



Brussels, 28.2.2019
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COMMISSION DECISION

of 28.2.2019

**on the adoption of the annual work programme in the field of mobility and transport for
2019**

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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,

Having regard to Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, in particular Article 8(2) thereof²,

Having regard to the Memorandum of Cooperation between the European Union and the International Civil Aviation Organization providing a framework for enhanced cooperation, in particular Article 5.1.6 thereof³, and Council Decision 2012/243/EU of 8 March 2012, and laying down procedural arrangements related thereto⁴,

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 2019. 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) It is necessary to allow for the award of grants to certain bodies covered by Article 195 (c) and (d) of the Financial Regulation holding a de facto or de jure monopoly or directly identified by a basic act.
- (5)

¹ OJ L 193, 30.7.2018, p.1.

² OJ L 260, 30.9.2008, p. 18.

³ OJ L 232, 9.9.2011, p. 5

⁴ OJ L 121, 8.5.2012, p. 16

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 2019, as set out in the Annex, is adopted.

Article 2
Union contribution

The maximum Union contribution for the implementation of the programme for 2019 is set at EUR 14 660 000, and shall be financed from the appropriations entered in the following lines of the general budget of the Union for 2019:

- (a) budget line 06.0205 Support activities to the European transport policy and passenger rights including communication activities : EUR 12 860 000;
- (b) budget line 06.0206 Transport security : EUR 1 800 000.

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

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 2019 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, 28.2.2019

For the Commission

Violeta BULC

Member of the Commission

ANNEX

Work programme for 2019 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 year 2019 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 780 000 on budgetary line 06.020500 and EUR 220 000 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(s)

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2019_79

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 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.

Directive 2008/68/EC of the European Parliament and the Council contains a legal obligation for the Commission to "provide financial support, as appropriate, to the Member States for the translation of the ADR, RID and ADN and their modifications into their official language" (Article 8(2)).

This Directive entered into force on 1 July 2009. Article 8(2) includes a legal obligation to provide financial support to the Member States for translation of agreements and amendments thereto into the official languages.

This is an ongoing annual activity that started in 2008.

For 2019 there are no specific annexes for translation to be expected.

Nevertheless some Member States have still not requested support for the totality of the translation of the Directive itself, which they are entitled to do any year in the frame of the invitation to apply sent to the Member States every year (in April).

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.

To this aim a small amount needs to be foreseen to respond to such possible requests.

Based on the requests "missing" from the previous exercises an average amount of EUR 20.000 needs to be earmarked.

Implementation DG MOVE – indicative amount EUR 20 000

2.2 Award of a grant without a call for proposals to the International Civil aviation Organization (ICAO) for cooperation activities in priority areas of the Commission, in particular aviation safety, aviation security, environmental protection and air traffic management

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(s)

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2019_256

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 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 those 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 Annual Specific Agreements (SA).

Financing the posting of Union Civil Aviation experts in the International Civil Aviation Organisation (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.

It is foreseen to use Specific Agreements (SA) under the 3-year Framework Partnership Agreement established between the Union and ICAO in 2018 (the period 2018-2020) to cover the implementation of the activities set out in the EU-ICAO MoC.

The activities for 2019 will inter alia constitute a continuation of the 2018 activities under the MoC: arrangements whereby the Union offers expertise to ICAO in the format of several experts that will be selected by the Commission based on their domains of competencies and recruited by ICAO; and, where appropriate, support to other ICAO activities, such as events and technical assistance, in areas of priorities for the Commission, notably aviation safety, security, environment protection and air traffic management.

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.

Implementation DG MOVE in cooperation with other DGs where relevant – indicative amount
EUR 600 000

2.3 Award of a grant without a call for proposals to the International Civil aviation Organization (ICAO) for financing a cargo 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(s)

06.0206 - Transport security – FV_2019_294

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 MoC. DG MOVE will use use Annual Specific Agreements (SA).

Financing the posting of Union Civil Aviation experts in the International Civil Aviation Organisation (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 have the following tasks:

- a) further improve the passenger and air cargo related elements of the Global Aviation Security Plan (GASeP) attributed to the ICAO Secretariat for action;
- b) provide technical expert input and support for air passenger and cargo related elements of the Aviation Security Panel;
- c) provide technical input and support to the Secretariat in the implementation of the conclusions and recommendations of the Task Force on improvised explosive devices and the Multidisciplinary Cargo Safety Group;
- d) coordinate and provide technical expert input to the work of the Aviation Security Panel Working Group on Air Cargo Security (WGACS);
- e) coordinate and provide technical expert input to the work of the ICAO and WCO Joint Working Group on Advance Cargo Information;
- f) liaise with cargo safety colleagues in ICAO and the aviation industry to identify and build on wider safety-security synergies;
- g) carry out work to improve the efficiency and effectiveness of passenger and cargo security screening, liaising with relevant Working Groups of the Aviation Security Panel and screening equipment manufacturers;
- h) provide technical expert input into the development of air passenger and cargo

security training and assistance activities led or coordinated by ICAO;

i) disseminate information on ICAO aviation security policy and its implementation in industry fora and other events organised by international organisations;

j) take steps to involve industry partners in ICAO's air passenger and cargo related activities, to disseminate best practice information;

k) contribute to wider air passenger and cargo related ICAO initiatives with a security element and involving industry partners;

l) provide policy guidance, expert advice and information in response to requests on passenger and cargo security matters from States, international organizations and industry; and

m) perform other duties, as may arise, related to the implementation of the 39th ICAO Assembly outcomes regarding air passenger and cargo security and facilitation, as well as in support of the Secretariat in responding to other emerging threats to aviation security which may arise in the course of this project.

Implementation DG MOVE in cooperation with other DGs where relevant – indicative amount EUR 220 000

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 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 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(s)

06.0205 – Support activities to the European transport policy and passenger rights including communication activities – FV_2019_72

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) No 996/2010, ENCASIA encourages high standards in investigation methods and investigator training.

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

Expected results

- The quality of the investigations conducted by national authorities will be further improved thanks to the investigator training actions.
- The 'Peer Review' process will contribute to improve aviation safety through the sharing of experience coming from safety investigations. It will generate reports that will also contribute to enhance the implementation of the Regulation by the Member States.
- Cooperation and coordination within the Union will be further enhanced
- Finally, safety investigations and recommendations will be further improved 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) No 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;
- Implementation of a Peer Review programme, with visits to a number of Member States (cycle covering several years).

Implementation DG MOVE - Indicative amount EUR 160 000

3. Procurement

The global budgetary envelope reserved for procurement contracts in 2019 amounts to EUR 12 030 000 on budgetary line 06.020500 and EUR 780 000 on budgetary line 06.020600.

The objectives pursued by these appropriations are the supporting of activities necessary for the analysis, definition, promotion, monitoring, evaluation and implementation of the Union's common transport policy, for all transport modes (road, rail, air, sea and inland waterways). It 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 procurement and urban mobility, social and gender aspects, as well as transport security.

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

Legal basis

Point (d) of Article 58(1) 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, in particular the IMI system for administrative cooperation and exchange of information in the road transport sector.*
- *Translation of transport related documents*
- *Launch of a call for the award of a new framework contract for long term quantitative assessment of transport policy scenarios*
- *Launch of a call for the award of a new framework contract from which individual purchase orders will be funded to pay a contractor to assist the Commission with the assessment of notifications about new tolling schemes from 2019-2022.*

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(1) 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)*
- *Launch of a call for the award of a new framework contract for the provision of legal, economic, technical and operational assistance in the field of transport 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

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

Budget line 06.020500

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

The 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 50 000

4.2 Security inspections:

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 ART 9, Directive 2005/65 ART 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

Budget line 06.020600

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 2019 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 take place since 2005. The 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 foreseen on a sample base 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 800 000