ease the crossing of borders; this way it helped to support a fundamental EU principle - the free movements of goods and freight in the internal market. The app builds on the 'Green Lanes' concept following the guidelines from the Commission on 23 March 2020. Via these Green Lanes, freight vehicles should be able to cross the border within a maximum of 15 minutes. The contract has terminated on 7 September 2020. The upgraded Communication from the Commission on 28 October 2020 proposed to relaunch the application and develop it further by including additional border crossing points, covering Western Balkans Six countries, adding availability of ancillary services along the corridors, etc., and the Council Conclusions on contingency plan for freight transport also highlighted the need to continue the project.

The Agency's support shall contribute to ensuring that functionality of the app is fulfilled. In particular, the support shall enable to maintain realtime data access to border crossing time at border crossing points along the TEN-T network and to provide the necessary monitoring tools thereof for the interest of the Commission services. By doing so, the support of GSA should contribute to ensure fluid freight transport in the EU and contribute to make the sector more crisis-proof, as per requested by the Council.

GSA is best suited to continue maintaining and developing further the app as the know-how, technical expertise and experience lie within the Agency and re-creating these competences within the Commission would cost more time and resources than indirect management of the project. Therefore the indirect management of the maintenance and further development of the app by GSA is justified.

The budget of EUR 500 000 covers two years of maintenance and development of the application.

### 4.3 EASA for a Common Passenger Locator Form

Implementing entity

European Union Aviation Agency (EASA) – Article 70 Financial Regulation

Description

The Commission shall implement the budget indirectly as per article 62.1(c) of Financial Regulation. Following the Commission Communication on additional Covid response measures COM(2020)687

<http://www.cc.cec/sg/vista/view/main/home.jsf>

<https://ec.europa.eu/transparency/regdoc/>

<https://eur-lex.europa.eu/homepage.html>

Directorate-General Transport is asked to follow up on a common digital European Passenger Locator Form. The action will be implemented by the European Union Aviation Safety Agency (EASA) and will have an estimated cost of EUR 500 000. The European Centre for Disease Prevention and Control (ECDC) will be operating the platform once it will be used with real data.

#### A Common Passenger Locator Form

Passenger Locator Forms help Member States undertake risk assessment of arrivals and enable contact tracing. The Council has agreed to work towards a **common digital European Passenger Locator Form** which would help both the swift processing of the information and improve data exchange between Member States.

Work has been under way since July 2020 to develop this approach\* so that a common system can be put in place. Full respect for data protection requirements is needed. Each EU Member State would have access only to their national data, and personal data exchange for contact tracing would occur through existing channels. The pilot phase, which allowed Member States to prepare for its use and pave the way to launch the EU Passenger Locator Form, was completed in December 2020. It was financed from the Emergency Support Instrument (Council Regulation (EU) 2016/369 of 15 March 2016). The next phase of the project aims to connect the existing digital systems in Member States by Q2 2021 and all Member States, should they develop digital systems, by Q3 2021.

*\*Communication on Short-term EU health preparedness for COVID-19 outbreaks, COM/2020/318 final, 15 July 2020.*  
[https://ec.europa.eu/info/sites/info/files/communication\\_-\\_short-term\\_eu\\_health\\_preparedness.pdf](https://ec.europa.eu/info/sites/info/files/communication_-_short-term_eu_health_preparedness.pdf)

### 4.4 ERA support to the rail system

Implementing entity

European Union Agency for Railways (ERA) – Article 70 Financial Regulation

Description

The Commission shall implement the budget indirectly as per article 62.1(c) of Financial Regulation.

According to Article 41 of Regulation (EU) 2016/796, ERA shall provide technical assistance to the Commission (Directorate-General Transport) with regard to contributing to the implementation

of Union legislation aimed at enhancing the level of interoperability of railway systems.

The Agency's support shall contribute to ensuring the timely involvement in: the development of technical rules, such as those relating to the design, production and maintenance of systems and constituents for the European Railway Traffic Management (ERTMS) and related projects for the development of automated train operations, train positioning, traffic management and digital automatic couplings, as well as for the personnel involved; and in the deployment of solutions developed in the Shift2Rail Joint Undertaking and the implementation of common projects in accordance with Regulation (EU) N° 642/2014.

ERA is to act as the ERTS System Authority, managing the regulatory process either through Technical Specifications for Interoperability or, if appropriate, standards through the coordinated activities of the European Standardization bodies (CEN-CENELEC and ETSI).

ERA facilitates the consensus among the railway actors and the national authorities on binding rules applicable to all railways in the whole EU. According to the 4<sup>th</sup> Railway Package, ERA is uniquely positioned as the only authority in Europe entrusted with the harmonisation of technical and safety regulations on the one hand, and with the direct responsibility to verify their correct implementation in products and systems on the other hand.

EUR 250 000 per annum are to cover one full time project manager in charge of the coordination of ERA experts, sector working groups, and interfacing with the Shift2Rail management, plus a total of one full-time equivalent distributed between safety and interoperability expertise. The total budget for three years is EUR 750 000.

## 5. *Other actions or expenditure*

The global budgetary envelope reserved in 2021 for *Other actions or expenditure* is EUR 852 500.

### 5.1 Aviation security inspections: missions and meetings, equipment and services

Amount

EUR 415 000

Description

DG Transport carries out aviation security inspections in Member States and in third countries according to Regulation (EC) 300/2008.

**For mission and meeting** EUR 400 000 are 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.), and
- organise meetings with policy advisers and national auditors who participate in inspections through a Commission mandate (peer-review system).

The above budget covers the following activities:

1. Aviation security inspection missions of Commission inspectors plus national inspectors for

EUR 310 000. It includes: inspections of appropriate authorities, airport inspections, follow-up inspections at airports, airport visits 'Article 15' (= 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), Transportation 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 for EUR 90 000. It includes: annual information meeting with national auditors (currently 102), 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).

**For equipment and services** EUR 15 000 are required to upgrade the inspectors' equipment (protective clothing, test objects, laptops, cameras, etc.) and for training.

Inspectors could potentially follow aviation security training courses offered by outside organisations (eg the European Aviation Security Training Institute (EASTI)) that do not exist in the Commission's EU Learn catalogue.

Transport (eg bus) during training of national auditors might 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.

The amount of EUR 15 000 will cover:

- EUR 3 000 for inspection objects (protective clothing, test objects, laptops, cameras, etc.);
- EUR 6 000 for external training courses in aviation security;
- EUR 6 000 for catering service or restaurant.

## 5.2 Maritime security inspections

Amount

EUR 375 000

Description

Both Regulation 725/2004 and Directive 2005/65 charge the Commission of 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 Transport and the US Coast Guard.

Commission maritime security inspections take 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 375 000 covers the following expenditure:

1. Maritime security inspections: missions of Commission inspectors plus national inspectors, EUR 210 000.
2. Meetings with national inspectors in order to improve national quality control, EUR 100 000.
3. High level training of inspectors, EUR 35 000.
4. Equipment, in particular for safety and health at work when on inspection, EUR 5 000.
5. Missions to the US in the framework of the implementation of the MoU with the US Coast Guards, EUR 25 000.

### **5.3 On-site assessment visits in States of the Safety List in the framework of EU Regulation**

Amount

EUR 62 500

Description

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.

The primary aim of on-site assessment visits is to 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 Union 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.

In particular, 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.

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

CAA: - The organisation and resources; - The rules and regulations pertaining to oversight activity; - The details of certified air carriers; - The training of inspecting staff; - The certification and continued oversight activity; - The system for the follow-up and closure of findings; - The system for taking enforcement action.

The air carriers: - Quality Management System; - Safety Management System; - Airworthiness Management System.

Typically, a visit should last 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 visits should be steered by DG Transport 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.

The cost of the visits to the affected countries to perform the required activities is calculated on the basis of expenses of experts to be recruited for the specific missions. It does not consider the expenses of DG Transport or EASA personnel which could also participate to these actions. The missions of Commission staff are paid under missions' budget. EASA experts are not reimbursed by the Commission.

The total budget for 2021 is EUR 62 500. This budget is calculated on the basis of 2 experts per mission and the expected number of missions (5) for 2021, with an average cost of around EUR 12 500 per mission. Missions are planned to countries of which the safety standards decline to a level where it could be necessary to put them on the Safety List. However, in case of unforeseen events requiring urgent safety interventions other countries may be selected for a mission.