ANNEX 1

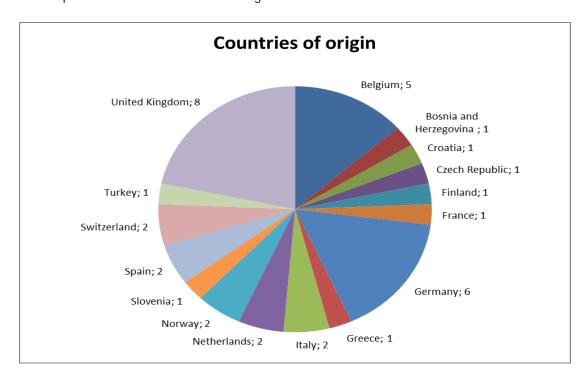
SUMMARY OF RESPONSES TO THE PUBLIC CONSULTATION

The European Commission (DG Enterprise and Industry) conducted a public consultation on the Certification of Airport Screening Equipment. An electronic questionnaire was published on the Your Voice in Europe website and interested parties were invited to submit their contributions from 15 March 2013 to 10 June 2013. The consultation was open to all interested parties, with distinctive modules for industry representatives, and other stakeholders.

The consultation received 37 contributions. Respondents included:

Stakeholder background	Number of replies
Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
Large enterprise (more than 250 employees)	8
A business association	4
A national administration	8
An academic institution or think tank	1
A non governmental organisation	1
A security services provider	3
An airport operator	5
A test laboratory	2

The responents came from the following countries



1. Problem Definition

1.1 Problems related to the fragmentation of the certification procedures

This initiative is the first Commission led attempt to harmonise the currently fragmented certification procedures for airport screening equipment in the EU. An essential aspect was thus to inquire among all relevant stakeholders on the preliminary problem assessment made by the Commission. The participants were thus asked the question: "What effect do you think the current situation where there is no harmonised certification system for aviation security equipment has had on".

The responses have been grouped according to the following categories:

A. Very significant problem:

• Harmonisation with third countries, for example the US - 81,08% of the respondents answered either with very negative effect or negative effect. All stakeholder groups underlined the negative aspects with the exception of the national administrations, who did not identify this as a problem.

Harmonisation with third countries, for example the US	Type of respondent	Total
No response	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
No response Total		1
Do not know	An airport operator	1
Do not know Total		1
Very negative effect	A business association	2
	A non governmental organisation	1
	A security services provider	3
	An academic institution or think tank	1
	An airport operator	4
	Large enterprise (more than 250 employees)	4
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Very negative effect Total		16
Negative effect	A business association	2
	A national administration	3
	A test laboratory	2
	Large enterprise (more than 250 employees)	4
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Negative effect Total		14
Positive effect	A national administration	4
Positive effect Total		4
Very positive effect	A national administration	1
Very positive effect Total		1
Grand Total		37

• The efficiency of the certification process - 78,38% of the respondents answered either with very negative effect or negative effect. The majority of the participants (all industry, business association, airport operators, services providers, NGO) identified this as a major problem. National administrations were divided on this matter and test laboratories did not consider this to be an issue.

The efficiency of the	Type of respondent	Total
certification process		
Very negative effect	A business association	3
	A non governmental organisation	1
	A security services provider	2
	An airport operator	5
	Large enterprise (more than 250 employees)	5
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Very negative effect Total		18
Negative effect	A business association	1
	A national administration	2
	A security services provider	1
	An academic institution or think tank	1
	Large enterprise (more than 250 employees)	3
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Negative effect Total		11
No effect	A national administration	2
	A test laboratory	1
No effect Total		3
Positive effect	A national administration	3
	A test laboratory	1
Positive effect Total		4
Very positive effect	A national administration	1
Very positive effect Total		1
Grand Total		37

 Legal certainty - 78,38% of the respondents answered either with very negative effect or negative effect. The majority of the participants (all industry except one, business association, airport operators, test labs, NGO) saw this as a problem. National administrations were divided on this matter four out of six stated that legal certainty was not affected, while two disagreed entirely. The security services provider representative did not identify this as a problem.

Legal certainty	Type of respondent	Total
Very negative effect	A business association	3
	A non governmental organisation	1
	A security services provider	1
	A test laboratory	1
	An academic institution or think tank	1
	An airport operator	4
	Large enterprise (more than 250 employees)	5
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
Very negative effect Total		17
Negative effect	A business association	1
	A national administration	2
	A security services provider	1
	A test laboratory	1
	An airport operator	1
	Large enterprise (more than 250 employees)	2
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Negative effect Total		12
No effect	A national administration	4
	A security services provider	1
	Large enterprise (more than 250 employees)	1
No effect Total		6
Positive effect	A national administration	2
Positive effect Total		2
Grand Total		37

• Research and development costs - 72,97% of the respondents answered either with very negative effect or negative effect. All industry representatives except one identified this as a major problem. The majority of national administrations did not consider this to be an issue. One test laboratory and one academia representative saw no effect on R&D costs.

Research and development	Type of respondent	Total
costs		
Very negative effect	A business association	1
	A security services provider	1
	An airport operator	1
	Large enterprise (more than 250 employees)	1
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Very negative effect Total		7
Negative effect	A business association	3
	A national administration	1
	A non governmental organisation	1
	A security services provider	2
	A test laboratory	1
	An airport operator	4
	Large enterprise (more than 250 employees)	6
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Negative effect Total		20
No effect	A national administration	3
	A test laboratory	1
	An academic institution or think tank	1
	Large enterprise (more than 250 employees)	1
No effect Total		6
Positive effect	A national administration	4
Positive effect Total		4
Grand Total		37

• Competition with US competitors - 72,97% of the respondents answered either with very negative effect or negative effect. The majority of the participants (all industry except one, airport operators, business association, test labs, NGO) saw this as a problem. National administrations were divided. The security services provider representative did not identify this as a problem.

Competition with US competitors	Type of respondent	Total
Do not know	A business association	1
	A national administration	1
	A test laboratory	1
Do not know Total		3
Very negative effect	A security services provider	1
	An airport operator	1
	Large enterprise (more than 250 employees)	5
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Very negative effect Total		8
Negative effect	A business association	3
	A national administration	2
	A non governmental organisation	1
	A security services provider	1
	A test laboratory	1
	An academic institution or think tank	1
	An airport operator	4
	Large enterprise (more than 250 employees)	3
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Negative effect Total		19
No effect	A national administration	2
	A security services provider	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
No effect Total		4
Positive effect	A national administration	2
Positive effect Total		2
Very positive effect	A national administration	1
Very positive effect Total		1
Grand Total		37

• Time to market of equipment - 64,86% of the respondents answered either with very negative effect or negative or negative effect. The majority of the participants (all industry except one, airport operators, business association, test labs, NGO) saw this as a problem. The majority of national administrations and all test labs did not see this as a problem.

Time to market of equipment	Type of respondent	Total
Do not know	A business association	1
Do not know Total		1
Very negative effect	A business association	1
	A national administration	1
	A security services provider	1
	Large enterprise (more than 250 employees)	3
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	3
Very negative effect Total		10
Negative effect	A business association	2
_	A non governmental organisation	1
	A security services provider	1
	An airport operator	5
	Large enterprise (more than 250 employees)	4
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Negative effect Total		14
No effect	A national administration	3
	A security services provider	1
	A test laboratory	1
	Large enterprise (more than 250 employees)	1
No effect Total		6
Positive effect	A national administration	4
	A test laboratory	1
	An academic institution or think tank	1
Positive effect Total		6
Grand Total		37

B. Significant problem

• Commercialisation costs - 59,46% of the respondents answered either with very negative effect or negative effect. It should be noted that 27% of the respondents (airport operators NGO, national administrations) did not have an opinion on this matter. All Industry and test labs did however identify this as a problem.

Commercialisation costs	Type of respondent	Total
Do not know	A business association	1
	A national administration	2
	A non governmental organisation	1
	A security services provider	1
	An airport operator	5
Do not know Total		10
Very negative effect	A business association	1
	A security services provider	1
	Large enterprise (more than 250 employees)	2
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
Very negative effect Total		5
Negative effect	A business association	5
	A national administration	2
	A test laboratory	2
	An academic institution or think tank	1
	Large enterprise (more than 250 employees)	6
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Negative effect Total		17
No effect	A national administration	1
	A security services provider	1
No effect Total		2
Positive effect	A national administration	2
Positive effect Total		2
Very positive effect	A national administration	1
Very positive effect Total		1
Grand Total		37

C. Negligible problem

• Passenger and staff security - 29,73% of the respondents answered either with very negative effect or negative effect. Over 50% of the respondents did not see any effect on passenger and staff security.

Passenger and staff security	Type of respondent	Total
Do not know	A business association	1
	A national administration	1
	An airport operator	1
Do not know Total		3
Very negative effect	Large enterprise (more than 250 employees)	2
Very negative effect Total		2
Negative effect	A national administration	1
	A security services provider	2
	An academic institution or think tank	1
	Large enterprise (more than 250 employees)	4
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Negative effect Total		9
No effect	A business association	3
	A national administration	4
	A non governmental organisation	1
	A security services provider	1
	A test laboratory	1
	An airport operator	4
	Large enterprise (more than 250 employees)	2
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	3
No effect Total		20
Positive effect	A national administration	1
Positive effect Total		1
Very positive effect	A national administration	1
	A test laboratory	1
Very positive effect Total		2
Grand Total		37

• Training of services personnel - 18,92% of the respondents answered either with very negative effect or negative effect. Over 70% stated that this has no effect.

Training of services personn	nel Type of respondent	Total
Do not know	A national administration	1
	An airport operator	1
	Large enterprise (more than 250 employees)	1
Do not know Total		3
Very negative effect	Large enterprise (more than 250 employees)	2
Very negative effect Total		2
Negative effect	A business association	1
	A test laboratory	1
	Large enterprise (more than 250 employees)	2
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Negative effect Total		5
No effect	A business association	3
	A national administration	6
	A non governmental organisation	1
	A security services provider	3
	A test laboratory	1
	An academic institution or think tank	1
	An airport operator	
	Large enterprise (more than 250 employees)	3
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	3
No effect Total		26
Positive effect	A national administration	1
Positive effect Total		1
Grand Total		37

• Use of airport space - 13,51% of the respondents answered either with very negative effect or negative effect. Nearly 80% of the respondents did not see any effect, including all airport operators.

Use of airport space	Type of respondent	Total
Do not know	A national administration	2
	Large enterprise (more than 250 employees)	1
Do not know Total		3
Very negative effect	Large enterprise (more than 250 employees)	2
Very negative effect Total		2
Negative effect	Large enterprise (more than 250 employees)	2
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Negative effect Total		3
No effect	A business association	4
	A national administration	6
	A non governmental organisation	1
	A security services provider	3
	A test laboratory	2
	An academic institution or think tank	1
	An airport operator	5
	Large enterprise (more than 250 employees)	3
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	3
No effect Total		29
Grand Total		37

 Passenger flow - Facilitation of screening process - increasing throughput - 13,51% of the respondents answered either with very negative effect or negative effect. Over 60% of the respondents did not see any effect, including all airport operators.

Passenger flow - Facilitation of screening process - increasing throughput	Type of respondent	Total
Do not know	A business association	1
	A national administration	3
	An airport operator	1
	Large enterprise (more than 250 employees)	3
Do not know Total		8
Very negative effect	Large enterprise (more than 250 employees)	2
Very negative effect Total		2
Negative effect	A security services provider	1
	Large enterprise (more than 250 employees)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Negative effect Total		3
No effect	A business association	3
	A national administration	4
	A non governmental organisation	1
	A security services provider	2
	A test laboratory	2
	An academic institution or think tank	1
	An airport operator	4
	Large enterprise (more than 250 employees)	2
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	3
No effect Total		23
Positive effect	A national administration	1
Positive effect Total		1
Grand Total		37

1.2. Problems related to the laboratories

The Commission had identified a series of possible issues related to the laboratories currently used in the ECAC CEP system for the testing of airport screening equipment. A set of five questions was thus developed to inquire on the regulations and the functioning of the laboratories. Two of these questions were restricted to industry representatives:

• The accreditation of laboratories - the ECAC CEP laboratories are currently not accredited on EU level but merely selected by ECAC. These laboratories do therefore not issue legally binding certifications, but only non-binding test results. Over 84% of the respondents agreed that this legal uncertainty should be amended and that test laboratories should be accredited at an EU level. The majority of the participants (all industry except one, business associations, one test lab and 6 out of seven airport operators) saw this as a problem.

Do you believe that test	Type of respondent	Total
laboratories should be		
accredited on a EU level?		
No response	A national administration	1
	A security services provider	1
	An airport operator	2
No response Total		4
Do not know	A non governmental organisation	1
	An airport operator	1
Do not know Total		2
No	A national administration	1
	A test laboratory	1
	Large enterprise (more than 250 employees)	1
No Total		3
Yes	A business association	4
	A national administration	6
	A security services provider	2
	A test laboratory	1
	An academic institution or think tank	1
	An airport operator	2
	Large enterprise (more than 250 employees)	7
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Yes Total		28
Grand Total		37

• Quality control of the laboratories – 67% of the respondents agreed that the laboratories should be audited on a regular basis. A relatively high number (24%, i.e. the nine "blanks") of respondents did not reply to this question

Do you believe the test laboratories should be regularly audited	Type of respondent	Total
Do not know	A business association	2
	A national administration	1
Do not know Total		3
Yes	A business association	2
	A national administration	5
	A security services provider	2
	A test laboratory	1
	An academic institution or think tank	1
	An airport operator	2
	Large enterprise (more than 250 employees)	7
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Yes Total		25
(blank)	A national administration	2
	A non governmental organisation	1
	A security services provider	1
	A test laboratory	1
	An airport operator	3
	Large enterprise (more than 250 employees)	1
(blank) Total		9
Grand Total	·	37

Membership in the ECAC CEP system – the membership to the ECAC CEP system is not an
entirely open process, but based on a selection made by ECAC. On the question if the
current situation hindered them in becoming an ECAC - CEP test laboratory, three
respondents answered with yes.

Has the current situation hindered you in becoming a ECAC - CEP test laboratory?	Type of respondent	Total
(blank)	A business association	1
	A national administration	1
	A non governmental organisation	1
	A security services provider	2
	An airport operator	2
	Large enterprise (more than 250 employees)	1
(blank) Total		8
Do not know	A business association	2
	A national administration	1
	An academic institution or think tank	1
	An airport operator	2
	Large enterprise (more than 250 employees)	3
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Do not know Total		11
No	A business association	1
	A national administration	6
	A security services provider	1
	A test laboratory	2
	An airport operator	1
	Large enterprise (more than 250 employees)	2
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
No Total		15
Yes	Large enterprise (more than 250 employees)	2
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Yes Total		3
Grand Total		37

1.3. Questions reserved solely for industry

A set of questions was developed aimed at gaining an insight on the specific problems encountered by the airport screening technology Industry. These questions focussed on the role and functioning of the ECAC CEP laboratories.

 Availability of laboratories – the Commission had received indications that the limited number of ECAC CEP laboratories led to bottleneck situations, where the demand in tests exceeds the testing capacities of the labs. This assessment was confirmed by the consultation, eight out of the eleven industry representatives stated that the availability of laboratories and the time to test were not adequate.

Do you think the availability of test laboratories and time to test appointment is adequate	Type of respondent	Total
Do not know	Large enterprise (more than 250 employees)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Do not know Total		2
No	A business association	1
	Large enterprise (more than 250 employees)	4
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
No Total		8
Yes	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Yes Total		1
Grand Total		11

• Choosing the laboratory – the ECAC CEP system does not allow the manufacturers to choose the laboratory in which they want to test their equipment. Nine out of the eleven industry respondents expressed their interest in choosing their laboratory.

INDUSTRY ONLY 2.8.2 Do you think it would be important to be able to choose test laboratory?	••	Total
Do not know	Large enterprise (more than 250 employees)	1
Do not know Total		1
No	Large enterprise (more than 250 employees)	1
No Total		1
Yes	A business association	1
	Large enterprise (more than 250 employees)	3
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Yes Total		9
Grand Total		11

1.4. Conclusion

The public consultation provided a series of concrete answers to the initial assessments of the Commission on the problems that affect the certification system of airport screening equipment. A clear distinction could be made between the largely acknowledged problems which should be addressed by the Commission and the problems which had only a very marginal support and could be discarded.

The central problems identified by the respondents concern mainly the negative effects due to the fragmented regulatory framework of the certification system on: - the commercialisation of airport screening equipment (I.e. research and development costs, the efficiency of the certification process, legal certainty and the time to market of equipment); and - the external dimension (I.e. harmonisation with third countries and competition with the US).

It should be underlined that these assessments were made by the majority of stakeholders be they SME, large industry, test laboratories or business associations. The only group respondents which expressed some reservations were the representatives from national administrations

A similar concern was expressed by the respondents with regards to the current system of the CEP testing laboratories. A strong majority of the respondents agreed that the status of the laboratories should be consolidated by accrediting them on an EU level. At the same time, the respondents also stated that these laboratories should be audited on a regular basis.

The questions on the laboratories targeted solely for industry representatives confirmed this interest in a restructuring of the laboratory system. Industry stakeholders judged the current availability and the time to test of the laboratories to be inadequate. They also expressed their interest in being able to choose their test laboratory.

Issues like to use of airport space, the training of personnel, passenger and staff security and the passenger flow were deemed to be largely irrelevant. The need for the Commission to act on these aspects is thus secondary.

2. Assessment of the Options

An essential part of this consultation was assessing the support for the five policy options developed by the Commission in the context of this initiative.

The options provided to the respondents were as follows:

- **1. "Baseline scenario"** The Commission would not launch any dedicated policy initiative to harmonise the certification procedures for airport screening equipment.
- **2. "Recommendation"** The Commission would issue a recommendation to Member States to mutually accept each other's national approval systems or to rely on the common evaluation process of ECAC, provided that EU laboratories undertaking performance testing respect certain requirements.
- **3. "Legislation"** The Commission would propose legislation on product certification and compliance testing principles and procedures in order to ensure full compliance with EU security performance standards adopted under Regulation (EC) 300/2008.
 - **3.1. The "directive-based approach"** is characterised by a set of detailed specifications which are laid out in the directive itself.
 - **3.2. The "standards-based approach"** is not based on specifications with the same level of detail as in 3.1. This approach is based on the so called "new approach", which focuses on essential requirements written in general terms.
 - **3.3. The "centralised approach"**, whereby product certification would be done centrally by an EU agency, such as the European Aviation Safety Agency, which already certifies all EU commercial aircraft.

The participants were asked to assess which of the five options listed above would allow the Commission to achieve the following objectives:

- Ø Ensuring the optimal level of security for European airports and citizens
- Ø Increasing the capacity of technology to adapt to emerging threat scenarios
- Ø Increasing the facilitation¹
- Ø Reducing research and development costs
- Ø Reducing commercialisation costs
- Ø Ensuring passenger safety
- Ø Improving passenger flow
- Ø Facilitating the training of security officers
- Ø Optimising the use of airport space
- Ø Fostering the harmonisation with third countries, for example the US
- Ø Providing better guidance to procurers
- Ø Improving mutual trust in Member States' aviation security in view of "one stop security"
- Ø Reducing time to market of equipment
- Ø Influencing the competition with non-EU suppliers
- Ø Simplifying the procurement process of airport screening equipment for airport operators or their procurement agencies

The respondents were asked to rate (from: very negative, negative, no effect, positive, very positive) the efficiency of the five action on these objectives. For the analysis of this consultation, these replies where translated into a points system, from -2 for very negative, over 0 for no effect, to 2 for very positive.

The sums of the answers were then used to rank of the options based on the following system: majority of very negative = --, majority of negative = --, no effect = 0, positive = +-, very positive = ++. The results of the assessment of the options by the respondents have been listed in the table below.

¹ Facilitation is a specific terminology used in the aviation sector which covers the aviation security process. See: http://www2.icao.int/en/AVSEC/FAL/Pages/default.aspx

[&]quot;Within the civil aviation community, facilitation is of interest to four major groups: Contracting States, air transport operators, airports and customers. States are primarily interested in achieving full compliance with their laws and regulations, whereas operators are focused on increasing productivity by minimizing the costs of operational delays and administrative procedures. Airports view facilitation as a means to reduce congestion in passenger terminals and cargo sheds. The fourth group, air transport customers (i.e. passengers and cargo shippers), wants to proceed through airports with minimal delay and difficulty."

Ranking of the options

	Which of the afore-mentioned options do you believe has the greatest potential to:		Options			
			3.2	3.3.1	3.3.2	3.3.3
	Ensure the optimal level of security for European airports and citizens?		-	+	+	++
	Increase the capacity of technology to adapt to emerging threat scenarios?	-	0	+	-	++
	Increase the facilitation?	-	+	+	+	++
	Reduce research and development costs?		+	++	+	++
	Reduce commercialisation costs?		-	++	+	++
	Ensure passenger safety?	-	+	+	+	+
SI	Improve passenger flow?	-	+	+	+	+
tior	Facilitate the training of security officers?	-	-	+	+	+
Questions	Optimise the use of airport space?		1	1	+	++
a	Foster the harmonisation with third countries, for example the US?			++	-	++
	Provide better guidance to procurers?		-	++	0	++
	Improve mutual trust in Member States' aviation security in view of "one stop security"?		-	++	+	++
	Reduce time to market of equipment?		-	+	0	++
	Influence the competition with non-EU suppliers?		-	++	+	++
	Simplify the procurement process of airport screening equipment for airport operators or their procurement agencies?		-	++	+	++

Conclusion

Three of the questions were met with very limited responses from the stakeholders. On the questions referring to: increase the facilitation, ensure passenger safety and improve passenger flow one third of the participants answered "do not know".

On the question referring to Optimise the use of airport space the large majority of the respondents replied that none of the options would have any noticeable effect.

The large majority of the respondents preferred option 3.3 "the centralised approach" followed by 3.1 "directive-based approach" and 3.2 "standards-based approach". The different stakeholder group gave a largely homogeneous reply on these questions. No major discrepancies among the various groups were identified.

The centralised approach (3.3) was judged to have the highest potential for a positive impact on all questions. The respondents favoured this option independently of their background.

A similar support by the stakeholders was, albeit to a slightly lesser extent, expressed on option 3.1, the directive based approach. The respondents judged it to have a potentially very positive impact on seven and positive on seven further questions. The only aspect where this option was judged to have a potential negative impact concerned the optimisation of airport space.

The standards based approach received a less positive response from the participants. This option was not judged to have a very positive impact on any of the questions. On four questions, the respondents gave this option either negative or "no effect" marks.

Options 1 "Baseline scenario" and 2 "Recommendation" were judged to have either ineffective or even to be harmful to the current situation.

The baseline scenario, i.e. not launching any initiative to improve the current situation, was judged to have a negative impact on all the areas addressed by the questions.

The recommendation was judged to have a moderately positive impact on only four aspects: increasing the facilitation, reducing research and development costs, ensuring passenger safety and improving passenger flow.

3. Technical questions on the certification procedures

 Should a harmonised certification procedure be based on the approval of a sample item (type-approval) or of each item produced? – 92% answered with yes. No respondent disagreed.

Should a harmonised certification procedure be based on the approval of a sample item (typeapproval) or of each item produced?	Type of respondent	Total
No opinion	A business association	2
	A national administration	1
No opinion Total		3
Yes	A business association	2
	A national administration	7
	A non governmental organisation	1
	A security services provider	3
	A test laboratory	2
	An academic institution or think tank	1
	An airport operator	5
	Large enterprise (more than 250 employees)	8
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Yes Total		34
Grand Total		37

• Should manufacturers be informed about the details of the outcome of the tests so as to facilitate the improvement of the equipment? – 89% answered with yes. Only one national administration and one test laboratory disagreed with this assessment.

Should manufacturers be informed about the details of the outcome of the tests so as to facilitate the improvement of the equipment?	Type of respondent	Total
Do not know	A business association	1
Do not know Total		1
No	A national administration	1
	A test laboratory	1
No Total		2
Yes	A business association	3
	A national administration	7
	A non governmental organisation	1
	A security services provider	3
	An academic institution or think tank	1
	An airport operator	5
	Large enterprise (more than 250 employees)	8
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Yes Total		33
Grand Total		36

Should manufacturers be informed about the testing procedures for equipment? – 83 % answered with yes. National administrations were divided on this issue. All other respondents were in favour.

Should manufacturers be informed about the testing procedures for equipment?	Type of respondent	Total
No	A national administration	4
No Total		4
No opinion	A business association	2
No opinion Total		2
Yes	A business association	2
	A national administration	4
	A non governmental organisation	1
	A security services provider	3
	A test laboratory	1
	An academic institution or think tank	1
	An airport operator	5
	Large enterprise (more than 250 employees)	8
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	4
Yes Total		30
Grand Total		36

According to you, are on-site acceptance tests necessary? – 73 % answered with yes. Only
two national administrations and two large enterprises disagreed. It should be underlined
that all airport operators were in favour of these on-site test.

According to you, are on-site	Type of respondent	Total
acceptance tests necessary?		
No	A national administration	2
	Large enterprise (more than 250 employees)	2
No Total		4
No opinion	A business association	3
	Large enterprise (more than 250 employees)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
No opinion Total		6
Yes	A business association	1
	A national administration	6
	A non governmental organisation	1
	A security services provider	3
	A test laboratory	2
	An academic institution or think tank	1
	An airport operator	5
	Large enterprise (more than 250 employees)	5
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Yes Total		27
Grand Total		37

• Do you believe that on-site acceptance tests should be harmonised? – 70% answered with yes. Several respondents (25%) did however disagree, among which four airport operators.

Do you believe that on-site acceptance tests should be harmonised?	Type of respondent	Total
No	A business association	1
	A national administration	1
	A non governmental organisation	1
	A test laboratory	1
	An airport operator	4
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
No Total		9
No opinion	A security services provider	1
No opinion Total		1
Yes	A business association	3
	A national administration	7
	A security services provider	2
	A test laboratory	1
	An academic institution or think tank	1
	An airport operator	1
	Large enterprise (more than 250 employees)	7
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	3
Yes Total		26
Grand Total		36

Conclusion

The five questions on technical aspect of the certification process showed general support for EU action, the approval rates ranging from 70% to 92%. Some restrictions were however expressed concerning two questions.

Two questions gather unambiguous support by the participants. The respondents showed strong support for a sample item/type approval based certification system (92% approval). A similar support was expressed regarding the need to provide details on the outcome of the tests to the manufacturers (89% approval).

The need for on-site acceptance test was also supported by a large majority (73%). A noticeable aspect is the relatively high number of "no opinion" responses from industry representatives.

On the question referring to "Informing the manufacturers on the testing procedures", the national administrations were evenly split in their responses (four against and four in favour). The general response was however favourable at 83% approval.

The need to harmonise on site acceptance test was met with the lowest support from the respondents at 70%. It should be underlined that four out of the five airport operators were among the 25% of respondents who disagreed with this question.

4. The role of the European Civil Aviation Conference (ECAC)

The ECAC - CEP system should be considered in the establishment of an EU wide harmonised certification system for airport screening equipment. Do you agree/disagree? – 95% of the respondents answered either with strongly agree (64%) or agree (30%), only 5% disagreed. The only respondents who did not agree were representatives from security services providers.

The ECAC - CEP system should be considered in the establishment of an EU wide harmonised certification system for airport screening equipment. Do you agree/disagree?	Type of respondent	Total
Agree	A business association	2
	A national administration	1
	An academic institution or think tank	1
	An airport operator	1
	Large enterprise (more than 250 employees)	4
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Agree Total		11
Disagree	A security services provider	1
Disagree Total		1
Strongly agree	A business association	2
	A national administration	7
	A non governmental organisation	1
	A security services provider	1
	A test laboratory	2
	An airport operator	4
	Large enterprise (more than 250 employees)	4
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Strongly agree Total		24
Strongly disagree	A security services provider	1
Strongly disagree Total		1
Grand Total		37

• The work by the ECAC technical groups on developing standards should be retained in an EU wide harmonised certification system. Do you agree/disagree? 95% of the respondents answered either with strongly agree (64%) or agree (30%), only 5% disagreed. The only respondent who did not agree was a representative from a security services provider.

The work by the ECAC technical groups on developing standards should be retained in an EU wide harmonised certification system. Do you agree/disagree?	Type of respondent	Total
Agree	A business association	2
	A national administration	1
	A security services provider	1
	An airport operator	1
	Large enterprise (more than 250 employees)	4
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Agree Total		11
Disagree	A security services provider	1
Disagree Total		1
Do not know	An academic institution or think tank	1
Do not know Total		1
Strongly agree	A business association	2
	A national administration	7
	A non governmental organisation	1
	A security services provider	1
	A test laboratory	2
	An airport operator	4
	Large enterprise (more than 250 employees)	4
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Strongly agree Total		24
Grand Total		37

• If you answered "agree/strongly agree" to question 5.2, what do you think ECAC's liability should be? – full liability: 19%, limited liability: 27%, no liability: 5%, do not know 40%. No stakeholder group had a clear opinion on this issue.

What should be the liability of ECAC?	Type of respondent	Total
Do not know	A business association	4
	A non governmental organisation	1
	A security services provider	1
	A test laboratory	1
	An airport operator	5
	Large enterprise (more than 250 employees)	1
	Medium enterprise (between 50 and 249 employees, turnover less than €50 million)	1
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	1
Do not know Total		15
Full liability	A national administration	2
	Large enterprise (more than 250 employees)	3
	Micro or small enterprise (fewer than 49 employees, turnover less than €10 million)	2
Full liability Total		7
Limited liabily	A national administration	5
	A security services provider	1
	A test laboratory	1
	Large enterprise (more than 250 employees)	3
Limited liabily Total		10
No liability	A national administration	1
	Large enterprise (more than 250 employees)	1
No liability Total		2
Grand Total		34

Conclusion

The consultation showed a clear support for the central role of ECAC. Over 90% of the respondents concluded that the ECAC - CEP system should be considered in the establishment of an EU wide harmonised certification system for airport screening equipment and that the work by the ECAC technical groups on developing standards should be retained in an EU wide harmonised certification system.

The question related to the liability of ECAC was not met with a clear response by the participants. A considerable part of the respondents (40%) did not have an opinion on this matter, only 27 % of the respondents judged a limited liability to be suitable and less than 20% expressed their support for a full liability.