

FAQs about Specific Actions under BMVI Thematic Facility Work Programme

- ❖ **BMVI/2023-2024/SA/1.2.2 - “Equipment for EBCG national components, purchased under BMVI and put at the disposal of Frontex to increase its operational capacity, in accordance with Article 64(14) of the Regulation (EU) 2019/1896”**
Questions submitted to the functional mailbox (HOME-AFFAIRS-FUNDS-COMMITTEE@ec.europa.eu) and received in the webinar organised on 9 November 2022 (1st set)

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1.	Loss and damage of the equipment	<p>If purchased equipment, such as patrol car, remotely piloted aircraft would be damaged during serious incident performing duty service <u>without possibility to restore</u>, would the Member State be obliged to restore it (purchase the new one with the same characteristics) from their national funds?</p> <p>If we will buy a UAV, it means that we have to be ready to deploy it for 5 years. But <u>what if will be crashed?</u></p>	<p>To comply with their obligations under the Article 64(14) of the Regulation (EU) 2019/1896, Member States should make every effort to ensure the functionality of their equipment registered in the Technical Equipment Pool (TEP) and its readiness for deployments in interventions and operations led by Frontex.</p> <p>The owner Member State may use the national budget or its BMVI programme to cover the operational costs incurred, including maintenance and repair costs.</p> <p>Such equipment should benefit of a maintenance contract and an insurance, to recover the costs in case of damages, as per the national legislation.</p> <p>In case of full damage (loss) of the equipment registered in the TEP, the owner Member State will notify it to the Commission and Frontex. Such situation will then be analysed on a case-by-case basis by the Commission, upon the consultation of Frontex, aiming at identifying solutions and/or necessary resources to ensure the replacement of the damaged equipment in the TEP.</p>

¹ These replies express the views of the Commission services – DG HOME and are intended to assist the Member States’ authorities in their application to this BMVI Specific Action call. These replies do not commit the European Commission. Only the Court of Justice of the European Union is competent to authoritatively interpret the Union law.

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			<p>In cases of negligence or wilful misconduct, the owner Member State should apply the necessary measures to recover the damages, as per the respective national legislation.</p> <p>The solutions to cover the necessary costs to upgrade or repair such equipment to a state of readiness and availability that makes it deployable as part of the Technical Equipment Pool, in accordance with the quality requirements and standards of Frontex, should be clearly indicated in the application of a Member State to this BMVI Specific Action call.</p> <p>When the purchased equipment is used at EU level, in operations and interventions led by Frontex, the terms for its deployment and reimbursement of costs are defined by Frontex, as per the Article 64(10) of the EBCG Regulation. In those cases, the provisions of Articles 84 and 85 on civil and criminal liability of the members of the team of the EBCG Regulation apply.</p>
2.	Accessory items to the proposed equipment	Is the proposal for the purchase of an Offshore Patrol Vessel (hereinafter - OPV) complete with helicopters (helicopter as additional equipment of the OVP) within the framework of the Special Action considered relevant? If the helicopter is not eligible as an additional equipment, would some kind of drone be eligible?	<p>Helicopters are not considered under this BMVI Specific Action call.</p> <p>Aerial means of transport and border surveillance are mentioned in Table 2 of the call and they are the following: Fixed-wing Aircraft, Vertical Take-off and Landing Remotely Piloted Aircrafts – hybrid, Systems comprising 3 Vertical Take-off and Landing Remotely Piloted Aircraft (40/50 Kg each), Counter Unmanned Aerial Systems and Tethered Surveillance System.</p> <p>A helicopter, a drone, are not eligible as accessory equipment to the Offshore Patrol Vessel needed.</p>
3.	Outsourcing services	Is it allowed to include an outsourcing service (for example - for drawing up	Outsourcing services (for example - for drawing up technical specifications) should be described as part of the project's costs and can be considered eligible for the

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		technical specifications) in the project estimate?	purpose of this BMVI SA call, under the condition that is done in full compliance with Union law and the provider of such services is located inside the EU. The responsibility of the BMVI managing authority and of the beneficiary(ies) under this call cannot be outsourced. The outsourcing cannot alter the relationship and obligations of the Managing Authority and of the identified beneficiaries. It should not create undue operational risks for the purchase and deployment of the equipment or impair the quality and independence of monitoring and control or the ability of relevant EU and national authorities for overseeing and supervising the compliance of the implementation of this Specific Action with the legal requirements.
4.	Specific parameters for operating the equipment in certain conditions	Can the ship icebreaker parameters be included in the project estimate (for example to use OPV in the Baltic Sea in winter navigation conditions)?	Parameters allowing operating an equipment in certain environmental conditions should be emphasised. Costs linked to meet such parameters can be considered eligible when relevant for the usage of the equipment in certain conditions (such as an OPV in winter navigation conditions as those in the Baltic Sea).
5.	Training of crew/staff operating the equipment	<p>Can the project estimate, in addition to the OPV procurement procedure, also include personnel training for the OPV crew (to learn how to manage OPV)?</p> <p>One question about the fact that necessary staff should be provided for operation. Is this mandatory at the point of the call because for specific products like the UAV require specific training should be done with the final products.</p> <p>Could the training of crew be included in the budget?</p>	<p>As mentioned in the call document, “<i>Only costs linked to the purchase of the equipment itself are eligible under this BMVI Specific Action. Running costs and costs for maintenance during periods when the equipment is not deployed for an operational activity of the Agency should either be covered under the national budget or by the BMVI programmes of the Member States, under operating support.</i>”</p> <p>The training falls within the scope of this BMVI Specific Action call if it is provided by the supplier of the equipment, i.e. part of the procurement contract, aimed to ensure familiarization of the users with the specific equipment purchased under this Specific Action and its adequate operation. Training of other staff or for other purposes, including training in view of acquiring general/</p>

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		<p>The training of the crew it is usually provided by the supplier of the asset as part of the contract. It cannot be splitted and included in the National Programme. Please confirm this is eligible within this call.</p>	<p>basic skills and knowledge for the operation of equipment, i.e. formation of crews/ pilots/ operators etc., will not be funded under this Specific Action. Alternatively, Member States may use operating support under their BMVI programmes, as per the Annex VII of BMVI Regulation to fund staff costs, including training (100% EU contribution). However, the staff aspects relevant for this call, including training for the staff operating this equipment, need to be described by the applicant under sustainability criterion in the application form.</p>
6.	Leasing vs. purchase	<p>The purchase of patrol vehicles for Frontex operations on the basis of a leasing contract is also eligible for funding under the SA?</p>	<p>As per BMVI Regulation, for this BMVI Specific Action call only the purchase of such equipment is considered.</p>
7.	Deployment of the equipment in another Member State than the one owner Member State	<p>Par. 3.2, Table 1 (point 3) It should be noted that the equipment considered as <i>'being put at the disposal of the Agency for a minimum period of 4 months per year'</i> is the equipment made available for Frontex-coordinated operations carried out in another Member State and not in the context of deployments by the owner Member States within its own territory. We believe that this clarification which is not depicted within art. 64 par. 14 of EBCG Regulation creates an unequal treatment between MS hosting a FRONTEX-coordinated Joint Operation (J.O.) and the participating M-S. Indeed, the primary goal of this Specific Action is to fill the shortages in operational assets availability. When gaps appear in a J.O., FRONTEX requests additional assets from the participating M-Ss and when the offers are exhausted, the Host M-S is requested to fill</p>	<p>As specified in the call, the equipment purchased under this funding is <i>'the equipment made available for Frontex-coordinated operations carried out in another Member State and not in the context of deployments by the owner Member States within its territory'</i>. The EU added value should be ensured in this respect, as this equipment is meant not only to increase the capacities of the purchasing Member State, but also Frontex's operating capacity. Frontex will be indeed in a position to identify where the challenges are in order to make the best use of the deployed equipment and therefore to provide an added value for the EBCG.</p>

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		<p>the gaps as a last resort. In this regard, although priority should be given to the participation of the assets outside their own country, the participation of an asset in a J.O. carried out within the owner M-S territory should not be completely disregarded since this asset actively participates to the said J.O.</p>	
8.	<p>Equipment on board for self-defense purposes (weapons)</p>	<p>As an international practice dictated by the real operational needs, and by analogy to what is foreseen for the EBCG Standing Corps in art. 82 par. 7 and in Annex V of the Regulation (EU) 2019/1896, it is imperative for large coast guard maritime assets like OPVs and MPVs, to carry the adequate light weapons for self-defense purposes or for firing warning shots while exerting law enforcement tasks. Indeed, in a 75-85 m. vessel it is of paramount importance to have a mounted 30 mm naval gun. Respectively, in a 35-45 m. vessel a remotely controlled station of 12,5 mm should be sufficient. Considering that these light weapons form an integral part of the vessel and shall be fully integrated within the vessel's management system, please confirm that they are eligible under this call.</p>	<p>This BMVI Specific Action call covers only costs linked to the purchase of the equipment itself, as per the defined requirements and technical standards. The installation of self-defense weapons and their integration within the equipment management system should be excluded from the application. The Member States may consider under their national budget – on top of their proposal under this call - the integration of weapons with the equipment to be purchased and their use for self-defense purposes and for firing warning shots while exerting law enforcement tasks. The use of such weapons on board shall be made as per the Member States' and EU legislation, in particular the EBCG Regulation - Annex V “Rules on the use of force, including training and the supply, control and use of service weapons and non-lethal equipment, applicable to statutory staff deployed as members of the teams”.</p>
9.	<p>Cost-effectiveness</p>	<p>Please explain at which stage shall be submitted the cost effectiveness analysis described in Table A (Affordability) of Annex I. Please note that in the case of large maritime assets, such analysis by an</p>	<p>The purpose of this requirement is to ensure that an initial cost effectiveness analysis has been done for in order to ascertain that the proposed equipment to be acquired is cost-effective in comparison with benchmarks, such as similar</p>

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		applicant that has not yet operated the vessel in real conditions will be very theoretical and not reliable enough to be evaluated and marked in the framework of an evaluation.	types of equipment that is already in use, and thus can be sustained throughout the lifecycle. Acknowledging that this kind of analysis is challenging in the early stages of a project the more complex the equipment is, the level of ambition would be to assess: <ul style="list-style-type: none"> • The acquisition cost at the point of purchase • The through-life management costs given a costing scenario comprising a certain type of Operational Profile and a degree of Operational Availability. • The costs for decommissioning and disposal.
10.	Annex III of the call document (general requirements)	What level of detail the European Commission is expecting in the general requirements section in Annex III . The requirements are formulated very broadly and it is difficult for us to see what information we can provide on this. Could you elaborate a bit on this and / or for example provide us with an example (filled-in) of these requirements, so that we know what to aim for?	In general, the purpose of the requirements framework in the Call is to provide the high-level requirements to ensure that all aspects are covered without prescribing solutions, thus giving Member States the necessary degree of freedom to explore different options. These high-level requirements will act as a checklist for Member States when developing the more detailed Technical Specifications. In terms of what kind of information should be provided and at what level of detail in relation to Annex III, this has been designed as Compliance Checklist that often is used in procurement procedures where the bidders have the opportunity to confirm that they have read the requirements and give them an opportunity to explain how they intend to comply with a specific requirement and why this is beneficial for the acquirer. Annex III gives Member States the same sort of possibility. There are of course some requirements that are straight forward and can be answered with either a “yes” or “no”. In response to other requirements there is room to convey what you have envisaged in more detail.
11.	Annex I of the call document (minimum technical requirements)	Are the mandatory technical requirements (for Patrol Cars and Patrol	Yes, the Annex I of this BMVI SA call includes all the minimum technical requirements to be met (including for

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		Cars equipped with canine team inserts - planned for purchase as part of the project) specified only in Annex 1 of the „ <i>Launch of the call for expression of interests under the Specific action ...</i> ”?	the Patrol Cars and the Patrol Cars equipped with canine team inserts), as identified by Frontex. The applicant will provide information about the technical standards considered for the equipment which intend to purchase in the technical information form (Annex III “Technical information form” of the call)
12.	Technical requirements for patrol cars and patrol cars equipped with canine team inserts	Do Patrol Cars and Patrol Cars equipped with canine team inserts have to take into account the requirements set out in the Technical Standards for Land Border Surveillance Equipment document established by Regulation (EU) 2016/1624 of 14 September 2016 on the European Border and Coast Guard and by Regulation 2019/1896 of 13 November 2019 on the European Border and the Coast Guard?	For the purchase of “ <i>Patrol Cars</i> ” and “ <i>Patrol Cars equipped with canine team inserts</i> ”, the applicant Member State will meet, as a minimum, the requirements and standards set out in Annex I of the BMVI SA call document “Requirements and standards for the technical assessment of the proposals submitted under the Specific action no. BMVI/2023-2024/SA/1.2.2”, notably the general requirements (part A), the minimum mandatory and desirable requirements retained for land-based means of transport and surveillance capacities (part B) and the technical standards for the land-based means of transport and surveillance capacities (as per part C of Annex I). The set standards are in line with the Regulation 2019/1896 of 13 November 2019 on the European Border and the Coast Guard, in force.
13.	VAT	Can the Border Guard as a State Budget Unit qualify VAT under the project if it cannot recover it under national VAT regulations? As per the principles contained in the „ <i>Launch of the call for expression of interests under the Specific action ...</i> ”: <i>Your attention is drawn in particular to one provision of the CPR. As regard the value added tax (“VAT”) eligibility regime, Article 64 (1)(c) of the CPR provides that VAT is not eligible, except: (i) “for operations the total cost of which is below EUR 5 000 000 (including</i>	Yes. In the call document, the relevant provisions of Article 64 (1)(c) of the CPR Regulation are mentioned. According to those provisions, VAT shall not be eligible, except for an EU contribution for operations the total cost of which is at least EUR 5 000 000 (including VAT) where it is non-recoverable under national VAT legislation.

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		VAT); (ii) for operations the total cost of which is at least EUR 5 000 000 (including VAT) where it is non-recoverable under national VAT legislation”.	
14.	Higher estimated costs per equipment	<p>Would it be possible that a request is approved if the budget is over the budget foreseen in the call? E.g. If a member state wants to acquire a fixed-wing aircraft whose estimated cost is 35M € (15M€ over the budget, since the call only foresees 20M€ for one fixed-wing aircrafts), is there any possibility that the such proposal is accepted by the total amount?</p> <p>If a Member State is going to acquire a OPV costing 35 M€ and is considering to acquire a fixed wing airplane for maritime surveillance costing 50 M€. As airplane cost exceeds the 20M€ limit but the OPV is cheaper, we would like to know if a proposal of both equipments (50 + 35 M€) is eligible. Thank you.</p>	<p>The overall equipment needed by Frontex and to be purchased by the Member States to increase the Agency’s operational capacity can be funded within the budget available for this BMVI Specific Action call. In table 2 of the call document, the last column refers to “<i>Approximate funding (in million EUR per total number of units needed)</i>”.</p> <p>A proposal which exceeds the approximate funding/ unit would be still eligible provided that all criteria under point 5.2. of the call document are met.</p> <p>The proposals will be evaluated by each type of equipment, in the order of the categories listed in Table 2. This includes an assessment in terms of cost-effectiveness, i.e. to what extent the estimated costs are justified in the light of the expected results.</p> <p>Within each type of equipment, the proposals will be ranked according to their total score, by adding up all the points for each criterion/ type of equipment proposed in the applications submitted by the Member States.</p> <p>Within each category, the highest ranked proposals by type of equipment will be considered for selection.</p>
15.	Maximum amount per application	Is there a maximum amount that shouldn't be exceeded by Member States?	<p>We understand this question that it refers to the total amount per application. There is no maximum amount set per application per Member State. However, the applicant should consider the eligibility criteria to be met, as per types of equipment needed and the maximum number of units to be funded/ Member State.</p>
16.	Duration of rapid deployment	What is considered under rapid deployment of the equipment at the request of Frontex?	The technical equipment pool, including a rapid reaction equipment pool, is set up to be deployed in joint operations, in rapid border interventions and in the framework of

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		How many days / weeks are we talking about?	<p>migration management support teams, as well as in return operations and return interventions.</p> <p>In accordance with Article 64(8) of EBCG Regulation, the rapid reaction equipment pool contains a limited number of items of equipment needed for possible rapid border interventions and the contributions of Member States to the rapid reaction equipment pool is planned in accordance with the annual bilateral negotiations.</p> <p>The EBCG Regulation is not prescriptive in terms of number of days for deployment of the equipment for rapid border interventions at the external borders of those Member States facing specific and disproportionate challenges, taking into account that some situations may involve humanitarian emergencies and rescue at sea in accordance with Union and international law.</p> <p>Nevertheless, under the same article, the Member State concerned shall send the equipment on that list, together with the necessary experts and technical crew, to the destination for deployment as soon as possible, and, in any event, no later than 10 days after the date on which the operational plan is agreed. Thus, the equipment to be purchased by the Member States under this BMVI SA call will also serve the rapid border interventions, providing thus the safeguards for the most complex situations where such equipment is needed.</p>
17.	Duration of the staff deployment	The equipment has to be made accessible to Frontex for four months per year. Does the staff that operates the equipment be put at the disposal of Frontex for 4 months as well or is there room for negotiation in terms of the frequency / duration that the staff has to be available to Frontex?	<p>The technical equipment will be deployed to Frontex with the competent staff to operate it, e.g. the staff/ crew trained for this purpose.</p> <p>Moreover, as per the Article 54 (5) “European Border and Coast Guard standing corps” of the EBCG Regulation “The crew for technical equipment provided in accordance with Article 64 shall be taken into account as part of the contributions for short-term deployments provided by the Member States pursuant to Article 57 for the following year. With a view to preparing the relevant management</p>

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			<p>board decision referred to in paragraph 4 of this Article, the Member State concerned shall inform the Agency about its intention to deploy the technical equipment with the corresponding crew by the end of January of each year.”</p> <p>The duration of the deployment of the equipment and of staff operating it and the calendar period of the year when it will take place will be defined by means of Frontex and Member States agreements arising from the annual bilateral negotiations for the corresponding items of technical equipment.</p> <p>The call invites Member States to include under “sustainability” part point 2 of the application form (Annex II of the call) information about “<i>supply of crews, operators and maintenance teams; provide information on the ongoing/planned measures for trained dedicated staff to operate the equipment, including through service contracts with specialized companies and exchanges of experience with other Member States</i>”.</p>
18.	Deployment of the equipment registered in the TEP in third countries	Would it be possible to use the equipment for the deployments based on bilateral agreements with third countries (Eg. W.Balkans)?	<p>As per the first specific objective of BMVI Regulation, the use of the equipment to be purchased by the Member States under this Specific Action is to support an effective European integrated border management at the external borders, to facilitate legitimate border crossings, to prevent and detect illegal immigration and cross-border crime and to effectively manage migratory flows.</p> <p>The use of this equipment by the Member State in a third country or in the EU neighbourhood (such as in the area of the Western Balkans) is possible as long as it contributes to the mentioned BMVI’s objective and it is in line with the BMVI Regulation (EU) 2021/1148 and EBCG Regulation (EU) 2019/1896.</p> <p>However, when used in a remote area, the Member States should take the necessary measures to deploy the equipment without delay, upon the request of Frontex.</p>

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19.	Vertical Take-off and Landing Remotely Piloted Aircraft characteristics	VTOL RPAS is designated as 40-50Kg is that a mandatory requirement?	The total weight of the VTOL RPAS (40-50 KG) is indicative, illustrating that a heavy equipment of this nature is needed. However, compliance with the requirements and technical standards of this type of equipment, as defined for aerial means of transport and surveillance capacities, in Annex I of the call document, shall be ensured.
20.	Registration period in the TEP	In accordance with the call there is an obligation to provide to TEP, e.g. the offshore patrol vessel (OPV) for <u>5 years</u> (with a 4 months period each year). What will happen after 5 years will pass? Shall OPV stay registered in TEP? Will the OPV be excluded from TEP? Will it be a voluntary decision of the EU Member State after 5 years?	As per this BMVI Specific Action call document, the purchased offshore patrol vessel (OPV) should be registered in the TEP for 10 years, with up to 4 months deployment period each year, upon Frontex request. After the minimum registration period set per type of equipment, a Member State may withdraw its equipment from the TEP or, alternatively, may decide – in agreement with Frontex - to keep it for further deployments.
21.	The equipment to be deployed to Frontex	In case of the acquisition of an additional CPV (likely identical to the existing ones, this would result in a pool of 4 identical CPV's, of which one would be registered within the TEP. However, from an operational point of view, can you clarify whether Frontex requires that it is always the 'registered CPV' that is being put at disposal, or can it also be any of the other (identical) CPV's? This is important for operational planning.	The purchased equipment under this call, registered in the TEP, should be deployed upon Frontex's request, as it satisfies the set standards.
22.	Infrastructure	Can be co-funded new infrastructures able to accommodate Frontex and other countries national experts for common operations and/or international exercises?	Infrastructure falls outside the scope of this BMVI SA call.
23.	CPB vs. CPV technical requirements	Other than operational area and patrolling hours, are there other requirements that differentiate between the CPB and CPV?	The Technical Standards provide insight into differences in requirements between different types of vessels.

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24.	Agreement on the minimum technical requirements	<p>Are Member States obliged to agree with Frontex on the minimum technical requirements for the equipment purchased under the project and thus obtain approval when selecting the equipment? Bearing in mind the SG's (Border Guard) experience in the implementation of similar projects that required technical arrangements with Frontex, the question arises: Will all activities during public procurement procedure require arrangements with Frontex?</p> <p>Are Member States obliged to agree with Frontex the minimum technical requirements for the equipment purchased under the project and thus obtain approval when selecting the equipment?</p>	<p>No. The minimum requirements and the technical standards are clearly set and provided in Annex I. Member States will fill Annex III accordingly.</p> <p>Compliance with higher (international) standards do not require Frontex's approval.</p> <p>There is no formal involvement of Frontex envisaged during the public procurement procedure of the equipment purchased under this call.</p> <p>There is no obligation on Member States to have the agreement with Frontex on the technical requirements. This is the prerogative of the Member States. Frontex stands ready to support and advice where possible drawing on its own experience to date.</p> <p>There is no requirement on making any arrangements with Frontex. This is also the prerogative of Member States.</p>
25.	Clarifications on technical requirements	Can we address questions directly to Frontex? if yes, who is the Frontex contact person?	For the purpose of this BMVI SA call, please use the functional mailbox provided (HOME-AFFAIRS-FUNDS-COMMITTEE@ec.europa.eu). The Commission will follow up with Frontex on the technical aspects to be clarified.
26.	Evaluation process of the application	If one call will have different type of equipment, for example, 1 OPV, 1 CPB, 5 patrol cars etc. Will this call be evaluated by COM as a whole or it will be evaluated for each type of equipment? For example, the Member State does not provide enough explanation regarding necessity of 5 patrol cars, but provides extensive justification for 1 OPV and 1 CPB. Will this project	<p>As mentioned in the call document "The proposals will be evaluated by each type of equipment, in the order of the categories listed in Table 2. Within each type of equipment, the proposals will be ranked according to their total score, by adding up all the points for each criterion/ type of equipment proposed in the applications submitted by the Member States.</p> <p>Within each category, the highest ranked proposals by type of equipment will be considered for selection."</p>

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		proposal be eligible in that part for 1 OPV and 1 CPB?	The reply, as per the proposed situation, is positive. Consequently, we cannot exclude the situation of funding only partially the proposal submitted by one Member State.
27.	Demonstration of costs	<p>How do you see a proper demonstration of costs?</p> <p>Will similarity to awarded contracts for products with similar specs be considered relevant?</p>	The applicant is expected to describe with sufficient details the measures by which the estimated costs have been established, e.g. market research, previous purchases of similar equipment with public funds, legal provisions (in the case of staff costs, if applicable) etc. The explanations should focus on the high unitary costs and the costs representing a significant percentage of the budget.
28.	Binding successful proposals	What about the bindingness of the proposal? So, if we submit a proposal and it is selected, but afterwards the necessary co-financing is not available for example, then what happens?	<p>By applying to this call, the Member State is committing to purchasing the proposed equipment, once successful following the evaluation procedure.</p> <p>When submitting the budget form (Annex IV) attached to its application for the purchase of equipment under this BMVI Specific Action call, it is assumed that the managing authority of the applicant Member State has taken the necessary steps to be able to comply with the EU co-financing rate for the EU contribution to this Specific Action (up to 90%) and to ensure the additional national funding to cover the total cost of the purchase.</p> <p>When including the allocation to this Specific Action in the BMVI amended programme, the successful Member State commits to ensure compliance with the co-financing rate applicable. If, following the award, for a Member State is no longer possible to ensure the national co-financing for the purchase of this equipment, than – upon the notification of this reason to the Commission - the Specific Action will not be added to its BMVI programme. In that case, the Commission will consider co-financing instead the application having the highest score on the reserve list of this BMVI Specific Action call.</p>
29.	Fixed-wing aircraft – medical evacuation capability	In terms of MEDEVAC (Medical evacuation) capability, could you tell us what level of complexity should the	Basic patient transport is the minimum requirement. The need to deploy medical evacuation capabilities is currently only foreseen when operating outside the EU. Within the

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		<p>aircraft's interior be equipped? Should it provide a basic patient transport or an intensive care with oxygen, compressed air and electrical supplies?</p>	<p>EU the national services would cover these needs. When operating outside the EU the access to local medical care for serious injuries may be limited, especially in locations where the terrain limits access to hospitals in both distance and time. Therefore, there may be a need to deploy medical evacuation capabilities that are not bound by road.</p>
30.	Coastal Patrol Boat (CPB)	<p>You indicate that the need, in category no. 1: Maritime means of transport and surveillance, are OPV and CPV. The ability for the Swedish marine police to participate in the Frontex mission is limited to a CPB, due to the education and number of personal that the marine police can send to the missions.</p> <p>Would it be possible for the Swedish National Board to apply for a CPB in this founding? The approximate founding would, in that case, be two million EUR.</p>	<p>This BMVI SA Frontex equipment call is limited to the types of equipment needed as per the table 2 in the call document, as specified under the eligibility criteria in paragraph 5.2 of the call. The purchase of types of equipment not included in table 2 is therefore not considered eligible under this Specific Action. The Commission and Frontex take good note of the interest of Sweden to contribute to the Technical Equipment Pool with a CPB boat and will analyse the possibility of including this type of marine border surveillance equipment in a similar BMVI Specific Action call to be launched.</p>