

**ANNEX I**  
**GENERAL WORK PROGRAMME FOR GRANTS IN THE FIELD OF ENERGY**  
**AND TRANSPORT IN 2005**

*The amounts shown in this work programme refer to the Commission's 2005 budget. This work programme is divided into three parts:*

- A. work programme for grants awarded following a call for proposals where there is no basic act;
- B. work programme for grants which are not based on a call for proposals, the award of which will be covered by a subsequent award decision;
- C. work programme for grants to be awarded under a basic act for the specific programmes in the field of energy and transport and based on a call for proposals.
  - Marco Polo programme,
  - Trans-European transport and energy networks,
  - Intelligent Energy for Europe programme,
  - Certain actions under the 6th research framework programme.

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

**A.1. Budget line: 06 01 02 11 00 02 40 (Conference and meeting expenses)**

***Legal basis:***

Administrative expenditure of the Commission

***Objective(s):***

- To support the organisation of conferences of European interest on energy and transport.

***Expected result(s):***

- Pooling of experience and reflection on the themes of Commission policies.
- Exploitation of the results of the Commission's work, in particular operational actions, research projects and legislative initiatives.

Main themes proposed for 2005	<p>Conferences of European interest on energy and transport relating in particular to the following policy priorities:</p> <ol style="list-style-type: none"><li>1. rights and protection of passengers using the various modes of transport and energy users;</li><li>2. energy demand management in transport and energy, in particular energy efficiency;</li><li>3. trans-European transport networks and infrastructure charging</li><li>4. pan-European transport and energy networks between the European Union and its new neighbours;</li></ol>
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	<p>5. safety and security in energy and transport;</p> <p>6. development of energy and transport markets (trends, competition, constraints, economic aspects);</p> <p>7. promotion of renewable energy sources</p> <p>8. technological innovations in the transport and energy sectors;</p> <p>9. the challenges of nuclear power in the years to come (security, safety, waste management, decommissioning, research, etc.).</p>
Date of call for conference proposals	May 2005
Main selection criteria	<ul style="list-style-type: none"> <li>- Applicants' financial capacity: Applicants must prove their financial and operational capability to carry out the action and provide their balance sheet for the last financial year for which the accounts have been closed. The latter requirement does not apply to public bodies and international organisations.</li> <li>- Applicants' technical capacity: Applicants must have the technical and operational capacity to carry out the action and must provide the documentation requested - curricula vitae of the persons responsible for implementing the action, description of relevant projects and activities carried out during the last three years, especially projects relating to the subject concerned.</li> </ul>
Main award criteria	<ul style="list-style-type: none"> <li>- <b>European dimension (35%)</b>: the Commission will assess the extent to which the proposed action will contribute to creating genuine added value for DG TREN and its legislative programme. The theme should concern several countries of the European Union and the speakers and target audience must come from different Member States (as a guide, the convergence between the objectives of the action and the abovementioned policy priorities will be evaluated).)</li> <li>- <b>Quality of the proposed approach (25%)</b>: the Commission will evaluate the means used with regard to the expected results of the action (as a guide, the venue and timing of the event, the scope for discussion, and the type of speakers proposed and their expertise will be evaluated). The Commission will also evaluate the visibility given to the operation. The application reasoning should clearly indicate the means used to disseminate information at three stages: before, during and after the conference (for example, round tables, exhibitions, press conferences, Internet site, media coverage, publication of proceedings, etc).</li> <li>- <b>Target audience (20%)</b> : the Commission will evaluate the extent to which the planned conference reaches the target audience and whether the required multiplier effect is achievable (as a guide: the method of contacting participants, and the consistency between the target audience and the objectives of the action will be evaluated).</li> <li>- <b>Cost-efficiency (20%)</b> : the budget, broken down by categories of expenditure, must show the action to have a good cost-efficiency ratio (as a guide, the balance between expected results and amount of the grant, the presence of other partners and the level of detail of the budget will be evaluated).</li> </ul> <p>Only applications with a total score of 70% or higher and of at least 60% for each individual criterion will be taken into consideration for possible Community funding.</p>
Funding rate	Between 10% and 30% of the total eligible costs of the action

Budget	€250 000
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## A.2. Budget line: 06 02 03 (Transport safety)

### ***Legal basis:***

Task resulting from the Commission's prerogatives at institutional level in accordance with Article 49(2) of Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities.

Treaty establishing the European Community, in particular Articles 71, 80 and 154 to 156 thereof.

### ***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 extension to third countries.

- 1) Improve road safety in the European Union, the enlargement countries and the countries of the European Economic Area in the framework of the Commission's Communication (2003)311 "European Road Safety Action Programme — Halving the number of road accident victims in the European Union by 2010: a shared responsibility" by means of studies, campaigns, establishment of best practice and demonstrations in the following areas:
  - user behaviour, with particular regard to checks and penalties to enforce drivers' compliance with the rules, training of private and professional drivers, physical and mental aptitude for driving, measures to combat driving under the influence of drugs, alcohol or medicines, and the use of safety equipment;
  - vehicle technology, and in particular active and passive vehicle safety;
  - road infrastructure, and in particular road safety audits, evaluation of roads and tunnels according to safety criteria, harmonisation of signs and signals;
  - road technology, and in particular haulage and passenger transport and intelligent technologies for road safety;
  - evaluation of national road safety policies.
- 2) Improve maritime safety in the European Union, the enlargement countries and the countries of the European Economic Area by means of studies, campaigns, establishment of best practice and demonstrations in the following areas:
  - safety of maritime transport by means of 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) Improve safety on the railways by harmonising legislation, technical standards and administrative inspection practices and by establishing common indicators, methods and objectives;
- 4) Improve aviation safety in the European Union, the enlargement countries and the countries of the European Economic Area by means of studies, campaigns, establishment of best practice and demonstrations in the following areas:
  - 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", in particular the objective of halving the number of accident victims by 2010;

Improved knowledge of the problems associated with transport safety in order to provide more appropriate solutions;

Preparation of the legislative proposals included in the Commission's work programme;

Improvement of information and accident prevention policies;

Standardisation of the rules for monitoring infringements;

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

Extension of the Union's policies to the future Member States

Main themes proposed for 2005	<ul style="list-style-type: none"> <li>- Support for European information campaigns on road safety, in particular the themes of the wearing of safety belts, etc;</li> <li>- Support for actions to develop methods of teaching young people to drive;</li> <li>- Support for actions measures to coordinate and harmonise methods of monitoring road safety;</li> <li>- EU-Russia industrial cooperation on air transport;</li> <li>- Support for innovative European-scale projects in all areas covered by the above objectives</li> </ul>
Date of call for transport proposals	May 2005
Main selection criteria	<ul style="list-style-type: none"> <li>- Applicants' financial capacity (Applicants must prove their financial and operational capability to carry out the action and provide their balance sheet for the last financial year for which the accounts have been closed. The latter requirement does not apply to public bodies and international organisations.)</li> <li>- Applicants' technical capacity (Applicants must have the technical and operational capacity to carry out the action and must provide the documentation requested - curricula vitae of the persons responsible for implementing the action, description of relevant projects and activities carried out during the last three years)</li> </ul>
Main award criteria	<p>1) Coherence with the objectives of Community policy, in particular those set out in the Commission Communication on road safety</p> <p>2) Quality of the action:</p> <ul style="list-style-type: none"> <li>- 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 of local interest are excluded.</li> <li>- Innovative character: the Commission will assess the extent to which the</li> </ul>

	<p>proposed action will lead to new approaches and practices.</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- Cost-efficiency ratio: the budget, broken down by categories of expenditure, must show the action to have a good cost-efficiency ratio (balance between the expected results and the amount of the grant).</li> <li>- Evaluation: the Commission will assess the proposed evaluation method and the quality of the results indicators compared with the proposed objectives.</li> <li>- Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, Internet sites, CD-ROM, etc.).</li> <li>- Scale of the action: the Commission will give priority support to large-scale projects.</li> </ul> <p>3) Quality of the application: the organisation of the action must be described in detail, including in particular the following aspects:</p> <ul style="list-style-type: none"> <li>- work plan (clarity and coherence of the objectives, adequacy of the expected results)</li> <li>- action schedule</li> <li>- proposed methodology</li> </ul>
Funding rate	Between 10% and 50% of the total eligible costs of the action
Budget	<b>€6 355 000</b>

### A.3. Budget line: 06 02 04 01 (Internal market and optimisation of transport networks)

#### ***Legal basis :***

Tasks resulting from the Commission's prerogatives at institutional level in accordance with Article 49(2) of Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities.

Treaty establishing the European Community, in particular Articles 71, 80 and 154 to 156 thereof.

#### ***Objective(s):***

- 1) Completion, management and development of the large transport market, including its extension outside the Community, focusing in particular on the elimination of bottlenecks at borders 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 modernisation of short-sea shipping and inland waterway transport;
  - 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”;
- Gradual rebalancing towards more environment-friendly modes;
- More dialogue with industry to encourage sustainable mobility, mainly by controlling environmental impacts and rebalancing transport modes;
- Development of the interoperability of transport modes;
- Development of rail freight transport;
- Development of short-sea shipping and inland waterway transport;
- Finalisation of international aviation agreements protecting the interests of European airlines;
- Extension of EU policies to the future Member States

Main themes proposed for 2005	<ul style="list-style-type: none"> <li>- Study on the implementation of the electronic toll collection directive: planned network for the transmission of data on offences between the national police forces</li> <li>- Impact analysis on the organisation of the supply of air navigation services in Europe in order to draw up a report on the progress of the Single Sky</li> <li>- Development of short-sea shipping in Europe, by supporting promotion centres or communication actions</li> <li>- Analysis of the market and different rail infrastructure maintenance and renovation practices in order to reduce costs</li> <li>- Support for innovative, European-scale projects in all areas covered by the above objectives</li> </ul>
Date of the call for transport proposals	May 2005
Main selection criteria	<ul style="list-style-type: none"> <li>- Applicants' financial capacity (Applicants must prove their financial and operational capability to carry out the action and provide their balance sheet for the last financial year for which the accounts have been closed. The latter requirement does not apply to public bodies and international organisations.)</li> <li>- Applicants' technical capacity (Applicants must have the technical and operational capacity to carry out the action and must provide the documentation requested - curricula vitae of the persons responsible for implementing the action, description of relevant projects and activities carried out during the last three years)</li> </ul>
Main award criteria	<p>1) Quality of the action:</p> <ul style="list-style-type: none"> <li>- 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 of local interest are excluded.</li> <li>- Innovative character: the Commission will assess the extent to which the proposed action will lead to new approaches and practices.</li> <li>- 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.</li> <li>- Cost-efficiency ratio: the budget, broken down by categories of expenditure, must show the action to have a good cost-efficiency ratio (balance between the expected results and the amount of the grant).</li> <li>- Evaluation: the Commission will assess the proposed evaluation method and the quality of the results indicators compared with the proposed objectives.</li> <li>- Visibility: the description of the action must include the means by which the Community action will be made visible (publications, organisation of events, Internet sites, CD-ROM, etc.).</li> </ul> <p>2) Quality of the application: the organisation of the action must be described in detail, including in particular the following aspects:</p> <ul style="list-style-type: none"> <li>- work plan (clarity and coherence of the objectives, adequacy of the expected results)</li> <li>- action schedule</li> <li>- proposed methodology</li> </ul>
Funding rate	Between 10% and 50% of the total eligible costs of the action
Budget	€4 000 000

## **B. GRANTS PROVIDED WITHOUT CALLS FOR PROPOSALS**

Some grants will be made to beneficiaries who can demonstrate a de jure or de facto monopoly. These grants will be the subject of an “ad hoc” Commission award decision.

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

### **B.1. Budget line 06 02 03 01 (Transport safety)**

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

Main themes proposed for 2005	<ul style="list-style-type: none"><li>- Support for international organisations to improve aviation safety, in particular through the establishment of mechanisms for inspection and cooperation with third countries</li><li>- Improvement of aviation safety by standardising the air traffic control sector, together with the implementation of the Single Sky following adoption of the Regulation on the interoperability of the European air traffic control network (Article 4(1)(a)).</li><li>- Support for the programme of safety assessments of third-country aircraft using Community airports</li><li>- Improvement of aviation safety by establishing international standards and obligations</li><li>- Improvement of maritime safety through the collection and dissemination of information on the safety of ships</li><li>- Preparation of an international maritime labour code applicable in the EU establishing social protection and working conditions standards on board ships and conditions of fair competition between European operators and third country operators</li></ul>
Reception date for applications	May 2005
Estimated budget	€3 545 000

### **B.2. Budget line 06 02 03 02 (Transport security)**

#### ***Legal basis:***

Task resulting from the Commission's prerogatives at institutional level, as provided for in Article 49(2) of 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 248, 16.9.2002, p. 1).

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).

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)

#### ***Objective(s):***

Improve aviation security in the European Union and the European Economic Area by establishing best practice, in particular support for international aviation security organisations to establish training, inspection and cooperation mechanisms.

#### ***Expected result(s):***

- Improved knowledge of the problems relating to transport security with a view to providing more appropriate solutions;
- Preparation of the legislative proposals included in the Commission's work programme;
- Improved information, prevention and training policies.

Main themes proposed for 2005	<ul style="list-style-type: none"> <li>- Support for standardisation work in the field of logistics security</li> <li>- Support for international organisations to improve aviation security, in particular through the establishment of mechanisms for inspection and cooperation with third countries</li> <li>- Setting-up of a group of experts for public transport operators in the field of security</li> </ul>
Reception date for applications	March 2005
Estimated budget	€672 000

### B.3. Budget line 06 07 02 (Nuclear safety)

#### ***Legal basis:***

Task resulting from specific powers directly conferred on the Commission by the Euratom Treaty under Chapter III and Article 174.

#### ***Objective(s):***

To improve nuclear safety in the EU by establishing best practices, in particular in the new Member States.

#### ***Expected result(s):***

- Establishment of common rules for the European nuclear safety authorities

Main themes proposed for 2005	<ul style="list-style-type: none"> <li>- Support for work to establish common rules for the nuclear safety authorities in order to accept nuclear safety software in nuclear power stations in the Member States</li> </ul>
Reception date for applications	April 2005
Estimated budget	€150 000

## **C. GRANTS AWARDED BY VIRTUE OF A BASIC ACT AND BASED ON A CALL FOR PROPOSALS**

The Commission is implementing four multiannual programmes adopted under the co-decision procedure in the field of energy and transport:

- Marco Polo
- Trans-European networks
- Intelligent energy
- 6th 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 four multiannual programmes is strictly informative. Except for the 6<sup>th</sup> research framework programme, specific financing decisions will be adopted in 2005 for each of these programmes, thus modifying the current annual work programme.

### **C.1. Budget line 06 02 07 (Marco Polo programme)**

#### ***Legal basis:***

Regulation (EC) No 1382/2003 of the European Parliament and of the Council of 22 July 2003 on the granting of Community financial assistance to improve the environmental performance of the freight transport system (Marco Polo Programme).

#### ***Work programme:***

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

The actions planned for 2005 will be described in a detailed annual work programme which will be adopted in the second quarter of 2005, after receiving the approval of the committee of Member States' representatives.

Planned date of the call for proposals: July 2005

Amount of the call for proposals and contracts : €29 900 000

### **C.2. Budget lines 06 03 01 (Financial support for projects of common interest in the trans-European transport network) and 06 03 02 (Financial support for projects of common interest in the trans-European energy network)**

#### ***Legal basis:***

- Council Regulation (EC) No 2236/95 of 18 September 1995 laying down general rules for the granting of Community financial aid in the field of trans-European networks, as last amended by Regulations (EC) No 788/2004 and No 807/2004.
- Commission Decision C(2001)2654 of 19 September 2001 establishing an indicative multiannual programme for the granting of Community financial aid to projects of common interest in the area of the trans-European transport network for the period 2001-2006, as last amended by Decisions C(2004) 3242 of 26/8/2004 and C(2005) of 3/02/2005.
- Council Decision No 96/391/EC of 28 March 1996 laying down a series of measures aimed at creating a more favourable context for the development of trans-European networks in the energy sector.
- 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 OJ L201 of 7/6/2004).
- Decision No 1346/2001/EC of the European Parliament and of the Council of 22 May 2001 amending Decision No 1692/96/EC as regards seaports, inland ports and intermodal terminals as well as project No 8 in Annex III.

- Directive No 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network, Official Journal No L 167 of 30/04/2004 p. 0039 – 0091, (corrigendum OJ L201 of 7/6/2004)
- Decision No 1229/2003/EC of the European Parliament and of the Council of 26 June 2003 laying down a series of guidelines for trans-European energy networks and repealing Decision No 1254/96/EC.

### ***Work programme:***

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

The specific work programme for the trans-European transport and energy networks (TENs) is adopted by a committee procedure. The 2005 work programme for the trans-European transport networks will implement, in particular, projects of common interest designated on the basis of the guidelines adopted by Parliament and the Council falling outside the framework decision of 19.9.2001 (C(2001) 2654), as last amended by Decisions C(2004) 3242 of 26/8/2004 and C(2005) 213 of 3/02/2005 on the indicative multiannual programme (IMP) for priority projects. Grants for non-IMP projects will be awarded on the basis of a Commission decision adopted by the Member of the Commission responsible for the TENs under the empowerment procedure, after consulting the committee of Member States' representatives. Grants for the IMP projects will be awarded by Commission Decision adopted by the Director-General responsible for the TENs under the delegation procedure.

The work programme for the trans-European energy networks will implement projects of common interest designated on the basis of the guidelines adopted by Parliament and the Council. Grants will be awarded on the basis of a Commission decision adopted by the Member of the Commission responsible for the TENs under the empowerment procedure, after consulting the committee of Member States' representatives.

Date of the call for proposals:	February 2005
Amount of the call for proposals and contracts:	€671 400 000      TEN-Transport (060301)
	€21 500 000 TEN-Energy (060302)

### **C.3. Budget lines 06 04 01 (Intelligent energy for Europe programme (2003 to 2006)) and 06 04 02 (Intelligent energy for Europe programme (2003 to 2006), External strand)**

### ***Legal basis:***

Decision No 1230/2003/EC of the European Parliament and of the Council of 26 June 2003 adopting a multiannual programme for action in the field of energy: "Intelligent Energy - Europe" (2003 - 2006)

### ***Work programme:***

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

The actions planned for 2005 will be described in a detailed annual work programme to be adopted in the second quarter of 2005, after consulting the programme management committee.

Planned date of the call for proposals:	July 2005
Amount of the call for proposals and contracts:	€54 257 000      for line 06 04 01
	€4 925 000      for line 06 04 02

### **C.4. Budget lines linked to the sixth research framework programme: 06 06 01 (Aeronautics and space), 06 06 02 (Sustainable development, global change and**

ecosystems, Sustainable energy systems, and Sustainable surface transport) and 06 06 03  
(Supporting policies and anticipating scientific and technological needs)

***Legal basis:***

Framework programme of the European Community for research, technological development and demonstration activities, contributing to the creation of the European Research Area and to innovation (2002 to 2006)

Council Decision No 2002/834/EC of 30 September 2002 adopting a specific programme for research, technological development and demonstration: "Integrating and strengthening the European Research Area (2002-2006)

***Work programme:***

The detailed work programme for 2005 for the areas "Aeronautics and space" and "Sustainable development, global change and ecosystems — Sustainable energy systems and sustainable surface transport" was adopted by the Commission on 9 December 2002 (C(2002)4789) and amended by the Commission on 10 June 2004 (C(2004)2002) and 2 September 2004 (C(2004)3324). This work programme has been implemented, for the projects to be financed in 2005, by the call for proposals published on 29 June 2004 (reference FP6-2005-TREN-3 (OJ C 169 of 29/06/2004)).

Likewise, the work programme for 2005 for the areas "Supporting policies and anticipating scientific and technological needs" was adopted by the Commission on 9 December 2002 (C(2002)4789) and amended by the Commission on 29 October 2004 (C(2004)4178). This work programme has been implemented, for the projects to be financed in 2005, by the call for proposals published on 30 October 2004 (reference FP6-2004-SSP-4 (OJ C 267 of 30/10/2004)).

Implementation of the projects relating to the thematic priority of space has been entrusted to the Galileo Joint Undertaking, which will publish its own calls for proposals.

Budget appropriations:	€34 900 000	for line 06 06 01
	€132 400 000	for line 06 06 02 01
	€54 900 000	for line 06 06 02 02
	€6 800 0000	for line 06 06 03

