



Call for proposals for projects of common interest in the field of the trans-European transport network
Call for proposals under the annual work programme 2008

Article 155 of the Treaty establishing the European Community stipulates that the Community may support projects of common interest supported by Member States, which are identified in the framework of the Community Guidelines for the development of the trans-European transport network (decision N° 1692/96/EC of the European Parliament and the Council of 23 July 1996¹, as last amended by Council Regulation N° 1791/2006//EC of 20 November 2006²), thereafter TEN-T Guidelines. Within this framework, the Commission launches a call for proposals addressing projects of common interest in the field of the trans-European transport network the preparation or implementation of which may be supported through the allocation of a grant.

This call for proposals concerns projects of common interest to the extent that they do not receive support through the multi-annual programme and where the small size and timing of the measures concerned render this appropriate.

1. BASIC LEGAL ACT

Regulation (EC) n° 680/2007 of the European Parliament and the Council³ lays down general rules for the granting of Community financial aid in the field of trans-European networks (hereafter "TEN Regulation").

Commission Decision C(2008)1564 establishes the annual work programme for the year 2008 for grants in the field of the trans-European transport network (hereafter " annual work programme"). This work programme foresees the publication of a call for proposals in April 2008.

2. BUDGET:

Article 06 03 03, financial support for projects of common interest in the trans-European transport network.

¹ OJ L 228 of 9 September 1996, p. 1

² OJ L 363 of 20 December 2006, p. 1

³ OJ L 162, 22.6.2007, p. 1

3. OBJECTIVES AND PRIORITIES:

The aid to be granted on the basis of the annual work programme will be an important part of the pillar of Community financing of the trans-European transport network during the period 2007 - 2013. It will complement the efforts developed in the multi-annual Programme. As such, the annual programme will not support actions being already supported under the multi-annual Programme (Article 8.3 TEN Regulation).

The annual Programme will be able to address the priorities of the trans-European transport network, as set out in the TEN Guidelines and given its annual nature, with a high degree of flexibility to meet new demands of the projects of common interests.

For 2008 the programme will address in particular:

- The 30 priority projects set out in annex III of the TEN Guidelines, in conformity with Article 19 thereof, to the extent that they do not receive support through the multi-annual programme and where the small size and timing of the measures concerned render this appropriate.
- measures to develop key links and interconnections to eliminate bottlenecks in accordance with Article 5 of the TEN Guidelines
- measures to develop an interoperable railway network, with the exception of measures for the deployment of ERTMS, especially for TEN-T conventional railway lines that contribute to a rail freight oriented network in accordance with Article 10 of the TEN Guidelines
- measures to promote maritime transport and inland waterways in accordance with Article 11 of the TEN Guidelines
- measures to face the most urgent problems of airports in conformity with the recent Communication on Airport Capacity and Efficiency: optimisation of existing capacity, maximisation of safety and security, limitation of the environmental impact, in accordance with Article 13 of the TEN Guidelines.
- measures to promote good standards of comfort and safety as well as to guarantee a sustainable integration of Road infrastructure in the global transport chain, in accordance with Article 9 of the TEN Guidelines
- measures to promote the deployment of sustainable transport infrastructure (Article 2 of the TEN Guidelines) as foreseen in the Transport White Paper⁴ namely by applying the "acquis communautaire"⁵ in the field of environment and in particular those that will boost inter-modal cooperation by integrating smoothly and smartly the different modes of transport, (as referred to, for the different modes of transport respectively, in Articles 5, 9, 10, 11, 14 and 16 of the TEN Guidelines)
- The annual programme will also address priorities of the TEN-T development which were not covered under the multi-annual work programme. The annual programme will

⁴ Keep Europe moving - Sustainable mobility for our continent, 2006; Mid-term review of the European Commission's 2001 transport White Paper

⁵ Strategic Environmental Assessment (SEA) Directive (2001/42/EC) for plan and programme assessment, Environmental Impact Assessment (EIA) Directive (85/337/EEC as amended by 97/11/EC and 2003/35/EC) for project assessment, Birds Directive (79/409/EEC), Habitats Directive (92/43/EEC) and Water Framework Directive 2000/60/EC)

nevertheless give a clear priority to projects that address key TEN-T issues such as cross border and bottlenecks.

- A contribution to the "Loan Guarantee Instrument", in accordance with Article 6.1 .d of the TEN Regulation, which sets out a financial contribution to the provisioning and capital allocation for guarantees to be issued by the EIB on its own resources under the loan guarantee instrument, in order to share the risk and provide support to the investors of infrastructure projects deemed relevant to the trans-European network. The annual funds may be used to support projects implemented either under the Multi-Annual or the Annual programmes
- In order to attract more private funding for the deployment of strategic transport infrastructure projects, the TEN-T programme will foster actions aimed at promoting private sector involvement particularly in the development and financing of Community supported transport infrastructure projects (as foreseen in Article 7 TEN Regulation).
- In order to increase the social benefits from innovation and reduce the lag time for the implementation of transport policies, TEN funding should whenever possible support deployment projects that build on research activities or deploy new technologies.

Specific objectives for trans-European Network projects as defined in the TEN Guidelines, including the priority projects referred to in Article 19:

Within the framework of these general objectives, the Commission aims to ensure maximum complementarities with the funding of trans-European transport network projects under the multi-annual Programme and maximum added value for the TEN-T programme as a whole - depending on budget availability. In addition, Community support shall facilitate the implementation of project sections or parts which are most critical to the achievement of smooth traffic flows along the entire axis and would, if not completed within the agreed period time, reduce the benefits drawn from investments made on other sections of the axis.

Community support aims thus at promoting a coherent and consistent implementation of the transport axes in their entirety, throughout all the Member States directly involved which are called upon to give due priority to respective sections in their political decision making and their investment planning to coordinate activities across national borders and to optimize financing schemes.

In addition to the aim of concentrating support on the priority projects of the trans-European transport network, the Commission calls on Member States in particular to participate in projects that cover, or are of direct benefit to, the Community as a whole, involving various Member States or connecting networks from several Member States.

It shall be also underlined that for the annual programme only a "small" budget is available and therefore it is not suited to cover large projects over a long period of time.

In general the projects will address problem areas in the transport network such as cross border projects, the completion of cross border sections and bottlenecks located on transport axes and interfering with the continuity of traffic flows (in terms of capacity and service quality). Therefore, Community financing shall be used to promote the removal of bottlenecks on these axes.

Finally, Community financial support should essentially aim at mobilizing the financial resources, public and/or private, that are needed for the timely and efficient completion of the most critical sections or parts of the TEN transport axes. Accordingly the TEN-T annual programme will give, in 2008, the highest priority to the following areas or sectors of transport infrastructure:

3.1. Priority projects not covered under the multi-annual programme [C(2007)3512 of 23 July 2007]:

Importance will be given to priority projects identified in the TEN-T Guidelines (or these sections) that are not funded under the multi-annual programme, in accordance with the point 3 of Article 8 of the TEN Regulation. This may concern sections or parts (not yet funded) of the priority projects themselves or measures that add to priority project sections funded under this programme.

The projects' contribution to the achievement of other relevant policies in the transport sector as well as towards the implementation of legislation will be taken into consideration in this context - for example, legislation in force concerning railway undertakings, or rail policy which seeks to achieve a rail freight oriented network.

3.2 RAIL Transport

Rail transport projects may address the development of both the High Speed and the Conventional networks with a view to promoting a more sustainable transport mode for passengers and goods, efficient interfaces with other modes of transport and enhanced interconnections with regional and local rail networks whilst offering users high levels of safety, comfort and quality. The objective of a rail freight oriented network is of particularly high priority and aims to increase commercial speeds, improve reliability and augment capacity. In order to ensure full interoperability and optimal safety conditions on the proposed railways infrastructure, submissions will only be considered if the interoperability legislation is respected and a plan for the deployment of ERTMS included.

3.3 ROAD Transport

Road transport projects should address the deployment or improvements of motorways or high-quality roads, with a high, uniform and continuous level of services, comfort and safety in order to improve accessibilities to and from peripheral and landlocked regions, as well as to provide efficient and sustainable interfaces with the global transport system and bypass bottlenecks, such as urban centres, in order to achieve sustainability of operations.

3.4 WATERBORNE Transport

3.4.1 Inland waterways and ports

Priority shall be given to support actions aiming at:

- Establishment of stable **fairway** conditions on a defined section of the TEN inland waterway network for the continuous passage of vessels and pushed convoys throughout the year according to the relevant waterway class (class IV and higher)
- Upgrading/enlargement/increase of capacity/modernisation of **locks** on the TEN Inland waterway network in order to allow an easy passage of vessels and pushed convoys.
- Increase of **under bridge-clearance** (height under bridge), on the TEN Inland waterway network in order to allow an unhindered continuous passage of containerhips with up to 3 layers of containers.

Inland ports on the TEN Inland Waterway Network: Provision of transshipment installations, container handling facilities as well as roll-on/roll-off facilities, basic port infrastructures inside the port area as well as infrastructures linking the port to the rail

and road network in order to increase the capacity of transshipments between road, rail and inland waterway.

3.4.2 Maritime ports

3.4.2.1. Port accesses

Support should be given to infrastructure actions deploying the transport priorities identified in the Communication on European Ports Policy COM (616) on 18th October 2007, and in particular for actions aiming at providing both safe maritime accesses with adequate capacity (breakwaters and dredging fairways, canals and turning circles) reliable TEN-T hinterland connections from ports to the rest of the TEN- T network (locks, rail and road connections) and adaptation of ports to environmental requirements (e.g. areas for oil and waste dumping). Furthermore, physical changes to the water system should be in compliance with relevant Community law on environmental protection.

Due account of magnitude and cost of these large basic infrastructures, for current 2008 working programme, studies for new investments (i. e. port master plans) are given priority, however key works to overcome existing bottlenecks at inland connections will also be given priority for maritime ports (i. e. over passing railway bridge).

3.4.2.2. Port terminals

Port terminals and other user dedicated port facilities (including quay walls and other investments to allow ships berth or anchor like jetties, wharfs, piers, docks, buoys ... and its backfills and land reclamation for cargo handling facilities) will only be funded in exceptional cases, such as where ports are located in islands, landlocked, peripheral and outermost regions and states, and when explicit commitment is assumed by applicants to launch call for tenders to operate these port terminals.

Nevertheless, specific combined terminals in port areas for trans-shipment operations from sea to rail and/or inland waterways to shift cargo from roads towards these more sustainable transport modes are considered eligible. The terminals should be open to all users in a non-discriminatory basis.

3.4.2.3. Port efficiency and productivity

Priority will also be given to strategic or tactical actions to increase port efficiency and productivity rates by,

- renewal, regeneration, renovation or restoration of port areas without necessary occupying more territory and/or aquatorium at sea or estuaries.
- making more intensive use of existing ports - some of which are operating under capacity levels - to have them nearer to users who could benefit from daily and quick intra-EU connections, by either short sea shipping or feeder services.

3.5 AIR Transport

Airports: Air travel demand is boosted not only by economic and commercial needs of globalisation but also by evolving societal and cultural needs. As a result, air traffic is expected to at least double in the next 20 years.

Various studies show that airport capacity will not be able to match the fast growing demand and could become the most **constraining factor** within the air transport supply chain. The knock-on network effects of this weakest link then threatens the efficiency of the whole air transport chain. Since air transport is seen as a 'motor' for economic growth, this in turn risks undermining the overall competitiveness of the European economy.

The airport infrastructure action plan proposed by the Commission⁶ is supported by the Council Conclusions of 2 October 2007⁷ as well as the European Parliament Resolution of 11 October 2007⁸.

Following actions are therefore considered a priority as far as Airport TEN-T support is concerned: Make better use of existing airport capacity, a consistent approach to safety at aerodromes; promote "co-modality", the integration and collaboration of transport modes and improve the environmental performance of airports (minimize the impact of each aircraft movement but also ameliorate the environmental conditions on the ground, for instance waste management).

3.6 MULTIMODAL Transport

Multimodal transport measures to promote the deployment of infrastructure (Article 1 of the TEN Guidelines) that will support Sustainable Transport; these will include fostering the development of intermodality, multi-modality and co-modality concepts and infrastructure which integrates efficiently the potential of the different modes of transport, thereby contributing to an intelligent use of the global transport network.

Concrete actions will be aimed at optimising the capacity and efficiency of existing and new infrastructure and providing sustainable mobility for passengers and goods.

Finally, freight terminal related infrastructure will be supported to make terminal operations more environmental friendly, namely by providing solutions less impacting on cities and more respectful of natural values, especially as regards road traffic to and from the terminals, e. g. dredging of contaminated material in Ports and collection and treatment of waste from ships, as well as the management of noxious substances in road and rail freight terminals. Priority will be given to generic solutions that may be implemented in various terminals within a geographical area or rail or road link.

For all project categories referred to above, successful project proposals will be supported in accordance with article 6 "Forms and methods of Community financial aid" of the TEN Regulation laying down general rules for the granting of Community financial aid in the field of trans-European-networks.

3.7 Horizontal supporting Actions, specific objectives:

3.7.1. Loan Guarantee Instrument

The European Investment Bank (EIB) shall be a risk-sharing partner and shall manage the EU contribution to the loan guarantee instrument on behalf of the Community. The contribution to the TEN-T Loan Guarantee Instrument shall be 35 Million € in 2008 which is not subject to this call for proposal. The more detailed terms and conditions for implementing the loan guarantee instrument, including its monitoring and control, are laid down in a co-operation

⁶ COM(2006) 819 final, 24.1.2007

⁷ 13161/07

⁸ A6-0349/2007

agreement between the Commission and the EIB signed on 11 January 2008, taking into account the provisions laid down in the Annex of the new TEN Regulation.

3.7.2 Public Private Partnerships (PPPs)

In order to attract more private funding for the deployment of strategic transport infrastructure projects, the TEN-T programme will foster actions aimed at promoting private sector involvement in the development and financing of TEN transport projects, in particular those which benefit from financial support of the Commission.

In 2008, this support will target actions on: networking, benchmarking and dissemination of good practices, establishment of a dedicated database, provision of support and advice to project promoters and or Administrations and provision of expertise to the appraisal of applications submitted for TEN funding.

With a view to increase and share public sector expertise in the Public Private Partnership sector, the Commission will seek adequate partners, both in terms of know-how and co-financing, for the joint development of the promotional actions.

4. RESULTS EXPECTED

The implementation of this work programme for 2008 aims at further enhancing the effectiveness and visibility of Community financing of the highest priorities of the trans-European transport network. It is expected that the granting of support on the basis of this programme will contribute to the timely and efficient completion of a number of TEN-T projects in their entirety or in significant parts.

The projects which will be completed with financial aid allocated through the programme, will thus directly contribute to the achievement of important transport policy objectives such as: the establishment of major transport axes interconnecting national networks and facilitating the functioning of the internal market; ensuring interoperability along these axes; enhancing accessibility of peripheral areas of the Community; congestion relief on roads and more balanced modal distribution; savings in terms of the environmental effects of transport thereby contributing to achieve sustainable transport.

The development of horizontal actions aimed at fostering the role of public private partnerships is expected to increase the rate of deployment of the TEN-T infrastructure. In particular, the close cooperation foreseen with the European Investment Bank will support better the activities of public and private promoters, providing advice on risk and investment as well as on precautionary measures and risk management tools.

The call for proposals 2008, aiming inter alia at optimizing the use of infrastructure, enhancing safety, security and quality of services, also promotes the achievement of important transport policy objectives and the implementation of corresponding legislation.

Overall, the implementation of the work programme is expected to give an important impetus to the further preparation and implementation of the major priority projects and priority areas of the trans-European transport network, thus to help reaching important milestones on the way towards the completion of this network as approved by the European Parliament and the Council (target completion date 2020). For this purpose, Community funding on the basis of the work programme should help to mobilize as much public and private financing as needed to meet the challenging time tables.

5. INDICATIVE AMOUNTS AVAILABLE

The total amount of funds available for the implementation of the annual work programme 2008 is 175 Mio € of which an amount of 35 Mio € is foreseen for the "Loan Guarantee Instrument" which is not subject to this call for proposal. For the Call for Proposals 2008, the total amount for grants, for projects of common interest in the field of the trans-European transport network, is of 140 Mio €

6. ELEGIBILITY CRITERIA

The eligibility criteria shall determine the conditions for participating in the call for proposals.⁹

6.1 Eligible applicants

6.1.1 Eligible are project proposals which are submitted, in the form of a written grant application, by one of the following types of applicants

- one or (jointly) several Member States
- one or (jointly) several public or private undertakings or bodies with the agreement of the Member State(s) directly concerned by the project in question or
- one or (jointly) several international organisations with the agreement of all Member States directly concerned by the project in question
- A Joint Undertaking with the agreement of all Member States directly concerned by the project in question.

6.1.2 Project proposals submitted by natural persons are not eligible. An applicant (other than a Member State) must show that it exists as a legal person, by providing the form relative to legal entities as set out in the application form.

In no case, projects proposals submitted by third Countries or legal or natural persons established outside EU countries can be beneficiaries of the funds.

6.1.3. Grounds for exclusion¹⁰

1. Applications will not be considered for a grant if the applicants are, at the time of the grant award procedure, in any of the following situations:
 - a) they are bankrupt or being wound up, are having their affairs administered by the courts, have entered into an arrangement with creditors, have suspended business activities, are the subject of proceedings concerning those matters, or are in any analogous situation

⁹ See Art. 114 of the Council Regulation (EC, Euratom) n° 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities, OJ L 248 of 16 September 2002, p. 1, amended by Council Regulation (EC, Euratom) n° 1995/2006 of 13 December 2006, OJ L 390 of 30 December 2006, p.1, and Art. 175a of Commission Regulation (EC, Euratom) n°2342/2002 laying down detailed rules for the implementation of Council Regulation (EC, Euratom) n°1605/2002 (OJ L 357 of 31.12.2002 p.1), as last amended by Commission Regulation (EC, Euratom) n°478/2007 of 23 April 2007 (OJ L 111 of 28.04.2007, p.13)

¹⁰ See Art. 114 Financial Regulation 1605/2002 and Art. 174 of Regulation 2342/2002

arising from a similar procedure provided for in national legislation or regulations;

- b) they have been convicted of an offence concerning their professional conduct by a judgment which has the force of *res judicata*;
 - c) they have been guilty of grave professional misconduct proven by any means which the authorising officer can justify;
 - d) they have not fulfilled obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal provisions of the country in which they are established or with those of the country of the authorising officer or those of the country where the grant agreement is to be performed;
 - e) they have been the subject of a judgment which has the force of *res judicata* for fraud, corruption, involvement in a criminal organisation or any other illegal activity detrimental to the Communities' financial interests;
 - f) they are currently subject to an administrative penalty referred to in Article 96 of the Financial Regulation 1605/2002..
 - g) they are subject to a conflict of interest;
 - h) they have been guilty of misrepresentation in supplying the information required or have failed to supply this information.
2. The cases referred to in point 1. e) cover:
- a) cases of fraud as referred to in Article 1 of the Convention on the protection of the European Communities' financial interests established by the Council Act of 26 July 1995¹¹;
 - b) cases of corruption as referred to in Article 3 of the Convention on the fight against corruption involving officials of the European Communities or officials of Member States of the European Union, established by the Council Act of 26 May 1997¹²;
 - c) cases of participation in a criminal organisation, as defined in Article 2(1) of Joint Action 98/733/JHA of the Council¹³;
 - d) cases of money laundering as defined in Article 1 of Council Directive 91/308/EEC¹⁴.
3. Applicants must certify that they are not in one of the situations listed in point 1.¹⁵

¹¹ OJ C 316, 27.11.1995, p. 48.

¹² OJ C 195, 25.6.1997, p. 1.

¹³ OJ L 351, 29.12.1998, p.1 Joint Action of 21 December 1998 on making it a criminal offence to participate in a criminal organisation in the Member States of the European Union.

¹⁴ OJ L 309, 25.11.2005, p. 15-36. Directive 2005/60/EC of the European Parliament and of the Council of 26 October 2005 on the prevention of the use of the financial system for the purpose of money laundering and terrorist financing (Text with EEA relevance)

¹⁵ See Art. 174 Regulation 2342/2002

6.2 Eligible projects

6.2.1 Common interest

Only projects related to one or several of the projects of common interest identified in the TEN-T Guidelines may receive Community financial aid¹⁶.

6.2.2. Projects involving cross-border sections

Projects involving cross-border sections or a part of such sections may receive Community financial aid up to the maximum of 30 % if there is a written agreement between the Member States concerned or the Member States and the third countries concerned¹⁷ relating to the completion of the cross-border sections. Exceptionally, when a project is necessary to link to the network of a neighbouring Member State or a third country but does not actually cross the border, the written agreement referred to may not be required¹⁸. Cross-border sections shall comply with the definition set out in the annex to this call¹⁹.

6.2.3 Compliance with the Community Law

The granting of Community aid to projects of common interest is conditional to compliance with relevant Community law²⁰, inter alia concerning interoperability, environmental protection, competition and public procurement.

6.2.4 Other sources of financing

No Community financial aid shall be awarded for parts of projects receiving funds from other sources of Community financing²¹.

7. SELECTION CRITERIA²²

The applicant must have access to solid and adequate funding sources, so as to be able to maintain activities for the period of the project funded and to help finance the project. The applicant must have the professional skills and qualifications required to complete the proposed action.

7.1 Financial capacity

The applicants must have the financial capacity to complete the action for which the grant is sought and will provide their annual accounts for the last financial year. These documents must be attached to the application for aid.

¹⁶ See Art. 3 (1) TEN Regulation

¹⁷ See Art: 2 (5) of the TEN Regulation

¹⁸ See Art: 3 (3) of the TEN Regulation

¹⁹ In particular, see par. 2 of the definition endorsed by the Committee for Monitoring Guidelines and the Exchange of Information, set up in accordance with Article 18 (2) of the TEN-T Guidelines, on 25 April 2007.

²⁰ See Art 3 (1) TEN Regulation.

²¹ See Art 7 (2) TEN Regulation

²² See Art 115 Financial Regulation 1605/2002

The demonstration of the financial capacity is not required if Member States, joint undertakings established under Article 171 of the Treaty, other public bodies, or international public-sector organisations apply.²³

7.2 Technical capacity

The applicants must have the technical and operational capacity to complete the project for which the grant is sought and must provide appropriate documents attesting to that capacity (proof of the experience in carrying out actions of the type in question).

The demonstration of the technical capacity is not required if Member States, joint undertakings established under Article 171 of the Treaty, other public bodies, or international public-sector organisations apply for financial aid.

Information submitted by applicants who benefited from TEN-T aid as from 2004, may be taken into account in the evaluation of these applicants' technical capacity.

Project proposals which fail to comply with the selection criteria will not be further evaluated.

8. AWARD CRITERIA

8.1 According to the level of contribution to the objectives and priorities as stated above, only proposals compliant with the eligibility, exclusion and selection criteria will be evaluated on the basis of the following general award criteria whose main objective is to assess the quality of proposals. Each proposal will be evaluated in an equal manner against the following criteria, set out in Art. 5 TEN Regulation:

- Maturity

Reflecting the status of preparation of the activities subject to the application, in order to establish the capacity for their implementation in accordance with the foreseen time plan and technical specifications

- The need to overcome financial obstacles

Taking into account particularly the negative impact of the absence of TEN-T funding

- The stimulative effect of the Community intervention on public and private finance

in terms of reinforcing the commitment of potential investors to funding the project

- The soundness of the financial package

based on elements such as the commitments made regarding the different public and private financing sources involved (amounts committed and their nature/legal status), decisions made regarding public-private partnership approaches etc.; the budget for the action attached to the application must have revenue and expenditure in balance and show clearly the costs which are eligible for financing from the Community budget. Therefore, applicants must provide a detailed breakdown of all expenditure related to their proposal.

- Socio-economic effects

²³ See Art 176(4) Regulation 2342/2002.

Reflected in the results of social cost-benefit analyses or ex-ante evaluation

- Environmental consequences and benefits

Reflected in the expected impact of the project on nature, emissions, noise, land use etc. and in the measures to reduce or compensate any negative impacts

- The degree of contribution to the continuity and interoperability of the network, as well as to the optimisation of its capacity
- The degree of contribution to the improvement of service quality, safety and security
- The degree of contribution to the internal market and other priorities of the trans-European transport networks
- The degree of contribution to the re-balancing of transport modes in favour of the most environmentally friendly ones (reduction of environmental footprint)
- The complexity of the projects, for example due to the need to cross natural barriers
- Quality of the application

In terms of its completeness and clarity, in relation to the call for proposals and the evaluation requirements

8.2 The evaluation of eligible proposals which fulfil the selection criteria is carried out using a single-stage submission (that is the full proposal is submitted) with a three-step evaluation, where the full proposal will be:

- Assessed by external experts against all evaluation criteria;
- Pre-evaluated by an Evaluation Panel composed of internal experts of the concerned Directorates of DG TREN or of other Directorates-General, which meets under the chairmanship of a Head of Unit;
- Evaluated by an Evaluation Committee, composed of DG TREN Directors of the concerned Directorates and chaired by the Director responsible for the programme. This Committee draws up a list of projects for which a support is proposed, on the grounds of all evaluation criteria

Each submission is assessed against the applicable criteria independently giving marks and providing comments. Projects are evaluated on a six-point scale from 0 to 5. No weightings will be applied.

9. TYPES AND METHODS OF COMMUNITY FINANCIAL AID

9.1 Successful proposals will be financed in accordance with the TEN Regulation.

9.2 Community aid can take one or more of the following forms:

- a) Grants for studies and works
- b) Grants for works in the form of availability payment schemes
- c) interest rate rebates on loans given by the EIB or other public or private financial institutions

- 9.3 The amount of Community financial aid granted to projects shall take account of the award criteria set out in point 7 and not exceed the following rates:
- a) for studies, 50 % of the eligible cost of studies, irrespective of the project of common interest concerned
 - b) for works:
 - a maximum of 10 % of the eligible cost of the works
 - c) for works concerning priority projects, provided they do not receive support through the multi-annual programme
 - a maximum of 20 % of the eligible cost of the works
 - a maximum of 30 % for cross-border sections provided that the Member States concerned have given the Commission all the necessary guarantees regarding the financial viability of the project and the timetable for carrying it out
- 9.4 Expenditure shall be eligible from the date on which the application for aid is lodged²⁴.

10. GENERAL CONDITIONS FOR PAYING GRANTS

In order to limit the financial risks connected with the payment of pre-financing, the authorising officer responsible may, on the basis of his risks assessment either require the beneficiary to lodge a guarantee in advance, for up to the same amount as the pre-financing, or split the payment into several instalments. Such guarantee may be replaced by a joint and several guarantee by the Member State concerned approving the project or (where there is more than one beneficiary) by the joint guarantee of the beneficiaries. The Commission may waive this obligation to lodge a guarantee in advance for public-sector bodies and international organisations.²⁵

11. METHODS OF IMPLEMENTATION, REPORTING AND AUDITS

The legal and administrative framework for implementing this programme is provided by existing measures under the TEN Regulation and Financial Regulation 1605/2002.

- 11.1 For the selected projects, the Commission will decide the amount of financial aid to be granted in accordance with the procedure set out in Article 15 of the TEN Regulation.
- 11.2 Where a public or private undertaking or body or an international organisation is the beneficiary of the financial aid, the Member State concerned is also an addressee of the decision.²⁶
- 11.3 The Community contribution is allocated through adoption of an individual Commission decision granting financial aid²⁷ in the field of the trans-European transport network, the beneficiaries of which can be a Member State, a public or

²⁴ See Art. 10 (2) TEN Regulation

²⁵ See Art. 118 Financial Regulation 1605/2002 and Art. 182 Regulation 2342/2002

²⁶ See Art. 9 (2) TEN Regulation

²⁷ See Art. 9 (1) TEN Regulation

private undertaking, an international organisation or a joint undertaking.²⁸ The respective individual Commission decisions granting financial aid specify their implementation conditions and methods.

11.4 The beneficiary of the financial aid is obliged to submit reports on the implementation of the project in accordance with the provisions set out in the Commission decision granting financial aid.

11.5 The Member State(s) concerned are obliged to certify the reality and the conformity of the expenditure incurred.²⁹

12. ARRANGEMENTS FOR THE SUBMISSION OF PROPOSALS

12.1 The **closing date** is **20 June 2008**.

12.2 In the interest of a harmonized presentation of applications and their objective evaluation, the **attached application form is to be used** for the submission of applications. Proposals in their paper version **must be signed** by the applicant or his duly authorized representative and be perfectly **legible** so that there can be no doubt as to words and figures.

12.3 Each proposal must be:

1. Sent in electronic form (only part A) using the TENtec electronic submission (eSub) tool; and
2. Sent in paper form with the same submission reference number as the electronic version (mentioned in 12.3.1). The paper version must contain the complete proposal as described in point 12.6 (application form part A, part B, its annexes and any other related document).

In addition, the paper submission must contain an electronic disc with the complete proposal in electronic format (PDF or formats readable by MS Office programs) (see point 12.6). In case of differences between the application submitted by paper and the application submitted by electronic form, the paper version will prevail. However, it is the sole responsibility of the applicant to ensure that the signed original of the complete proposal, its copy on paper and on the disk are identical.

3. Each version may be submitted in the Member State's language but a working version in English should be transmitted in parallel respecting the deadline mentioned in 12.1. At the duly justified request of the Member State, the European Commission will sponsor each translation up to an amount of 2500 €(two thousand five hundred Euros). For more details see attached guidance note on the working linguistic version.

12.4 The complete proposals shall be:

²⁸ See Art. 7 (2) TEN Regulation

²⁹ See Art. 11 (2) TEN Regulation

a) either sent by registered mail or by private courier (1 paper copy signed in original, 1 further paper copy and 1 copy on electronic disk)

The proposal must be sent by registered mail or by private courier, dispatched not later than **20 June 2008** (the postmark or the receipt issued by the courier service serving as proof of the dispatch) to the following address:

By registered mail:
European Commission
Directorate-General for Energy and Transport (0/100 –Archives)
Rue de Mot, 28
B-1049 Brussels
Belgium

By private courier:
European Commission
Directorate-General for Energy and Transport (DM 28 – 0/100)
Avenue du Bourget, 1
B-1140 Brussels (Evere)
Belgium

b) or delivered by hand (1 paper copy signed in original, 1 further paper copy and 1 copy on electronic disk)

Proposals must be delivered by hand to the Central Mail of the European Commission by 20 June 2008 **not later than 4 p.m.** (Brussels time), at the following address:

European Commission
Directorate-General Energy and Transport (DM 28 - 0/100)
Avenue du Bourget, 1
B-1140 Brussels (Evere)
Belgium

In this case, a receipt must be obtained as proof of submission, signed and dated (with the hour, if necessary) by the official in the Commission's central mail department who took delivery. The department is open from 8.00 to 17.00 Monday to Thursday, and from 8.00 to 16.00 on Fridays. It is closed on Saturdays, Sundays and Commission holidays.

c) in addition to a) or b) in electronic form via the internet (application form part A only) using the TENtec eSub tool. The email address is embedded in the tool (see **TENtec eSub guidance note**)

As soon as the electronic submission tool TENtec eSub is available, proposals (only application form part A) must be sent electronically using this tool before the deadline indicated for the submission of the paper mail. Applicants are invited to consult regularly DG TREN website in order to complete the electronic form through TENtec eSub tool that will be available around the 16th of May.

Date and time of the electronic submission are generated automatically by the tool and imbedded in the submission. In order to prove authenticity a

reference code is automatically generated and also imbedded in the electronic submission.

Date and time (if any specified) for the electronic submission is identical to the ones given for the hand delivery (see point 12.4.b). All electronic submissions baring a later submission date (and time) will not be accepted.

At the time of submission the tool prints out the final version of the application form part A, stamping each page of the printout with the reference code. This printout is then to be signed on the place(s) foreseen and consequently used as an integral part of the paper copy signed in original, which must be sent in parallel.

Important Note: It is the sole responsibility of the applicant to ensure that the signed original of the application form part A, its copies on paper and on the disk and sent via TENtec eSub are identical.

Applications not respecting the closing date will not be evaluated.

It is the responsibility of the applicant to ensure that proposals are sent to the address set out in the call for proposals, and that they are sent within a time enabling them to arrive before the deadline. The Commission cannot be held responsible for consignments which are not addressed correctly or for proposals sent in several parts which are not clearly marked so as to enable them to be put together. If necessary, applicants must be able to present proof of postage.

12.5 Each proposal must be placed inside two sealed envelopes, one inside the other. The inner envelope must bear the words:

**Call for proposals
TREN/B2 – Call trans-European transport network –
Annual work programme 2008
- Not to be opened by the Postal Service or the Internal Mail Department -
DM 28, 0/100 courrier /archives**

If self-adhesive envelopes are used, they must be sealed with adhesive tape and the sender must sign across this tape.

Applications which fail to comply, in particular, with the formal requirements set out under points 12.1 to 12.5 may not be evaluated further.

12.6 With regard to the format of the proposals, two paper copies of the complete proposal, one signed original and one additional copy, should be sent. A complete proposal consists of the printout of application form part A, as it is generated by the TENtec eSub tool at the time of the electronic submission, form part B and all its annexes and other related document. In addition, the paper submission should contain a CD-ROM or DVD-R disk (non-rewritable!) containing the complete proposal in electronic format (PDF or formats readable by MS Office programs).

Important Note: It is the sole responsibility of the applicant to ensure that the signed original of the complete proposal, its copy on paper and on the disk are identical. In the unlikely case that the signed original of the application is different from its electronic copy on the disk, the version of the paper copy signed in original prevails.

In parallel, applicants are requested to send the electronic application form part A using the TENtec eSub tool. (See point 12.4.c and TENtec eSub guidance note).

- 12.7 The evaluation committee or, where appropriate, the authorising officer responsible may ask an applicant to provide additional information or to clarify the supporting documents submitted in connection with the application, in particular in the case of obvious clerical errors. The authorising officer shall keep appropriate records of contacts with applicants during the procedure.³⁰
- 12.8 Applicants are invited to consult the website of Directorate Energy and Transport regularly until the deadline for submission.
- 12.9 Secretariat for Information and Assistance:
Applications should not and may not be delivered to this address. This address is reserved for information and assistance by the TEN-T help desk. It is available for any questions related to this call.
Telephone: +32 2 29 73956, Fax: +32 2 29 56504
E-mail: ten-t-helpdesk-call-annual2008@ec.europa.eu
Website: http://ec.europa.eu/dgs/energy_transport/grants/proposal_en.htm
- 12.10 **Financial or administrative penalties**, or both, may be imposed on applicants
- who are guilty of misrepresentation in supplying the information required by the Commission as a condition of participation in the call or fail to supply this information or
 - who have been declared to be in serious breach of their obligations under decisions covered by the budget.³¹

13. INDICATIVE SCHEDULE

Reception of proposals by Commission	20 June 2008
Evaluation of project proposals (by Commission with the support of external experts); consultation of programme committee; execution of scrutiny right by European Parliament	July 2008 to February 2009
Adoption and notification of individual grant decisions	February / March 2009

14. PROCESSING OF PERSONAL DATA

The follow-up of responses to the call for proposals will require the recording and further processing of personal data (e.g. name, address, CV, etc.). These data will be processed in accordance with the requirements of Regulation (CE) 45/2001 on the protection of individuals with regard to the processing of personal data by Community institutions and bodies and on the free movement of such data. Unless if otherwise stated, replies to

³⁰ See Art. 178 (2) Regulation 2342/2002.

³¹ See Art. 114 (4), 96 (1) and 94 point b) Financial Regulation 1605/2002

questions and personal data requested are necessary for the purpose of assessing your application (according to the specifications of the call for proposals) and will only be processed within DG TREN as data controller, for this purpose. For the purposes of safeguarding the financial interests of the Communities, the personal data may also be transferred to internal audit services, to the European Court of Auditors, to the Financial Irregularities Panel or to the European Anti-Fraud Office ('OLAF').³²

You may, upon request, have your personal data sent to you and rectify any inaccurate or incomplete particulars. Should you have any queries concerning the processing of your personal data, please address them to the entity acting as data controller within DG TREN. As regards the processing of your personal data, you have the right to bring the matter before the European Data Protection Supervisor at any time.

ANNEXES:

1. Application form
2. Definition of cross-border sections of priority projects endorsed by the Committee for Monitoring Guidelines and the Exchange of Information, set up in accordance with Article 18 (2) of the TEN-T Guidelines on 25 April 2007
3. Guide for applicants
4. Commission decision C (2008)1564 establishing a annual work programme for the year 2008 for grants in the field of the trans-European transport network
5. TEN Regulation as adopted by EP and Council (in all official EU languages)
6. Model text for an individual decision granting financial aid
7. TENtec Sub guidance note

³² See Art. 43a Regulation 2243/2002