

**Question for written answer P-006042/2016
to the Commission**
Rule 130
Albert Deß (PPE)

Subject: Implementing Regulation (EU) No 2015/1998 laying down detailed measures for the implementation of the common basic standards on aviation security

As a result of the new implementing Regulation (EU) No 2015/1998, an additional step in the secure supply chain for air cargo was introduced, which in practice does not serve to reinforce security but merely constitutes an additional burden. The German Federal Aviation Authority claimed that it was a legal requirement at EU level to include this step.

1. Does the Regulation establish a time up to which identification is possible/mandatory and when a consignment in fact becomes air cargo, before this consignment is handed over to a third party in the secure supply chain?
2. Does the Regulation stipulate that at the time of transfer of the goods to the regulated agent, e.g. a person who conveys the information, it must be indicated that the consignment in question is air cargo? Does it further provide that at the time of the transfer, this identification must make clear to any third party, through for example a person, or an indication on the goods themselves, that the goods are air cargo?