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ANNEX I

ANNEX I
GENERAL WORK PROGRAMME FOR GRANTS IN THE FIELD OF ENERGY
AND TRANSPORT FOR 2007

The amounts shown in this Work Programme refer to the Commission's 2007 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 to be awarded by virtue of a basic act for the Specific Programmes in the field 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 for Europe II Programme
- Galileo Programme
- Certain actions under the Sixth Research Framework Programme.

In addition, for the record, a grant awarded in the context of joint management for the benefit of an international organisation (the UN) will be the subject of an *ad hoc* Financing Decision.

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 institutional prerogatives, as provided for in Article 49(2) of Council Regulation (EC, Euratom) No 1995/2006 of 13 December 2006 amending Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the General Budget of the European Communities (OJ L 390, 30.12.2006, p. 1).

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) In the framework of the Commission's Communication COM(2003) 311 "European Road Safety Action Programme - Halving the number of road accident victims in the European Union by 2010: A shared responsibility":

- coaching, teaching, training and learning with a view to improving the behaviour of road users, with special emphasis on eco-driving;
 - support for and implementation of the Commission's legislative initiatives on road safety;
 - development and implementation of innovative road safety campaigns throughout the EU;
 - practical demonstrations throughout the EU of the application of intelligent transport systems to enhance road safety;
 - demonstration and best practice projects concerning road safety in relation to two-wheeled motorcycles, and in particular their use in towns and cities;
 - activities relating to elderly drivers in a society in which life expectancy is steadily increasing.
- (2) In the framework of 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) In the framework of rail transport:
- approximation of legislation, technical standards and administrative inspection practices and by establishing common indicators, methods and objectives;
- (4) In the framework of 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 and on changing behaviour;

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.

Exploitation of the results of the Commission's work, particularly operational actions, research projects and legislative initiatives.

Main themes proposed for 2007	<p>Teaching, training and learning with a view to improving the behaviour of road users, with special emphasis on eco-driving. Bringing together behavioural, technological and infrastructure factors to improve road safety, while making energy savings, and helping to reduce CO2 emissions.</p> <p>Support for and implementation of the Commission's legislative initiatives on road safety. Development and demonstration of technical arrangements and the collection and exchange of data, in order to facilitate cooperation between law enforcement agencies in cross-border efforts to combat road safety problems, with a special focus on the standardisation of equipment and procedures.</p> <p>Development and implementation of innovative road safety campaigns throughout the EU. Use of novel teaching approaches and new information technologies to influence user behaviour sustainably.</p> <p>Practical demonstrations throughout the EU concerning the application of intelligent transport systems to enhance road safety. Demonstration projects in several Member States to help bring about an improvement in the understanding and use of intelligent systems by the general public.</p> <p>Demonstration and best practice projects concerning road safety in relation to two-wheeled motorcycles, and in particular their use in towns and cities. Taking greater account of two-wheeled motorcycles in road safety planning in practical terms, and improving understanding and respect among different types of road users.</p> <p>Activities relating to elderly drivers in a society in which life expectancy is steadily increasing. Projects making use of new technologies and medical and sociological research findings in order to demonstrate the practical scope for improving safe motor-vehicle mobility for the elderly.</p> <p>Support for innovative, European-scale projects in all areas covered by the above objectives.</p>
Date of the call for transport proposals	April 2007
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 subsidised 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 relevant projects and activities carried out during the last three years).
Main award criteria	<p>(1) Quality of the action:</p> <ul style="list-style-type: none"> - 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.

	<ul style="list-style-type: none"> - Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices. - 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. - 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). - 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-ROM, etc.). <p>(2) Presentation of the application: the organisation of the action must be described in detail, in particular as regards the following aspects:</p> <ul style="list-style-type: none"> - work plan (clarity and coherence of the objectives, adequacy of the expected results) and schedule - proposed methodology: evaluation and indicators of results compared with the objectives.
Financing rate	Between 10 % and 50 % of the total amount of the eligible costs of the action. The co-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 co-financing rate will be earmarked for the proposals which best meet the award criteria.
Budget	€ 000 000

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

Legal basis:

Task resulting from the Commission's institutional prerogatives, as provided for in Article 49(2) of Council Regulation (EC, Euratom) No 1995/2006 of 13 December 2006 amending Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities (OJ L 390, 30.12.2006, p. 1).

Objective(s):

(1) Completion, management and development of the single transport market, including its extension outside the Community, focusing in particular 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 safety, 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.
- More 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 2007	<ul style="list-style-type: none"> - Support for developing the promotion of inland waterway transport, in particular by means of a network of promotion centres. - Support for projects involving the use of electronic road toll equipment to monitor hazardous materials. - Support for projects aimed at establishing a European standard for harmonising information for travellers on variable road message signs. - Support for innovative, European-scale projects in all areas covered by the above objectives.
Date of the call for transport proposals	April 2007
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 subsidised 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 relevant projects and activities carried out during the last three years).
Main award criteria	<p>(1) Quality of the action:</p> <ul style="list-style-type: none"> - 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. - Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices. - 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. - 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). - 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>(2) Presentation of the application: the organisation of the action must be described in detail, in particular as regards the following aspects:</p> <ul style="list-style-type: none"> - work plan (clarity and coherence of the objectives, adequacy of the expected results) and schedule - proposed methodology: evaluation and indicators of results compared with the objectives. .
Financing rate	Between 10 % and 50 % of the total amount of the eligible costs of the action. The co-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 co-funding rate will be earmarked for the proposals which best meet the award criteria.
Budget	€700 000

A.3. Budget line: 06 07 02 (Pilot project on secure lorry parks)

Legal basis:

Pilot project introduced by the European Parliament during the 2007 budgetary procedure.

Task resulting from the Commission's institutional prerogatives, as provided for in Article 49(2) of Council Regulation (EC, Euratom) No 1995/2006 of 13 December 2006 amending Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the General Budget of the European Communities (OJ L 390, 30.12.2006, p. 1).

Objective(s):

(i) Setting-up of one or more pilot projects to promote best practice with a view to ensuring the security of lorry parks on the trans-European network and/or.

(ii) establishment of a certification mechanism for secure lorry parks.

The Commission will publish a call for proposals focusing on the establishment, in several Member States, of a mechanism for certifying the quality and security standards of lorry parks.

Expected result(s):

The projects must be carried out in such a way as to ensure that they can continue to operate as “normal” secure lorry parks once their financing ceases.

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

Main theme proposed in 2007	<ul style="list-style-type: none"> - Installation of large-capacity, secure lorry parks and/or certification.
Date of the call for pilot project proposals:	May 2007
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 subsidised 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 relevant projects and activities carried out during the last three years). - Bank guarantee for the payment of advances.
Main award criteria	<p>(1) Quality of the action:</p> <ul style="list-style-type: none"> - European dimension: European dimension: the Commission will assess the extent to which the proposed action will contribute and create genuine added value to the common transport policy. Initiatives only of local interest are excluded. - Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices. - 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. - 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). - Evaluation: the Commission will assess the proposed evaluation method and the quality of the results indicators compared with the proposed objectives - 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>Scale of the action: It must relate to a sufficiently large number of lorry parks in several Member States.</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> <ul style="list-style-type: none"> - work plan (clarity and coherence of the objectives, adequacy of the expected results, - obtaining the authorisations necessary (building permit, ...), - preliminary studies carried out, - action schedule, - proposed methodology: evaluation and indicators of results compared with the objectives.
Financing rate	<p>Between 90 % and 50 % of the total amount of the eligible costs of the action.</p> <p>The co-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.</p>
Budget	€ 000 000

GRANTS AWARDED WITHOUT CALLS FOR PROPOSALS

A number of grants will be awarded to beneficiaries who can demonstrate a *de jure* or *de facto* monopoly.

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

B.1. Budget line: 06 02 04 01 (Internal market and optimisation of transport networks)

Legal basis, objective(s) and expected result(s): See paragraph A.2 above.

Main themes proposed for 2007	<ul style="list-style-type: none">- Support for a body for the implementation of Directive 2004/52/EC on the interoperability of electronic road toll systems. The Directive on the interoperability of electronic road toll systems provides for the setting-up of a European electronic toll service encompassing all the networks on which road-usage fees are collected electronically. The CESARE III project made it possible to define the legal and contractual framework for interoperability. The aim of the CESARE IV project is to put in place the machinery needed for contractual interoperability for electronic road toll systems, in accordance with Directive 2004/52/EC. In particular, the aim is to set up an entity for the supervision the European Electronic Toll Service to complete the detailed definition and subsequently regulate the operation of the service and relations between the stakeholders, chief among which are the road-usage charge/toll collection bodies, and sign memorandums of understanding between all the stakeholders concerning the operation of the European service. CESARE IV follows on from the grants for CESARE I, II and III. The principal beneficiary of the proposed grant is the same as for the previous three, namely ASECAP (the European Association of Tolled Motorway Concessionaires). For the last two phases of the programme (CESARE III and IV) it is working in association with the national administrations of certain Member States (DE – NL – UK – SE). The budget requested represents the Commission's financial contribution towards the launching of the supervisory body. The monopoly situation of the beneficiaries was recognised for each of the three previous phases of the CESARE programme. No other body is in a better position to respond to the need in question, since ASECAP is the umbrella association for all public and private toll-collection companies in the EU, while the national administrations represented in the project levy infrastructure-usage charges or intend to do so in the medium term.- Support for the Member States designated within the DATEX Technical Committee to modernise the DATEX protocol between the traffic management centres for the coordinated operation of the centres. DATEX is a communication protocol between road traffic management centres in numerous Member States. It was established with Commission funding in the 1990s. DATEX II is the updated, modernised version of the protocol. The work on DATEX II is being carried out by the national administrations of certain Member States. This has made it possible to edit complete specifications for DATEX II, produce a demonstrator and validate the specifications. The demonstrator was produced by the French Ministry of Transport as part of the Euro-regional project SERTI and by the UK Highways Agency as part of the Euro-regional project CENTRICO. The first implementation of this new standard is planned by the following administrations in 2007:<ul style="list-style-type: none">- French Ministry of Transport (CETE South-East) which will be responsible for project management;- Spanish Ministry of Transport;- Portuguese Ministry of Transport;- Highways Agency;
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	<ul style="list-style-type: none"> - Ministries of Transport of Rheinland-Pfalz (DE), Nordrhein Westfalen (DE) and Bayern (DE); - Swedish Road Administration. <p>These entities are all in a monopoly situation in their respective countries and are willing to subsidise the project to the extent of 50%. They will be reporting to all DATEX stakeholders on the results obtained, but it should be pointed out that virtually all the current public-sector DATEX stakeholders are involved in h this proposal.</p> <ul style="list-style-type: none"> - Support for the Central Commission for Navigation on the Rhine (CCNR) for a project to monitor economic and social parameters within the inland waterway transport market. The Naiades action programme on the promotion of inland waterway transport considers that monitoring economic and social factors is crucial for the economy and the policy-making authorities. The aim of this action is therefore to establish an EU inland waterway transport market observatory. The principal objective is to enable the inland waterway sector to measure market developments, collect and disseminate inland waterway data and information and anticipate market trends. This activity has already been carried out from 2005 to 2007, with a grant from the Commission. The Commission has already recognised its <i>de facto</i> monopoly in a Decision adopted on 3 December 2004 (C(2004) 4510). The CCNR, which has regulatory powers over navigation on the Rhine, also has the task of statistical monitoring and observation of the market for navigation on the Rhine. To this end, the CCNR cooperates with the national authorities and keeps in regular contact with river transport operators. It therefore has the contacts and sources necessary for gathering this type of information. Accordingly, the CCNR may be considered to be the only body which has the expertise, experience, authority and structure required establish a market observation scheme which meets the needs of all the stakeholders.
Reception date for applications	May 2007
Estimated budget	€ 800 000

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:

- The Marco Polo II Programme,
- Trans-European transport and energy networks,
- The Competitiveness and Innovation Framework Programme - Intelligent Energy for Europe Programme,
- The 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. Except for the Seventh Research Framework Programme, specific financing decisions will be adopted in 2007 for each of these programmes, thus amending the current annual work programme.

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

Work Programme:

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

The actions planned for 2007 will be described in a detailed annual Work Programme which will be adopted in the second quarter of 2007, after receiving the approval of the Committee of Member States' Representatives.

Planned date of the call for proposals: March 2007

Amount of the call for proposals and contracts: €5 775 000

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:

- Council Regulation No [...]/2007/CE of [...] laying down general rules for the granting of Community financial aid in the field of trans-European networks and amending Council Regulation No 2236/95
- 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 of 17 January 1997), as amended by Decision No 884/2004 (corrigendum published in OJ L 201 of 7 June 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 trans-European networks is in the process of being approved. The actions planned for 2007 will be described in detail in the specific Work Programmes planned for transport and energy respectively. These will be approved by the Commission by written procedure, after consulting the Programme Committee.

Date of the call for proposals: April 2007

Amount of the call for proposals: €817 383 000 **TEN-Transport (060303)**
€21 200 000 **€21 500 000 TEN-Energy (060304)**

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 November 2006, pp. 15-36).

Work Programme:

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

The actions planned for 2007 will be described in a detailed annual work programme to be adopted in the second quarter of 2007, after the opinion of the Programme Management Committee has been received.

Planned date of the call for proposals: May 2007

Amount of the call for proposals and contracts: €8 883 000 for 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 (2004) 244 final 2 of 24 May 2006

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 action planned for 2007 concerns the finalisation of the concession negotiations and the signature of the concession contract between the public sector, represented by the European GNSS Supervisory Authority, and the private sector. The appropriations cannot be released until the basic act is adopted.

This action is described in detail in the annual Work Programme of the European GNSS Supervisory Authority which will be adopted in the first quarter of 2007, after the opinion of its Administrative Board has been received.

Amount to be paid to the European GNSS Supervisory Authority:

€100 000 000 for line 06 02 10

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 of 30 December 2006) and Commission Declarations (L(2006)412/42).

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 of 30 December 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 of 30 December 2006)

Work Programme:

For the thematic priority "Transport (including aeronautics)", the detailed work programme for 2007 was adopted by the Commission on 21 December 2006 (C(2006) 6839). This Work Programme has been implemented, for the projects to be financed in 2007, by the calls for proposals published on 22 December 2006 (reference FP7-AERONAUTICS AND AIR TRANSPORT (AAT)-2007-TREN-1, FP7- SUSTAINABLE SURFACE TRANSPORT (SST)-2007-TREN-1 (OJ C 316 of 22 December 2006)).

For the thematic priority "Energy", the Work Programme for 2007 was adopted by the Commission on 21 December 2006 (C(2006) 6839). This work programme has been implemented, for the projects to be financed in 2007, by the call for proposals published on 22 December 2006 (reference FP6-2007-ENERGY-2 - TREN (C 316 of 22 December 2006)).

Implementation 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. €10 million will be transferred to the SESAR Joint Undertaking for 2007 to install its structure and commence its operations.

Budget appropriations: €120 424 000 for budget line 06 06 01 (Energy)

€14 000 000 for budget line 06 06 02 (Transport)