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COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 27th May 2008
COM(2008) 2014

COMMISSION DECISION

of 27th May 2008

concerning the 2008 work programme for grants and contracts in the fields of transport and energy, and constituting a financing decision in accordance with Article 75(2) of Council Regulation (EC, Euratom) No 1605/2002 on the Financial Regulation applicable to the general budget of the European Communities, as amended by Council Regulation (EC, Euratom) No 1995/2006, for contracts and grants in the fields of transport and energy

Draft

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THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities¹, as amended by Council Regulation (EC, Euratom) No 1995/2006 of 13 December 2006², (the “Financial Regulation”), and in particular Articles 49(6), 75(2) and 110(1) thereof,

Having regard to Commission Regulation (EC, Euratom) No 2342/2002 of 23 December 2002 laying down detailed rules for the implementation of Council Regulation (EC, Euratom) No 1605/2002 on the Financial Regulation applicable to the general budget of the European Communities³, as last amended by Commission Regulation (EC, Euratom) No 478/2007 of 23 April 2007⁴, (the “implementing rules”), and in particular Articles 33, 90, 166, 167 and 168 thereof,

Whereas:

- (1) Under Article 110(1) of the Financial Regulation and Article 166 of the implementing rules, grants are subject to an annual programme which specifies the basic act, the objectives and themes proposed and the timetable for calls for proposals together with the indicative amount and the results expected; that work programme is adopted by the Commission.
- (2) Under Article 168(1)(c) of the implementing rules, grants can be allocated without a call for proposals to organisations with a *de jure* or *de facto* monopoly.
- (3) Under Article 168(1)(d) of the implementing rules, grants may be awarded without a call for proposals to organisations identified by a basic act.

¹ OJ L 248, 16.9.2002, p. 1.

² OJ L 390, 30.12.2006.

³ OJ L 357, 31.12.2002, p. 1.

⁴ OJ L 111, 28.4.2007.

- (4) Under Article 168(1)(f) of the implementing rules, grants can be allocated for actions with specific characteristics that require a particular type of body on account of its technical competence, its high degree of specialisation or its administrative power, on condition that the actions concerned do not fall within the scope of a call for proposals.
- (5) Under Article 75(2) of the Financial Regulation, a financing decision precedes the commitment of expenditure, except where appropriations may be implemented without a basic act, in accordance with Article 49(6).
- (6) Under Article 90 of the implementing rules, the annual work programme for grants and contracts may be considered to constitute a financing decision within the meaning of Article 75(2) of the Financial Regulation provided that it constitutes a sufficiently detailed framework. It therefore falls to the Commission to adopt the 2008 work programme for grants and contracts in the fields of transport and energy.
- (7) Grants and contracts relating to specific programmes are the subject of separate work programmes adopted by the Commission which are equivalent to financing decisions,

HAS DECIDED AS FOLLOWS:

Article 1

The general work programme for grants and contracts in the fields of transport and energy for 2008 set out in Annexes I and II is hereby adopted.

Article 2

The general work programme for grants in the fields of transport and energy is, for grants set out in Annex I, equivalent to a financing decision within the meaning of Article 75(2) of the Financial Regulation.

Article 3

For the fields of transport and energy, Annex II lays down the contracts to be implemented under the headings of operational actions arising from the Commission's institutional prerogatives and preparatory actions and pilot projects within the meaning of Article 49(6) of the Financial Regulation and certain contracts with a basic act and is equivalent to a financing decision within the meaning of Article 75(2) of Regulation (EC, Euratom) No 1605/2002 (the Financial Regulation), as amended by Regulation (EC, Euratom) No 1995/2006.

Done at Brussels,

For the Commission

Member of the Commission

ANNEX
ANNEX I

General Work Programme for grants in the fields of energy and transport for 2008

The amounts shown in this Work Programme refer to the Commission's 2008 budget. This Work Programme is divided into three parts:

A. Grants awarded without a basic act following a call for proposals.

B. Grants awarded without a call for proposals.

C. Grants awarded by virtue of a basic act for the specific programmes in the fields of energy and transport following a call for proposals.

- Marco Polo II Programme,
- trans-European transport and energy networks,
- Competitiveness and Innovation Framework Programme — Intelligent Energy — Europe Programme,
- Galileo Programme,
- certain actions under the Seventh Research Framework Programme.

In addition, for the record, a grant awarded in the context of joint management for the benefit of an international organisation will either be the subject of an ad hoc financing decision, should the situation arise, or will be included in the specific work programmes.

Any change of more than 20% to the indicative budget for grants will be considered as substantial. An amendment to this Work Programme will be required in the event of any substantial change. The appropriations covered by the Work Programme may be used to pay default interest in accordance with Article 83 of the Financial Regulation.

All the grants covered by parts A and B of this Work Programme will be the subject of grant agreements.

A. GRANTS AWARDED WITHOUT A BASIC ACT FOLLOWING A CALL FOR PROPOSALS

A.1. Budget line: 06 02 03 (Transport safety)

Legal basis:

Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation.

Objective(s):

In general, collection and processing of all types of information required for the analysis, definition, promotion, monitoring, evaluation and implementation of the measures and rules needed to improve the safety of land, air and sea transport, without unduly affecting the economic efficiency of these transport modes, and the extension thereof to third countries.

The activities in question comprise studies, campaigns, conferences, establishment of best practices and demonstrations in the following areas:

1. As regards the Commission's Communication 'European Road Safety Action Programme - Halving the number of road accident victims in the European Union by 2010: a shared responsibility' [COM(2003) 311 final, 2.6.2003]:

- teaching, training and learning with a view to improving the behaviour of road users;
- development and implementation of innovative road safety campaigns throughout the European Union;
- demonstration and best practice projects concerning road safety in the following areas:
 - . two-wheeled motorcycles,
 - . road transport in urban areas,
 - . the elderly (drivers and pedestrians),
 - . intelligent transport systems.

2. As regards maritime transport:

- safety of maritime transport through high standards of training for crews and maritime administrations;
- measures to raise awareness and inform the public and maritime operators about Community maritime safety initiatives;
- actions to improve all aspects of navigational safety and pollution prevention in European maritime waters.

3) As regards rail transport:

- approximation of legislation, technical standards and administrative inspection practices and the establishment of common indicators, methods and objectives;

4) As regards air transport:

- implementation of the Single Sky;
- improvement of aviation safety conditions, in particular by establishing a coherent regulatory framework applicable to Community aircraft, operators and personnel;
- support to international aviation safety organisations for the establishment of mechanisms for inspection and cooperation with third countries;
- adaptation of the capacity of airspace infrastructure to air traffic requirements.

Expected result(s):

Achievement of the objectives set out in the White Paper 'European Transport Policy for 2010: Time to decide', and in particular the objective of halving the number of road deaths by 2010, with a strong focus on the practical application of new technologies, on changing behaviour and on certain categories of at-risk road users.

Improved knowledge of the problems associated with transport safety in order to provide more appropriate responses.

Preparation of Community initiatives.

Improvement of information and accident prevention policies.

Main themes proposed for 2008	<p>Teaching, training and learning with a view to improving the behaviour of road users: incorporation of behavioural, technological and infrastructure factors to improve road safety.</p> <p>Development and implementation of innovative road safety campaigns throughout the European Union: use of novel teaching approaches and new information technologies to influence user behaviour sustainably.</p> <p>Demonstration and sharing of best practice concerning road safety in relation to two-wheeled motorcycles: taking greater account of such vehicles in road safety planning and improving understanding and respect among different types of road user.</p> <p>Demonstration and sharing of best practice concerning road safety in urban areas in support of Community policy in favour of urban mobility (see Green Paper 'Towards a new culture for urban mobility', COM(2007) 551, 25.9.2007).</p> <p>Demonstration and sharing of best practice concerning the elderly (drivers and pedestrians) in a society in which life expectancy is steadily increasing: making use of new technologies and the results of medical and sociological research to ensure safe mobility for the elderly.</p> <p>Demonstration and the sharing of practice throughout the European Union concerning the application of intelligent transport systems to enhance road safety: contribution to improving the understanding and use of intelligent systems by road users.</p>
Date of the call for transport proposals	April 2008
Main selection criteria	<ul style="list-style-type: none"> - The applicants' financial capacity (applicants must prove their financial capacity to carry out the action to be supported and provide their balance sheet for the last financial year for which the accounts have been closed. The latter provision does not apply to public bodies and international organisations). - The applicants' technical capacity (applicants must have the technical and operational capacity to carry out the action to be supported and must provide the documents required - CVs of the persons responsible for implementing the action, description of projects and activities carried out during the last three years).
Main award criteria	<p>1. Quality of the action:</p> <p>European dimension: the Commission will assess the extent to which the proposed action will contribute to and create genuine added value for the common policy on road safety. Initiatives of local interest are excluded.</p> <p>Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices.</p> <p>Multiplier effect: the Commission will assess the extent to which the proposed action will permit the transfer, generalisation, dissemination or large-scale application of results, experience, knowledge and good practice.</p> <p>Cost-effectiveness ratio: the budget, broken down by category of expenditure, must demonstrate a good cost-effectiveness ratio for the action</p>

	<p>(balance between the expected results and the amount of the grant).</p> <p>Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, websites, CD-ROMs, etc.).</p> <p>2. Presentation of the application: the organisation of the action must be described in detail, in particular as regards the following aspects:</p> <p>work plan (clarity and coherence of the objectives, adequacy of the expected results) and schedule,</p> <p>proposed methodology: evaluation and indicators of results compared with the objectives.</p>
Financing rate	<p>Between 10 % and 50 % of the total eligible costs of the action. The part-financing rate will be chosen in the light of the available budget and also on the basis of the award criteria and the opinion of the Evaluation Committees. The maximum possible part-financing rate will be earmarked for the proposals which best meet the award criteria.</p>
Budget	<p>€5 000 000</p>

A.2. Budget line: 06 02 04 01 (Internal market and optimisation of transport networks)

A.2.1. General activities

Legal basis:

Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation.

Objective(s):

1. Completion, management and development of the single transport market, including its extension outside the Community, focusing on the elimination of cross-border bottlenecks in areas where natural barriers impede the free movement of persons and goods.
2. Observation of the freight and passenger transport market (all modes), including improved collection of statistical data by Member States.
3. Development of a sustainable mobility policy in land, sea and air transport, and in particular:
 - support for pilot actions in the field of road transport, in particular through using new technologies with the aim of standardising procedures;
 - support for the competitiveness of inland waterway transport and short-sea shipping;
 - improved interoperability of transport systems;
 - promotion and improvement of the quality of rail transport, particularly for freight;
 - standardisation mandates granted to European standardisation bodies and other organisations in all transport sectors, and the development of technical specifications for interoperability (rail transport);
 - implementation of the Open Sky agreements.

Expected result(s):

- Achievement of the objectives set out in the White Paper 'European Transport Policy for 2010: Time to decide' and in the 2006 update 'Keep Europe Moving'.
- Gradual rebalancing towards more environment-friendly modes.
- Improved dialogue with industry to encourage sustainable mobility, e.g. through better control over environmental impacts and the rebalancing of transport modes.
- Development of the interoperability of transport modes.
- Development of rail freight transport.
- Development of inland waterway transport and short-sea shipping.
- Finalisation of international aviation agreements protecting the interests of European airlines.
- Extension of EU policies to the future Member States.

Main themes proposed for 2008	<p>Support for projects concerning cooperation and the harmonisation of the inspection procedures in the area of commercial road transport.</p> <p>Support to establish a network of logistics institutes to promote the exchange of experience and disseminate best practice in co-modal transport.</p>
Date of the call for transport proposals	April 2008
Main selection criteria	<p>The applicants' financial capacity (applicants must prove their financial capacity to carry out the action to be supported and provide their balance sheet for the last financial year for which the accounts have been closed. The latter provision does not apply to public bodies and international organisations).</p> <p>The applicants' technical capacity (applicants must have the technical and operational capacity to carry out the action to be supported and must provide the documents required - CVs of the persons responsible for implementing the action, description of projects and activities carried out during the last three years).</p>
Main award criteria	<p>1. Quality of the action:</p> <p>European dimension: the Commission will assess the extent to which the proposed action will contribute to and create genuine added value for the common policy on road safety. Initiatives of local interest are excluded.</p> <p>Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices.</p> <p>Multiplier effect: the Commission will assess the extent to which the proposed action will permit the transfer, generalisation, dissemination or large-scale application of results, experience, knowledge and good practice.</p> <p>Cost-effectiveness ratio: the budget, broken down by category of expenditure, must demonstrate a good cost-effectiveness ratio for the action (balance between the expected results and the amount of the grant).</p> <p>Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, websites, CD-ROMs, etc.).</p> <p>2. Presentation of the application: the organisation of the action must be described in detail, in particular as regards the following aspects:</p> <p>work plan (clarity and coherence of the objectives, adequacy of the expected results) and schedule,</p> <p>proposed methodology: evaluation and indicators of results compared with the objectives.</p>
Financing rate	Between 10 % and 50 % of the total eligible costs of the action. The part-financing rate will be chosen in the light of the available budget and also on the basis of the award criteria and the opinion of the Evaluation Committees. The maximum possible part-financing rate will be earmarked for the proposals which best meet the award criteria.
Budget	€400 000

Remark: for technical reasons, it was impossible to commit from the 2007 budget one action (involving a total amount of €233 525) selected in the context of the call for proposals published in 2007 and which was included in DG TREN's work programme in 2007, but it will be committed in 2008 from budget line 06020401. This action is consistent with the priorities and objectives set for 2008.

A.2.2. Urban mobility

Legal basis:

Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation.

Objective(s):

To support the launch of a new sustainable mobility policy for urban and suburban areas as provided for in the Green Paper 'Towards a new culture for urban mobility', COM (2007) 551 of 25.9.2007, by means of measures to promote and demonstrate good practice in the following areas:

safe walking and/or cycling in towns and cities;
carriage of goods in towns and cities;
harmonisation of the systems of green areas in towns and cities;
interoperability of the information and payment systems of public and private modes of transport in towns and cities;
demand-responsive transport for passengers in towns and cities and the suburbs.

The measures must be in line with the approaches set out in the Green Paper on urban mobility: freer-flowing towns and cities, less polluted towns and cities, more intelligent urban transport and more accessible urban transport. Separate financing could be provided for road safety measures in urban areas as part of activities under budget line 06 02 03 (Transport safety).

Support needs to be provided for visible, tangible and operational actions that illustrate good practice in Europe. Each action proposed must cover the five subjects listed above and be implemented in three to five towns and cities in different Member States of the European Union, ensuring geographical balance and a representative spread of social and economic contexts.

Expected result(s):

- Achievement of the objectives set out in the White Paper 'European Transport Policy for 2010: Time to decide' and in the 2006 update 'Keep Europe Moving'.
- Achievement of the objectives set out in the Green Paper 'Towards a new culture for urban mobility'.
- Gradual rebalancing towards more environment-friendly transport modes.
- Intensified dialogue with those involved to encourage sustainable mobility.
- Development of the interoperability of different transport modes.
- Increased use and acceptance of innovative solutions, technologies and tools.

To promote a better understanding of good practice and of the obstacles to urban mobility so as to propose suitable responses at Community level.

Main themes proposed for 2008	<p>Actions to reduce congestion so as to ensure freer-flowing towns and cities by (1) encouraging people to walk (safely) as a real alternative to private-car use; (2) encouraging (safe) cycling as a real alternative to private-car use; and (3) optimising goods transport and logistics in urban areas.</p> <p>Actions to ensure less-polluted towns and cities by the harmonisation and implementation of systems of green areas and the management and control of systems of access to towns and cities.</p> <p>Actions to ensure the interoperability of the information and payment systems of public and private modes of transport in towns and cities.</p> <p>Actions to promote demand-responsive transport for passengers in towns and cities and the suburbs.</p> <p>Community-wide information and awareness-raising actions covering all the priority areas listed above, as well as other areas significant for urban mobility, implemented in cooperation with the parties concerned.</p>
Date of the call for transport proposals	October 2008
Main selection criteria	<p>The applicants' financial capacity (applicants must prove their financial capacity to carry out the action to be supported and provide their balance sheet for the last financial year for which the accounts have been closed. The latter provision does not apply to public bodies and international organisations).</p> <p>The applicants' technical capacity (applicants must have the technical and operational capacity to carry out the action to be supported and must provide the documents required - CVs of the persons responsible for implementing the action, description of projects and activities carried out during the last three years).</p>
Main award criteria	<p>1. Quality of the action:</p> <p>European dimension: the Commission will assess the extent to which the proposed action will contribute to the common mobility policy and create genuine added value.</p> <p>Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices.</p> <p>Multiplier effect: the Commission will assess the extent to which the proposed action will permit the transfer, generalisation, dissemination or large-scale application of results, experience, knowledge and good practice.</p> <p>Cost-effectiveness ratio: the budget, broken down by category of expenditure, must demonstrate a good cost-effectiveness ratio for the action (balance between the expected results and the amount of the grant).</p> <p>Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, websites, CD-ROMs, etc.).</p> <p>2. Presentation of the application: the organisation of the action must be described in detail, in particular as regards the following aspects:</p> <p>work plan (clarity and coherence of the objectives, adequacy of the expected results) and schedule,</p> <p>proposed methodology: evaluation and indicators of results compared with the objectives,</p> <p>Added value and incorporation of the experiences gained from activities</p>

	financed under Community programmes such as CIVITAS and STEER and the RTD Framework Programmes.
Financing rate	The Community contribution can cover between 10% and 50% of the total eligible costs of the action. The estimated indicative minimum Community contribution for each project is €1 000 000. The part-financing rate will be chosen in the light of the available budget and also on the basis of the award criteria and the opinion of the Evaluation Committees. The maximum possible part-financing rate will be earmarked for the proposals which best meet the award criteria.
Budget	€5 000 000

A.3. Budget line: 06 07 05 (Preparatory action on the facilitation of cross-border traffic at the EU north-east external border-crossing points (from a traffic safety and security aspect))

Legal basis:

Preparatory action introduced by the European Parliament during the 2008 budgetary procedure.

Preparatory action within the meaning of Article 49(6)(b) of the Financial Regulation.

Objective(s):

The purpose of the preparatory action is to increase the safety and security of cross-border traffic at three EU north-east external border-crossing points by establishing three secured parking areas for lorries in order to improve road safety and security for drivers and goods and to combat the social and environmental problems caused by long queues of lorries at borders.

Taking due account of recent changes in travel requirements, priority must be given to pilot actions at one or more of the following border-crossing points between the EU and Russia:

- Vaalimaa-Torpjanovka (border between Finland and Russia),
- Narva-Ivangorod (border between Estonia and Russia)
- Terehova-Burachki (border between Lithuania and Russia),

Expected result(s):

The actions must be carried out in such a way as to ensure that the areas can continue to operate as safe, secure lorry parks once financing ceases.

They must serve as economic models for other lorry parks which will be installed without financial aid.

Main theme proposed in 2008	Installation of large-capacity, secure lorry parks and/or their certification.
Date of the call for preparatory action proposals:	May 2008
Main selection criteria	<p>The applicants' financial capacity (applicants must prove their financial capacity to carry out the action to be supported and provide their balance sheet for the last financial year for which the accounts have been closed. The latter provision does not apply to public bodies and international organisations).</p> <p>The applicants' technical capacity (applicants must have the technical and operational capacity to carry out the action to be supported and must provide the documents required - CVs of the persons responsible for implementing the action, description of projects and activities carried out during the last three years).</p>
Main award criteria	<p>1. Quality of the action:</p> <p>Proposals will be selected on the basis of an assessment of the real needs at each crossing point and the socio-economic impact of the actions.</p> <p>European dimension: the Commission will assess the extent to which the proposed action will contribute to the common transport policy and create genuine added value.</p> <p>Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices.</p> <p>Multiplier effect: the Commission will assess the extent to which the proposed action will permit the transfer, generalisation, dissemination or large-scale application of results, experience, knowledge and good practice.</p> <p>Cost-effectiveness ratio: the budget, broken down by category of expenditure, must demonstrate a good cost-effectiveness ratio for the action (balance between the expected results and the amount of the grant).</p> <p>Evaluation: the Commission will assess the proposed evaluation method and the quality of the results indicators compared with the proposed objectives</p> <p>Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, websites, CD-ROMs, etc.).</p> <p>2. Quality of the application: the organisation of the action must be described in detail, in particular as regards the following aspects:</p> <p>work plan (clarity and coherence of the objectives, adequacy of the expected results),</p> <p>obtaining the authorisations necessary (building permit, etc.),</p> <p>preliminary studies carried out,</p> <p>action schedule,</p> <p>proposed methodology: evaluation and indicators of results compared with the objectives.</p>
Financing rate	Between 50% and 90% of the total eligible costs of the action. The part-financing rate will be chosen in the light of the available budget and also on the basis of the award criteria and the opinion of the Evaluation Committees.
Budget	€3 500 000

A.4. Budget line: 06 04 09 (Investment fund for renewable energy and bio-refineries)

Legal basis:

Pilot project introduced by the European Parliament during the 2008 budgetary procedure.

Preparatory action within the meaning of Article 49(6)(b) of the Financial Regulation.

Objective(s):

This appropriation is intended to cover preparatory actions for setting up an investment fund exclusively for launching innovative projects in the fields of renewable energy and chemical products. All undertakings, of whatever size, must be allowed to benefit from financing from this investment fund.

The purpose of the fund is to encourage undertakings to invest in innovative projects in the field of renewable energy, thus:

1. helping the EU economy achieve the goals of the Kyoto Protocol,
2. making the EU less dependent on imports from non-member countries,
3. placing the EU at the forefront of developments in the field (in accordance with the aims of the Lisbon Strategy), and
4. creating profitable outlets for agricultural products.

Expected result(s):

The aim of the preparatory action is to set up an investment fund for renewable energy and chemical products, based on an approach similar to that of the EIF (European Investment Fund). There is often a lack of suitable investors willing to invest on a large-scale in promising techniques such as carbon-capture by the production of algae, the production of second-generation biofuels and bio-refinery. The EIF has been a total success.

Financing will be processed through the EIF and granted following a call for proposals from undertakings of all sizes, including small and medium-sized undertakings working in the field of energy (principally renewable energy).

Main theme proposed in 2008	Economic and financial feasibility of the implementing arrangements for an investment fund for renewable energy and bio-refineries.
Date of the call for preparatory action proposals:	Second half of 2008
Main selection criteria	<p>The applicants' financial capacity (applicants must prove their financial capacity to carry out the action to be supported and provide their balance sheet for the last financial year for which the accounts have been closed).</p> <p>- The applicants' technical capacity (applicants must have the technical and operational capacity to carry out the action to be supported and must provide the documents required - CVs of the persons responsible for implementing the action, description of projects and activities carried out during the last three years).</p>
Main award criteria	<p>1. Quality of the action:</p> <p>Socio-economic and financial impact of the proposed actions.</p> <p>European dimension: European dimension: the Commission will assess the extent to which the proposed action will contribute to the common energy and transport policy and create genuine added value.</p> <p>Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices.</p> <p>Multiplier effect: the Commission will assess the extent to which the proposed action will permit the transfer, generalisation, dissemination or large-scale application of results, experience, knowledge and good practice.</p> <p>Cost-effectiveness ratio: the budget, broken down by category of expenditure, must demonstrate a good cost-effectiveness ratio for the action (balance between the expected results and the amount of the grant).</p> <p>Evaluation: the Commission will assess the proposed evaluation method and the quality of the results indicators compared with the proposed objectives</p> <p>Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, websites, CD-ROMs, etc.).</p> <p>2. Quality of the application: the organisation of the action must be described in detail, in particular as regards the following aspects:</p> <p>work plan (clarity and coherence of the objectives, adequacy of the expected results,</p> <p>preliminary studies carried out,</p> <p>financial analysis of risks for investors</p> <p>action schedule,</p> <p>proposed methodology: evaluation and indicators of results compared with the objectives.</p>
Financing rate	Between 50% and 90% of the total eligible costs of the action. The part-financing rate will be chosen in the light of the available budget and also on the basis of the award criteria and the opinion of the Evaluation Committees.
Budget	€3 000 000

B. GRANTS AWARDED WITHOUT A CALL FOR PROPOSALS

A number of grants will be awarded to beneficiaries who can demonstrate a *de jure* or *de facto* monopoly. Grants will also be awarded to beneficiaries specified in the basic act. Others will be awarded for activities with specific characteristics requiring a particular type of body due to the technical competence and the high degree of specialisation or administrative capacity required, as long as the activities concerned are not covered by a call for proposals.

At this stage, actions planned under this financing procedure must meet the following criteria:

B.1. Budget line 06 02 03 (Transport safety)

Legal basis: See above, paragraph **A.1** and Article 4(1)(a) of Regulation (EC) No 552/2004 on the interoperability of air traffic management systems (ATM systems).

Objective(s) and expected result(s): See paragraph **A.1** above.

Beneficiary: EUROCAE (Article 168(1)(d) of the implementing rules)

Main themes proposed for 2008	<p>Drafting of technical specifications for ATM systems.</p> <p><i>Work of EUROCAE laid down in Article 4(1)(a) of Regulation (EC) No 552/2004 on the interoperability of ATM systems.</i></p> <p>The purpose of this grant is to accelerate the drafting by EUROCAE of technical specifications for ATM systems. These specifications should be recognised as European standards in accordance with the procedures established by the European standardisation bodies (CEN/CENELEC/ETSI). It also aims to ensure the involvement of EUROCAE in establishing priority needs for European standards within the ICB (Industry Consultation Body) and the ATMSCG (ATM Standardisation Coordination Group) and in the work of CEN/CENELEC/ETSI to finalise European standards.</p> <p>EUROCAE is currently drafting six technical specifications and, in agreement with the ICB, it is planned to commission 37 new technical specifications during the period of the grant.</p>
Reception date for applications	May 2008
Estimated budget	€900 000

B.2. Budget line 06 07 01 (Transport security)

Legal basis:

Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(6)(d) of the Financial Regulation.

Regulation (EC) No 2320/2002 of the European Parliament and of the Council of 16 December 2002 establishing common rules in the field of civil aviation security (OJ L 355, 30.12.2002, p. 1), as last amended by Regulation (EC) No 849/2004 (OJ L 158, 30.4.2004, p. 1).

Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (OJ L 129, 29.4.2004, p. 6).

Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security (OJ L 310, 25.11.2005, p. 28).

Article 8(2) of the draft Directive on the inland transport of dangerous goods, COM(2006)852 (amended by the Council as regards the general approach; Dossier 2006/0278(COD); TRANS 155 CODEC 541); currently in the process of being adopted

The Article lays down that the European Commission will provide financial support directly to the Member States.

Objective(s):

1. Financial support for the Member States for translating the Annexes to the new Directive on the inland transport of dangerous goods and amendments thereto.

2. Support to the CEN for standardisation in the evaluation of the safety and vulnerability of supply chains.

Beneficiaries: 1. Member States (Article 168(1)(d) of the implementing provisions), 2. CEN (Article 168(1)(c) of the implementing provisions)

Expected result(s):

Main themes proposed for 2008	<p>- 1. The purpose of the proposal is to finance the translation and publication of the technical Annexes to the Directive and amendments thereto. This concerns those Member States with official languages other than English, French and German. The international agreements on the transport of dangerous materials (ADR, RID, ADN) are available in English and French (and also German in the case of the RID). They are each a thousand pages long and are updated every two years.</p> <p>This Directive enters into force on 30 June 2009. In 2008, the grant is for the translation of the 2009 editions of the ADR, RID, ADN and amendments thereto. The Agreements are amended every two years. The work must be done in the second half of 2008.</p> <p>- 2. The standardisation work will be carried out under the framework contract between DG ENTR and the CEN. Standardisation is required to enable the Commission to achieve its policy aims of combating the proliferation of different standards and harmonising standards in the supply chain in the internal market.</p>
Reception date for applications	July 2008 and March 2008
Estimated budget	<i>1. €500 000 and 2. €150 000</i>

B.3. Budget line 06 04 03 03 (Gas – Internal market and security of supply).

Legal basis:

Directive 2003/55/EC of the European Parliament and of the Council of 26 June 2003 concerning common rules for the internal market in natural gas and repealing Directive 98/30/EC (OJ L 176, 15.7.2003, p. 57).

Council Directive 2004/67/EC of 26 April 2004 concerning measures to safeguard security of natural gas supply (OJ L 127, 29.4.2004, p. 92).

Regulation (EC) No 1775/2005 of the European Parliament and of the Council of 28 September 2005 on conditions for access to the natural gas transmission networks (OJ L 289, 3.11.2005, p. 1).

Objective(s):

Financial support for a workshop organised in Damascus to underline the interest of the EU in developments in the energy sector in the region and more specifically in potential gas supplies to ensure security of supply for the EU.

Beneficiary: Energy Charter Secretariat (Article 168(1)(f) of the implementing rules).

Expected result(s):

Main themes proposed for 2008	The purpose of the proposal is to provide part-financing for a workshop in Damascus in May 2008 with the Energy Charter Secretariat on the subject of developments with regard to natural gas and its transportation across borders. The Secretariat, an international body based on the Energy Charter Treaty with specific rules on investment, trade and transit in the energy sector, is the only body that has the technical competence and the high degree of specialisation required to organise this event and most of the speakers are members of the Secretariat. The emphasis during the workshop, among other things, will be on the crucial role of the Energy Charter process and its instruments.
Reception date for applications	January-February 2008
Estimated budget	€25 000

C. GRANTS AWARDED BY VIRTUE OF A BASIC ACT FOLLOWING A CALL FOR PROPOSALS

In the field of energy and transport, the Commission is implementing five multiannual programmes adopted under the co-decision procedure:

- Marco Polo II Programme,
- trans-European transport and energy networks,
- Competitiveness and Innovation Framework Programme — Intelligent Energy — Europe Programme,
- Galileo Programme,
- The Seventh Research Framework Programme.

These multiannual programmes will be implemented in accordance with the corresponding basic act, which provides for a committee procedure and the European Parliament's right of scrutiny.

The following description of each of the five multiannual programmes is strictly for information.

C.1. Budget line 06 02 06 (Marco Polo II Programme)

Legal basis:

Regulation (EC) No 1692/2006 of the European Parliament and of the Council of 24 October 2006 establishing the second Marco Polo programme for the granting of Community financial assistance to improve the environmental performance of the freight transport system (Marco Polo II) and repealing Regulation (EC) No 1382/2003 (OJ L 328, 24.11.2006, p. 1).

Work Programme:

The objectives and expected results are described in the legal basis.

The actions planned for 2008 will be described in a detailed annual Work Programme which will be adopted in the second quarter of 2008 after receiving the approval of the Committee of Member States' Representatives.

Planned date of the call for proposals: January 2008.

Amount of the call for proposals and contracts: €7 422 000 (2008 budget excluding EFTA).

C.2. Budget lines 06 03 03 (Financial support for projects of common interest in the trans-European transport network) and 06 03 04 (Financial support for projects of common interest in the trans-European energy network)

Legal basis:

- Regulation (EC) No 680/2007 of the European Parliament and of the Council of 20 June 2007 laying down general rules for the granting of Community financial aid in the field of the trans-European transport and energy networks.
- Decision No 1364/2006/EC of the European Parliament and of the Council of 6 September 2006 laying down guidelines for trans-European energy networks and repealing Decision 96/391/EC and Decision No 1229/2003/EC.
- Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network (corrigendum published in OJ L 15, 17.1.1997), as amended by Decision No 884/2004 (corrigendum published in OJ L 201, 7.6.2004).

Work Programme:

The objectives and expected results are described in the legal basis.

The Regulation laying down general rules for the granting of Community financial aid in the field of the trans-European energy and transport networks was adopted on 20 June 2007. The multiannual operations planned for 2008 are described in detail in the Multiannual Work Programme C(2007)2158 of 23 May 2007. The other actions will be described in specific work programmes to be adopted. These will be approved by the Commission by written procedure, after consulting the Programme Committee.

Date of the call for proposals for that part of the budget not covered by Decision C(2007)2158: December 2007

Amount of the call for proposals:	€20 000 000	Motorways of the Seas
	€15 000 000	River information services
	€1 10 000 000	Annual Programme
Remaining part of the total budget of € 55 852 600, including the €35 000 000 for the loan guarantee instrument	€10 852 600	TEN-Transport – 06 03 03 (multiannual programme)
	€21 200 000	TEN-Energy – 06 03 04

C.3. Budget line 06 04 06 (Competitiveness and Innovation Framework Programme - Intelligent Energy for Europe II Programme),

Legal basis:

Decision No 1639/2006/EC of the European Parliament and of the Council of 24 October 2006 establishing a Competitiveness and Innovation Framework Programme (2007-2013) (OJ L 310, 9.11.2006, p. 15).

Work Programme:

The objectives and expected results are described in the legal basis.

The actions planned for 2008 will be described in a detailed annual work programme to be adopted at the beginning of 2008 after the opinion of the Programme Management Committee has been received.

Planned date of the call for proposals: January 2008.

Amount of the call for proposals and contracts: ~~€~~66 061 800 on budget line 06 04 06.

C.4. Budget line 06 02 10 (Galileo Programme)

Legal basis:

Amended proposal for a Regulation of the European Parliament and of the Council on the implementation of the deployment and commercial operating phases of the European programme of satellite radionavigation (COM(2004) 477 final), as amended by COM (2007) 535 of 19 September 2007.

Work Programme:

The principal objective is to implement the deployment and commercial operating phases of the GALILEO Programme in order to bring into operation the first global satellite radionavigation and positioning infrastructure specifically designed for civilian purposes. It is the first major European space project on an industrial scale. The legal basis, which has yet to be adopted, describes in detail the objectives of and the results expected from this programme.

The principal actions planned for 2008 involve, on the one hand, the beginning of the deployment phase of the Galileo Programme with the signature of the delegation agreement between the Commission and the European Space Agency and, on the other, preparation of the commercial operating phase of the EGNOS Programme. The appropriations cannot be committed until the basic act is adopted.

These actions will be described in detail in the Commission's Multiannual Work Programme.

Amount necessary for 2008: €888 000 000 (budget line 06 02 10, in accordance with AB 1).

C.5. Budget lines related to the Seventh Research Framework Programme: 06 06 01 (Energy), 06 06 02 (Transport)

Legal basis:

Decision No 1982/2006/EC of the European Parliament and the Council of 18 December 2006 concerning the Seventh Framework Programme of the European Community for research, technological development and demonstration activities (2007 to 2013) (L(2006)412/1, 30.12.2006) and Commission Declarations (L(2006)412/42, 30.12.2006).

2006/971/EC: Council Decision of 19 December 2006 concerning the Specific Programme 'Cooperation' implementing the Seventh Framework Programme of the European Community for research, technological development and demonstration activities (2007 to 2013) (L(2006)400/86, 30.12.2006).

Regulation (EC) No 1906/2006 of the European Parliament and of the Council of 18 December 2006 laying down the rules for the participation of undertakings, research centres and universities in actions under the Seventh Framework Programme and for the dissemination of research results (2007 to 2013) (L(2006)391/1, 30.12.2006).

Work Programme:

For the thematic priority 'Transport (including aeronautics)', the detailed Work Programme for 2008 was adopted by the Commission on 29 November 2007 (C(2007) 5765). This Work Programme has been implemented, for the projects to be financed in 2008, by the call for proposals published on 30 November 2007 (reference FP7 - SUSTAINABLE SURFACE TRANSPORT (SST)-2008-TREN-1 OJ C 288, 30.11.2007).

For the thematic priority 'Energy', the Work Programme for 2008 will be adopted by the Commission at the beginning of 2008 (C(200...)). This Work Programme will cover, for that part relating to DG TREN, studies to be carried out following invitations to tender and horizontal activities. The projects to be financed in 2008, following a call for proposals to be published in 2008 (reference FP7-ENERGY-2008-2-TREN (not yet published in the OJ (C, .../.../2008))) will be included in a revision of the Work Programme due in the first quarter of 2008.

Management of the projects relating to the thematic priority ‘Galileo’ has been entrusted to the GNSS Supervisory Authority, which will publish its own calls for proposals.

The appropriations for the Seventh Research Framework Programme will make a financial contribution to the SESAR Joint Undertaking, which will carry out activities in the appropriate sectors indicated in the Work Programme. A sum of €50 million will be transferred to the SESAR Joint Undertaking for 2008.

Budget appropriations: €150 000 000 for budget line 06 06 01 – ‘Research related to energy’

€119 550 000 for budget line 06 06 02 – ‘Research related to transport (including aeronautics)’.

