

Terminal Charging Zone Finland Reference Period 3 (2020-2024)

ADDITIONAL INFORMATION TO REPORTING TABLES 1 – TOTAL COSTS AND UNIT COSTS

1. Determined costs and unit costs

a) Description of the methodology used for allocating costs of facilities or services between different air navigation services, based on the list of facilities and services listed in ICAO Regional Air Navigation Plan, European Region (Doc 7754) as last amended, and a description of the methodology used for allocating those costs between different charging zones;

Fintraffic ANS (ANS Finland's name was 1.1.2021 changed to Fintraffic ANS) provides a) enroute services, b) terminal navigation services in Helsinki-Vantaa airport, c) terminal navigation services for Finavia's network airports and d) training services. Cost allocation principles are following: enroute cost base includes all ACC costs, 40% of Helsinki-Vantaa airport's ANS cost (TWR/APP) and 40% of ANS cost of 4 other airports, which have separate APP (Rovaniemi, Kuopio, Jyväskylä and Tampere). Cost of technical ANS, administration and other centralized services are allocated to different cost bases by sharing keys, which differ by cost centers.

ANSP's reported costs by nature and by services are based on Fintraffic ANS's internal accounting and reporting system. Reported costs are based on ICAO's Regional Air Navigation Plan (Doc 7754).

b) Description of the methodology and assumptions used to establish the costs of air navigation services provided to VFR flights, when exemptions are granted for VFR flights in accordance with Article 31(3), 31(4) and 31(5);

It has been estimated that there is no cost of VFR-flights in Helsinki-Vantaa in RP3. Fintraffic ANS does not receive any funding for possible VFR flights in Helsinki-Vantaa airport.

c) Criteria used to allocate costs between terminal and en route services, in accordance with Article 22(5);

Fintraffic ANS's costs are allocated to terminal and en route cost bases according to following principles

- a) All ACC cost are allocated to en route cost base
- b) All TWR cost are allocated to terminal cost base
- c) APP cost are allocated to en route and terminal cost bases according to distance based rule.
 - a. Costs related to flight 0-20km from the airport are in terminal cost base
 - b. Costs related to flight over 20km from airport are in en route cost base.
 - c. 20 km has been chosen because according to charging regulation 20km is deducted from chargeable en route flight in both ends of the flight
 - d. For practical reasons costs of APP and TWR are in the same cost center. 40% of total TWR/APP costs are allocated to en route and 60% to terminal.
- d) Costs of services common to both en route and terminal services are allocated in proportional way. These service include for example technical ANS, AIS and administration.

d) Breakdown of the meteorological costs between direct costs and the costs of supporting meteorological facilities and services that also serve meteorological requirements in general ('MET core costs'). MET core costs include general analysis and forecasting, surface and upper-air observation networks, meteorological communication systems, data processing centres and supporting core research, training and administration;

The cost accounting system of the Finnish Meteorological Institute (FMI) follows the principles of ABC (Activity-Based Costing). Method was implemented in 1995 and thus is the same principle as in RP2. The costs of FMI are divided into two categories, direct costs and costs supporting meteorological facilities (indirect costs or MET core costs). Direct costs are assigned directly to the project in

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question. This assignment happens already in the book-keeping system of FMI. Direct costs can be labor costs and/or operational costs. The amount of labor costs consist of actual civil aviation labor input, working hours, which are recorded monthly to the working hour registry KIEKU.

There are two types of core cost items at FMI:

1. **Costs of support services** (*general IT-infrastructure services, general training, financial and personnel administration etc.*)
2. **Unit-level costs** (*general management, public relations and internal communications, premises, electricity & water, office supplies and other unit-level costs*)

The allocation of indirect costs/core costs to aviation has been made by using percentages. The more the unit is producing aviation services the higher the percentage is. The percentage is related to direct working hours. MET core costs are costs of infrastructure and supporting services, also met-institutes head office costs like International organizations member fees (EUMETSAT and WMO) are included in core costs. Core costs include both fixed and variable costs. Core costs can be labour and/or operational costs. Furthermore, the costs related to weather observations (including radar observations) are not included in these costs. The costs of observations are covered by the Finnish government budget funds.

e) Description of the methodology used for allocating total meteorological costs and MET core costs referred to in point (d) to civil aviation and between charging zones;

The allocation of costs is based on the method described in the part d.

f) For each entity, description of the composition of each item of the determined costs by nature and by service (points 1 and 2 of Table 1), including a description of the main factors explaining the planned variations over the reference period;

Determined costs by nature and by service

Entity: Fintraffic ANS	
1. Detail by nature (in nominal terms)	
1.1 Staff costs	<p>Staff costs of certain cost centers according to allocation principles accepted by NSA. Staff costs include salaries, social security charges and pension costs.</p> <p>In 2020 staff costs were 16,6% (3,4M€) lower than in 2019. This saving was achieved mainly by temporary lay-offs and abandoning bonuses. In 2021 staff costs are expected to decrease by 1%. In 2022 staff costs are expected to return to normal level (level before Covid-19). In 2023 and 2024 staff costs are expected to grow about 7,4% due to traffic and FTE-increase.</p> <p>Fintraffic ANS age bonus scheme increases total salaries. This scheme applies to ATCOs and the average employee age is over 46 at the moment. The age bonus rises salaries every 4, 8, 11, 15 and 20 year one being employed.</p> <p>Collective bargaining for years 2023-2024 is still ongoing and there isn't exact information for the general salary increases available yet.</p> <p>It's also challenging to prepare for retirement in a timely manner. To avoid lack of personnel the recruitment and training of substitutes must begin in good time. This causes occasionally overlapping resources.</p> <p>For EFHK it was already noticed in the 2019 traffic situation that the service level should be raised to avoid delays and could keep providing environmentally efficient service.</p>
of which, pension costs	<p>Pension cost are expected to increase during RP3, because of increase in wages. Pension contributions are based on the gross wages. Employer % contribution rate is expected to be 16,95% in 2021 and 17,35% in 2022-2024. This estimate is made by the Finnish Centre for Pension.</p>

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1.2 Other operating costs	<p>Other operating costs include costs of material and services and other operating expenses. Main costs include ATM system and ICT costs, rents of premises, leasing cost of ANS assets and leasing costs of telecommunication lines. Other operating costs include also administrative costs of Fintraffic Group. These costs are related to ICT, HR, Financial services etc.</p> <p>In 2020 enroute other operating costs were 9,0% lower than in 2019 due to Covid-19 savings. In 2021 costs are expected to increase by 5,5%, in 2022 by 15,4%, in 2023 by 6,5% and in 2024 by 6,8%. Drivers for these changes are payments to airport operator at Helsinki-Vantaa increases in payments to airport operator at Helsinki-Vantaa APP, leasing fees, travelling costs, cyber security costs and inflation. Costs of communication lines are increasing due to CPDLC enlargement to northern part of Finland. Management fee of Fintraffic is also expected to increase.</p>
1.3 Depreciation	<p>Depreciations of new and existing ANS assets according to Fintraffic ANS's investment plan. Depreciations are expected to decrease because airport operator Finavia owns the ANS assets in the airport and Fintraffic ANS pays for the use of these assets. This leasing cost is included in other operating costs. This leasing cost consists of depreciation and cost of capital.</p> <p>Depreciations are based on Fintraffic ANS's investment plan. Fintraffic ANS is planning only minor investments for RP3, because airport operator Finavia is responsible of the ANS investments at the airport.</p>
1.4 Cost of capital	<p>Cost of capital consists of asset base and WACC. WACC before tax in this calculation is 4,3%. Cost of capital is expected to decrease because airport operator Finavia owns the ANS assets in the airport and Fintraffic ANS pays for the use of these assets. This leasing cost is included in other operating costs. This leasing cost consists of depreciation and cost of capital.</p>
1.5 Exceptional items	
2. Detail by service (in nominal terms)	
2.1 Air Traffic Management	<p>Staff costs of ATCO's. Staff costs and other operating cost of technical ANS related to ATM. Depreciations and cost of capital of ATM investments. Costs of other centralized services (administration etc)</p>
2.2 Communication	<p>Staff costs and other operating cost of technical ANS related to COM. Depreciations and cost of capital of COM investments.</p>
2.3 Navigation	<p>Staff costs and other operating cost of technical ANS related to NAV. Depreciations and cost of capital of NAV investments.</p>
2.4 Surveillance	<p>Staff costs and other operating cost of technical ANS related to SUR. Depreciations and cost of capital of SUR investments.</p>
2.5 Search and rescue	<p>Costs of aeronautical coordination centre</p>
2.6 Aeronautical Information	<p>Costs of AIS unit and and flight planning center allocated to en route service.</p>
2.7 Meteorological services	
2.8 Supervision costs	
2.9 Other State costs	
Adjustments beyond the provisions of the International Financial Reporting Standards adopted by the Union pursuant to Regulation (EC) No 1126/2008	

Entity: FMI	
1. Detail by nature (in nominal terms)	
1.1 Staff costs	<p>Staff costs of FMI staff members involved with civil aviation operational or development tasks in certain cost units. In general, 54% of FMI meteorological services costs are staff costs over the RP3 period. Staff costs are expected to rise by 1% on average and total FTEs expected to rise due to start of operations of the global Space Weather Centre as designated by ICAO. Staff costs include mandatory employer costs as determined by the State treasury.</p> <p>2020 the determined costs are the same as the actual costs. Compared to the average set for RP3, 2020 Staff costs were higher than the determined average. This is due to increased need of manpower for number of changes in services, increase in wages and different distribution of costs between staff and operating costs from original determined costs.</p>
of which, pension costs	<p>Pension costs are expected to remain on average at 16,48% of total salary costs during RP3</p>

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	2020 the pension costs were 17.14%, a little bit higher than the determined average, due to increase in FMI pension costs.
1.2 Other operating costs	<p>The remaining 46% of total costs are allocated to other operating costs. These include e.g. facility costs, administration, ICT services, reasonable share of membership fees to international organisations and outsourced services such as telecommunication lines to AFTN/AMHS centre.</p> <p>2020 the determined costs are the same as the actual costs. Compared to the average set for RP3, 2020 other operating costs were lower than determined average due to different distribution of costs between staff and operating costs from original determined costs.</p>
1.3 Depreciation	
1.4 Cost of capital	
1.5 Exceptional items	
2. Detail by service (in nominal terms)	
2.1 Air Traffic Management	
2.2 Communication	
2.3 Navigation	
2.4 Surveillance	
2.5 Search and rescue	
2.6 Aeronautical Information	
2.7 Meteorological services	<p>All FMI costs are allocated to meteorological services. Staff costs and operational costs of aeronautical meteorological forecast and warning centers, technical and support staff. Cost of operational centers, quality, compliance and development activities. Requirement for services imposed by (EU)2017/373 regulation, the Competent Authority and ICAO Annex 3, the overall staff cost regulations of the Finnish State and cost of services purchased from suppliers. Within the RP3 timeframe FMI cost-efficiency is influenced by the increase of regional and global services imposed by the regulation and ICAO designation of Space Weather Centres. Cost-efficiency is also affected by increasing staff costs, pension costs and cost increases in sub-contracted services, all contributing to small increases in overall costs. Operating costs for new services included in the Performance Plan for RP3 contribute positively to the overall productivity of FMI and increase total costs from 2020 onwards.</p> <p>FMI is the Lead Member and operational centre of the Pan-European Consortium for Aviation Space Weather User Services (PECASUS), responsible for the management of the consortium and global dissemination of Space Weather Advisories. As one of three global Space Weather Centres, PECASUS is actively developing new services to mitigate impacts of hazardous space weather events to aviation. FMI Space Weather operations are funded by the Finnish State for the first three years of operations 2019-2021 after which the operational costs will be part of FMI MET costs from 2022 onwards, resulting in an increase in total costs annually.</p>
2.8 Supervision costs	
2.9 Other State costs	
Adjustments beyond the provisions of the International Financial Reporting Standards adopted by the Union pursuant to Regulation (EC) No 1126/2008	

Entity: Traficom	
1. Detail by nature (in nominal terms)	
1.1 Staff costs	50 % of the supervision costs are assessed to result from direct staff costs.
of which, pension costs	
1.2 Other operating costs	The other 50 % are assessed to be other operating costs which mainly consist of the agency's overhead costs.
1.3 Depreciation	
1.4 Cost of capital	
1.5 Exceptional items	
2. Detail by service (in nominal terms)	
2.1 Air Traffic Management	
2.2 Communication	
2.3 Navigation	

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2.4 Surveillance	
2.5 Search and rescue	
2.6 Aeronautical Information	
2.7 Meteorological services	
2.8 Supervision costs	All the NSA costs are allocated to supervision costs. NSA costs include Traficom's infrastructure oversight charges. The charges are based on Act on Criteria for Charges Payable to the State and the target is that they are cost-reflective. 60 % of the EFHK charges are allocated to TN costbase (40 % allocates to enroute cost base). In RP2 the method for charging each ATS-unit was based on the number of passengers. This method is being renewed for RP3 and the method is based on the number of IFR movements which reflects better the actual size of the ATS-unit and oversight work. This adjustment has decreased the amount of NSA cost in TN cost base comparing to RP2.
2.9 Other State costs	
Adjustments beyond the provisions of the International Financial Reporting Standards adopted by the Union pursuant to Regulation (EC) No 1126/2008	

Pension costs

Note: The determined pension costs of the main ANSPs are detailed and justified in the body of the performance plan (item 3.4.3)

Entity: Fintraffic ANS and FMI					
Assumptions underlying the determined pension costs and expected evolution over Reference Period 3					
General information is presented at the additional information for the En-route Charging Zone Finland.					
Fintraffic ANS					
TERMINAL					
"Determined" Pension costs (in DC,nominal)	2020	2021	2022	2023	2024
Determined pensionable salary ('000€)	6 673	6 480	7 927	8 499	9 119
Nber of pensionable staff	88	88	88	90	97
% contribution rate (in DC)	14,82 %	16,95 %	17,35 %	17,35 %	17,35 %
Total pensions costs (as in DC '000€)	989	1 098	1 375	1 475	1 582
FMI (MET)					
TERMINAL					
"Determined" Pension costs (in DC,nominal)	2020	2021	2022	2023	2024
Determined pensionable salary ('000€)	597	534	597	595	591
Nber of pensionable staff	12	12	12	12	12
% contribution rate (in DC)	17,14 %	16,48 %	16,48 %	16,48 %	16,48 %
Total pensions costs (as in DC '000€)	102,326	88,003	98,386	98,056	97,397

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g) For each entity, a description and justification of the method adopted for the calculation of depreciation costs (point 1.3 of Table 1): historical costs or current costs referred to in the fourth subparagraph of Article 22(4), and, where current cost accounting is used, provision of comparable historical cost data;

Depreciation is calculated using the straight line method on the historic cost of the assets.

In the separation of Fintraffic ANS from airport operator Finavia in 1.4.2017, it was decided that ANS assets at the airports are mainly owned by Finavia and Fintraffic ANS pays so called fixed assets-fee to Finavia for the use of these assets. Fixed assets-fee includes depreciation and cost of capital of Finavia and it is reported in Fintraffic ANS's other operating cost. This change increases the other operating costs and decreases depreciations and cost of capital.

Fintraffic ANS provides services in rented premises so the depreciations do not include depreciations of buildings.

h) For each entity, description and underlying assumptions of each item of complementary information (point 3 of Table 1), including a description of the main factors explaining the variations over the reference period;

Fintraffic ANS	
Costs of new and existing investments (see also performance plan item 2)	
3.10 Depreciation	Covered in item f) above
3.11 Cost of capital	WACC before taxes (4,3%) is based on the calculation provided by the KPMG. In WACC calculation it has been assumed that 26,84% is financed via debt.
3.12 Cost of leasing	To Finavia Fintraffic ANS pays "fixed assets-fee" for the use ANS assets owned by Finavia. Rent is based on depreciation and cost of capital of these assets. In the case of new investments Fintraffic ANS suggests new ANS investments for Finavia and Finavia makes final decision of the implementation. Fintraffic ANS provides project management services to Finavia in these projects.

Eurocontrol costs	
3.13 Eurocontrol costs (Euro)	Not applicable.
3.14 Exchange rate (if applicable)	Not applicable.

i) For each entity, description of the assumptions used to compute the cost of capital (point 1.4 of Table 1), including the composition of the asset base, the return on equity, the average interest on debts and the shares of financing of the asset base through debt and equity;

For the information about the WACC calculations see additional information for en-route charging zone.

Fintraffic ANS	
Average asset base	
3.1 NBV fixed assets	NBV of fixed assets is expected to decrease from 2,6 M€ in 2020 to 1,4 M€ in 2024 because airport operator Finavia is responsible of ANS investment and leasing charge of these investments is included in other operating costs. NBV includes also fixed assets under construction.
3.2 Adjustments total assets	
3.3 Net current assets	Net current assets are estimated to be 0,9-1,5M€ in RP3. Net current assets consist of Fintraffic ANS sales receivables less trade accounts payable. 25 % of these are allocated to terminal cost base.
Cost of capital %	

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3.6 Return on equity	Pre-tax return on equity 4,3% is based on KPMG's calculation.
3.7 Average interest on debts	The debt margin applied amounts to 0.7% based on the information presented in (PRB) Study on cost of capital.
3.8 Share of financing through equity	WACC calculation is updated. Peer group used as a proxy for optimal gearing (share of equity 73,16%).

j) Description of the determined costs of common projects (point 3.9 of Table 1).

No common projects.

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2. Actual costs and unit costs

a) For each entity and for each cost item, a description of the reported actual costs and the difference between those costs and the determined costs, for each year of the reference period;

As the local cost-efficiency performance targets for RP3 are currently subject to revision as part of the draft performance plans to be submitted by Member States to the Commission by 1 October 2021, in line with the exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627 of 3 November 2020), the monitoring of the 2020 actual performance is carried out against the 2019 actual performance.

The main drivers for differences between actual data for 2020 and actual data for 2019 are presented for each item of cost by nature in the tables below.

RP3 Monitoring – Year 2020 vs. 2019	
ANSP: Fintraffic ANS	
1.1 Staff costs	Staff costs in 2020 were over 16,6% (-1,6M€) lower than in 2019. Savings include for example remarkable temporary lay-offs and abandoning bonuses.
1.2 Other operating costs	Other operating costs in 2020 were over 9%% (-0,5M€) lower than in 2019. There were savings for example in travel cost and payments to airport operator Finavia,
1.3 Depreciation	Depreciations in 2020 were in a same level as in 2019. Most of the equipment are leased from airport operator Finavia. Leasing costs are included in other operating costs.
1.4 Cost of capital	Cost of capital has increased from 2019 due to higher WACC and asset base. Pre-tax WACC in 2020 was 4,3% and it is calculated by KMPG. Asset base is higher than in 2019 due to current assets.
1.5 Exceptional items	

RP3 Monitoring – Year 2020 vs. 2019	
ANSP: MET/FMI	
1.1 Staff costs	Staff costs increased 54 000€ from 2019 to 2020. Mandatory employer costs (determined by the State treasury) have risen due to general pay rise (in August 2020) as well as the higher pension costs in 2020 among other things.
1.2 Other operating costs	Other operating costs increased 9 000€ from 2019 to 2020. The reason for the increase was the costs related to AFTN/AMHS licence. In 2020 FMI paid 60 000€ for Fintraffic ANS for the licence. The total amount of the payment is 84 000€ and the remaining amount 24 000€ will be paid in 2021.
1.3 Depreciation	
1.4 Cost of capital	
1.5 Exceptional items	

RP3 Monitoring – Year 2020 vs. 2019	
STATE/NSA: <name>	
1.1 Staff costs	Even if these supervision cost levels are depended on the number of VFR operations, lower operation levels didn't have an effect on these costs in 2020. Helsinki-Vantaa remained in the same supervision charge range.
1.2 Other operating costs	
1.3 Depreciation	
1.4 Cost of capital	
1.5 Exceptional items	

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b) Description of the reported actual service units and a description of any differences between those units and the figures provided by the entity that is billing and collecting charges as well as any differences between those units and the forecast set in the performance plan, for each year of the reference period;

2020 actual service units were 44.088, which was 64,7 % lower than 2019 actual service units (124.927)

c) Breakdown of the actual costs of common projects per individual project;

No common projects.

d) Justification of the difference between the determined and the actual costs of new and existing investments of the air navigation service providers, as well as the difference between the planned and the actual date of entry into operation of the fixed assets financed by those investments for each year of the reference period;

In respect of calendar year 2020, this information is to be provided in the annual monitoring report (see section 4 of the RP3 monitoring template).

e) Description of the investment projects added, cancelled or replaced during the reference period with respect to the major investment projects identified in the performance plan, and approved by the national supervisory authority in accordance with Article 28(4).

In respect of calendar year 2020, this information is to be provided in the annual monitoring report (see section 4 of the RP3 monitoring template).

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ADDITIONAL INFORMATION TO REPORTING TABLES 2 – UNIT RATE CALCULATION

a) Description and rationale for establishment of the different charging zones, in particular with regard to terminal charging zones and potential cross-subsidies between charging zones;

Finland has only one terminal charging zone (Helsinki-Vantaa) within the scope of SES Regulation.

b) Description of the policy on exemptions and description of the financing means to cover the related costs;

TN charges are not collected for:

- 1) search and rescue flights authorised by the appropriate competent body;
- 2) aircraft returning to the airport of departure for technical reasons or due to adverse weather conditions;

There is practically no VFR traffic in Helsinki-Vantaa. "

Actual costs incurred in relation to services to flights exempted from ANS charges (pursuant to Article 31(3) to (5) and Article 22(6) of Implementing Regulation (EU) 2019/317) in the charging zone in 2020.

	2020
Costs for exempted VFR flights	0€
Costs for exempted IFR flights	
Total costs for exempted flights	

Fintraffic ANS has contract with Finnish Airforce to cover the cost of military flights. For other exempted flights there is no financing for the time being.

Costs planned in relation to services to flights exempted from ANS charges (pursuant to Article 31(3) to (5) and Article 22(6) of Implementing Regulation (EU) 2019/317) in the charging zone in 2021.

	2021
Costs for exempted VFR flights	<...>
Costs for exempted IFR flights	
Total costs for exempted flights	

c) Description of adjustments resulting from the traffic risk sharing mechanism in accordance with Article 27;

Not applicable for this submission – will be based on the combined year 2020-2021 after the adoption of the RP3 performance plan as per Article 16 (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 5(1) and (2)).

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d) Description of the differences between determined costs and actual costs of year n as a result of the changes in costs referred to in Article 28(3) including description of the changes referred to in that Article;

Not applicable for this submission – will be based on the combined year 2020-2021 after the adoption of the RP3 performance plan as per Article 16 (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 5(3)).

e) Description of adjustments resulting from unforeseen changes in costs in accordance with Article 28(3) to (6);

Not applicable for this submission – will be based on the combined year 2020-2021 after the adoption of the RP3 performance plan as per Article 16 (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 5(3)).

f) Description of the other revenues, if any, broken down between the different categories indicated in Article 25(3);

No other revenues

g) Description of the application of the financial incentive schemes referred to in Article 11(3) and 11(4) in year n and the resulting financial advantages and disadvantages; description and explanation of the modulation of air navigation charges applied in year n under Article 32 where applicable, and resulting adjustments;

Financial incentive schemes

The description and justification of the parameters of the incentive scheme defined in accordance with Article 11(3) and 11 (4) are provided in the body of the performance plan under item 5.2.

Modulation of charges

Not applicable

The actual application and relating financial advantages and disadvantages for 2020 is not applicable (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 3 (3)).

h) Description of adjustments relating to the temporary application of a unit rate under Article 29(5);

Not applicable for this submission – will be based on the combined year 2020-2021 after the adoption of the RP3 performance plan as per Article 16 (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 5(4)).

i) Description of the cross-financing between en route charging zones, or between terminal charging zones, in accordance with point (e) of Article 15(2) of Regulation 550/2004;

No cross-financing applied.

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j) Information on the application of a lower unit rate under Article 29(6) than the unit rate calculated in accordance with Article 25(2) and the means to finance the difference in revenue;

NSA has not been informed of intention of the application of a lower unit rate under Article 29(6).

k) Information and breakdown of the adjustments relating to previous reference periods impacting the unit rate calculation;

Cost exempt from cost sharing up to 2017 and 2018-2019 (300 M€) are planned to be allocated to year 2022 or later years. Depending on how the Covid-19 situation affects the RP3 years.

Other carry-overs and adjustments are allocated as defined in the SES legislation. This also applies to 2019 traffic risk and inflation reimbursements which are allocated to year 2021.

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**ADDITIONAL INFORMATION TO REPORTING TABLE 3 – COMPLEMENTARY INFORMATION
ON COMMON PROJECTS AND ON UNION ASSISTANCE PROGRAMME**

l) Information on the costs of common projects and other funded projects broken down per individual project, as well as of public funds obtained from public authorities for these projects.

No common projects