



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT
DIRECTORATE B - Transeuropean Networks Energy & Transport
TEN project Management

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Call for proposals for projects of common interest in the field of the trans-European transport network

Call for proposals 2006

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, modified by decision N° 884/2004/EC of 29 April 2004²). 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.

1. Basic legal act

Regulation (EC) No 2236/95 of 18 September 1995³, as last amended by Regulation (EC) No 1156/2005 of 6 July 2005⁴ lays down general rules for the granting of Community financial aid in the field of trans-European networks (hereafter referred to as the “TEN Regulation”) and adopts the reference amounts to take account of the enlargement of the European Union.

Commission Decision N° C(2006) 583 of 28 February 2006 establishes the annual work programme 2006 for grants in the field of the trans-European transport network.

¹ OJ L 228 of 9 September 1996

² OJ L 201 of 7 June 2004

³ OJ L 228 of 23 September 1995, p. 1

⁴ OJ L 191, 22.7.2005, p. 16

2. Budget line and indicative amount available

Financial support for projects of common interest of the trans-European transport network is available under Article 06 03 01 of the General Budget of the European Union for the year 2006 which foresees total commitment appropriations of 692.085 million €

592.43 million € of this total available amount have been indicatively allocated in the framework of the Indicative Multiannual Programme for the trans-European transport network, set up with Commission decision No (C) 2001/2654 of 19 September 2001, modified with decision No C (2004) 3242 of 26 August 2004 and with decision No C (2005) 213 of 3 February 2005⁵, which includes projects in the 15 “old” EU Member States only. This call for proposals concerns the remaining part of the trans-European transport network budget, i.e. an indicative amount of **99.655 million**, aiming in particular to provide due support for projects in the 10 “new” Member States. Depending on budget availability it might furthermore be used to complement funding under the MIP in the 15 “old” Member States.

3. Objectives

3.1 GENERAL OBJECTIVES

The Commission’s funding policy for the trans-European transport network – both under the Indicative Multiannual Programme for 2001 – 2006 and outside this programme - is guided by the objective of achieving maximum benefit in supporting the priorities for the development of this network, as set out in Article 5 of Decision No 1692/96/EC, these being:

- a) establishment and development of the connections, key links and interconnections needed to eliminate bottlenecks, fill in missing sections, complete the main routes, especially cross-border sections, cross natural barriers and improve interoperability on the main routes
- b) establishment and development of infrastructure which promotes the interconnection of national networks and makes it possible to link islands, or areas similar to islands, and landlocked, peripheral and outermost regions with the central regions of the Community, in particular to reduce the high transport cost of these areas
- c) gradual achievement of an interoperable rail network, including, where feasible, routes adapted to freight transport
- d) promotion of investment in motorways of the sea and inland waterway shipping
- e) integration of rail and air transport, especially through rail access to airports, whenever appropriate, and the requisite infrastructure and installations

⁵ Legal basis: article 5a of Regulation (EC) No 2236/95

- f) optimisation of the capacity and efficiency of existing and new infrastructure, promotion of intermodality and improvement of the safety and reliability of the network by establishing and upgrading intermodal terminals, ports and their access infrastructure and/or by developing intelligent systems
- g) integration of safety and environmental concerns in the design and development of the trans-European transport network
- h) development of sustainable mobility of persons and goods in accordance with the objectives of the European Union on sustainable development.

3.2 SPECIFIC OBJECTIVES

a. for projects in the 15 old EU Member States

Within the framework of these general objectives, the Commission aims to ensure maximum complementarity with the funding of trans-European transport network projects under the Indicative Multiannual Programme and maximum added value for the TEN-T programme as a whole – depending on budget availability - and will give the highest priority to the following areas:

- **Air traffic management (ATM)**

Development of the *future ATM system*, with the completion of the ATM Master Plan project, started in 2004; definition and implementation of the future European ATM system and the establishment of functional airspace blocks are among the priorities for TEN funding in 2006 in this area.

- **Galileo-related projects**

As a complement to the Galileo project funded under the Indicative Multiannual Programme, the further development and deployment of EGNOS, in particular with a view to its integration into Galileo, is a priority for TEN funding outside the Indicative Multiannual Programme. Special attention will be given in this context to the certification and safety-critical applications of the various transport modes.

- **Priority projects not covered under the MIP**

Importance will also be given to priority projects identified in the TEN-T Guidelines that are not funded under the Indicative Multiannual Programme. This may concern sections of the priority projects themselves or measures that add to priority project sections funded under this programme.

- **Inland waterways**

1) Studies or works concerning the construction of new or the upgrading of existing inland waterway infrastructure – in particular the TEN transport priority projects, the aim being to enhance capacity and quality, to remove bottlenecks

and to ensure interoperability. 2) Europe-wide or Euro-regional projects to implement and expand river information services.

- **Motorways of the sea**

For this new priority project of the TEN-T Guidelines, activities considered for funding should (in accordance with Article 12a of Decision No 1692/96/EC) be aimed in particular at increasing modal shift and cohesion; they should focus on smoother integration of waterborne transport in the logistics chain, streamlining freight flows, facilitating an efficient exchange of information and interoperability of the different modes in the transport chain and promote intermodal concepts, coherent traffic quality and logistics chain integration. Furthermore, initiatives should focus on the further development of year-round navigation in safe conditions by deploying, inter alia, efficient Vessel Traffic Management and Information Systems, together with icebreaking operations and dredging, and centre on measures that support the development of Port Quality services and infrastructure. Building on the experience gained in 2005, continued priority will be given in 2006 to in-depth preparatory work concerning political, investment, structural, financial, operational, environmental and planning aspects to help make for coordinated implementation throughout Europe at a later stage. Mature infrastructure deployment project proposals (works) are also welcome and will be given particular attention.

- **Maritime ports and inland waterway ports**

In addition to generic requirements and requirements stemming from legal obligations, initiatives to enhance the intermodal dimension of ports and their hinterland connections, to increase the efficiency of port operations (without necessarily adding additional port capacity), to stimulate inter-port and ship-port communication and easy documentation flow – with particular emphasis on solutions for ports trading amongst one another and for the safety and security of port operations and security of port connections both land and water-side.

- **Airports**

In the context of the trans-European network, the key principle underlying the definition of airport networks in Article 13 of Decision No 1692/96/EC is the concern to meet current and future demand for air transport, while taking due account of capacity, safety, security and environmental protection requirements. In this respect, priority will be given to: 1) measures leading to better use of existing airport capacity in terms of aircraft and passenger movements and freight throughput, including air traffic equipment, 2) greater airport safety and security, 3) the enhancement and development of access to the airport (intermodality), through better connections with other transport networks, particularly the railway network, and interconnections between airport and access infrastructure, and 4) better environmental compatibility of airports, in particular in terms of noise and waste treatment.

- **European traffic management systems**

Priority will be given to *promotion of interoperability in the rail sector*, and in particular to projects concerning ERTMS/ETCS/GSM-R migration strategies involving both European and national implementation and information management systems for rail services.

b. for projects in the 10 new EU Member States

Top priority is given to studies and works that help to implement the priority projects identified in Annex III to Decision No 1692/96/EC. The Commission encourages in particular proposals for projects connecting network parts of several Member States.

In addition to the aim of concentrating support on the priority projects of the trans-European transport network, the Commission encourages applications which comply with the specific objectives set out in point 3 for the 15 old EU Member States. In this context, 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 (in particular in the fields of satellite navigation and traffic management) or that involve a number of old and new Member States.

4. Expected results

Implementation of this work programme for the funding of the trans-European transport network outside the Indicative Multiannual Programme in 2006 is expected to give significant impetus to the development of this network. The programme aims in particular to increase the visibility and efficiency of funding of network development priorities that are not covered under the Indicative Multiannual Programme. In this respect, it emphasises the *multimodal* nature of this network, highlights the interdependence of the different (modal) components and underlines the vital importance of their combination and complementarity. The programme is also expected to help develop key projects of Europe-wide or Euro-regional benefit which set standards for new technological solutions in the field of transport infrastructure development and contribute significantly to achieving the overall transport policy objective of a sustainable transport system. In the 10 new EU Member States, the programme is expected to help (in combination with funding from other Community sources) to reach important milestones towards the gradual implementation of the TEN transport priority projects.

5. Eligibility criteria

5.1) Eligible are written applications for grant submitted by legal persons in private law or public law legally constituted and registered in a Member State.

Applications can be presented by:

- the Member State(s) concerned,
- public or private undertakings or bodies directly concerned by the project with the agreement of the Member State(s) concerned, or

- European or international organisations concerned (in which Member States are represented as members).

5.2) The Commission draws applicants' attention to Articles 93 to 96 and 114 of Regulation (EC, EURATOM) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities⁶, and to Article 133 of Commission Regulation (EC, EURATOM) No 2342/2002 of 23 December 2002 laying down detailed rules for the implementation of Regulation 1605/2002⁷. Applicants must certify that none of the situations listed in these articles applies to them.

5.3) Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 establishing Community Guidelines for the development of the trans-European transport network⁸ identifies "projects of common interest". Under this programme, proposals are applications for financial aid under Regulation (EC) No 2235/95. They must relate to one or more of the "projects of common interest" identified in the guidelines and must obtain the agreement of the Member State concerned.

5.4) Community aid will be granted, in principle, only if the achievement of a project meets financial obstacles, and must not exceed the minimum considered necessary to launch a project⁹.

6. Selection criteria

6.1) 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 along with the declaration referred to in Article 173 of the Regulation (EC, EURATOM) n° 2342/2002.

The demonstration of the financial capacity does not apply to public bodies nor to international organisations¹⁰.

6.2) 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).

⁶ OJ L 248, 16.9.2002, p. 1

⁷ OJ L 357, 31.12.2002, p. 1

⁸ OJ L 228, 23 September 1995, p. 1, as last amended by Regulation (EC) No 1159/2005 of 6 July 2005 (OJ L 19, 22.7.2005 p.16)

⁹ Article 5 of Regulation (EC) No 2236/95

¹⁰ Article 176(4) of the Regulation (EC, EURATOM) n° 2342/2002

The demonstration of the technical capacity applies to all applicants except Member States and international organisations.

7. Award criteria

Award criteria are used to assess the quality of the proposals submitted. Actions are granted financial assistance according to their level of contribution to the stated objectives.

Under Article 6 of Regulation (EC) No 2236/95, actions will be assessed against:

- their interest to Community policy, particularly transport policy;
- the added value of Community funding.

In addition to this, the following issues will be taken into account:

7.1) If the action concerns a works' project:

- the maturity of the project;
- the stimulative effect of Community funding on public and private finance;
- the soundness of the financial package of the project;
- the result of the "cost-benefit" analysis;
- the direct or indirect socio-economic effects, in particular on employment, competitiveness, growth¹¹ and sustainable development;
- the environmental impact (having regard to the Community laws in force);

7.2) If the action concerns a study:

- the purpose and subject of the study;
- the proposed methodology;
- the maturity of the study;
- the intended techniques;
- the environmental impact, where appropriate (having regard to the Community laws in force).

Given the extremely limited budget availability, especially for projects in the 15 old EU Member States, proposals relating to the specific objectives set out in point 3.2 will be given the highest priority.

¹¹ See, in particular, COM (2003) 690 of 11.11.03, Commission communication "A European initiative for growth - Investing in Networks and Knowledge for Growth and Jobs. Final Report to the European Council."

8. Forms of funding

Successful proposals will be financed in accordance with Regulation (EC) No 2236/95 laying down general rules for the granting of Community financial aid in the field of trans-European networks.

Community aid may take one or more of the following forms:

- co-financing of studies relating to projects. As a general rule, the Community contribution may not exceed 50% of the total cost of a study;
- subsidies for the interest on loans granted by the European Investment Bank or other public or private financial bodies. As a general rule, the duration of the subsidy will not exceed five years;
- contributions towards fees for security on loans from the European Investment Fund or other financial institutions;
- direct grants to investments in duly justified cases;
- risk- capital participation for investment funds or comparable financial undertakings.

Regardless of the form of funding chosen, the total amount of Community aid granted under this programme will not exceed 10% of the total investment cost. However, the total amount of Community aid may exceptionally reach 20% of the total investment cost in the cases listed in Article 5(3)(b) of Regulation (EC) No 2236/95.

The rules governing the eligibility of cost are set out in annex II, point 14, of the Commission decision granting aid.

9. METHODS OF IMPLEMENTATION, REPORTING AND AUDITS

The legal and administrative framework for implementing this programme is provided by existing measures under Regulation (EC) No 2235/95 and Regulation (EC, EURATOM) No 1605/2002.

The Community contribution is allocated through adoption of a Commission decision granting aid in the field of the trans-European transport network, the beneficiaries of which can be a Member State, a public or private undertaking or an international organisation.

Where a public or private company or undertaking is the beneficiary of the decision, the Member State is also an addressee of the decision.

Should there be a theoretical risk that the beneficiary may go bankrupt under the law in force (this does not apply to Member States as beneficiaries), the beneficiary has to provide a guarantee, before the Commission makes the first payment, in order to limit the financial risks linked to the disbursement of advance payments. 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 beneficiary of the decision is obliged to submit reports on the implementation of the project in accordance with Annex I, point V, and annex II, point 15, of the Commission decision granting aid.

Under the conditions set out in Annex I, point V, and in Annex II, point 15, of the Commission decision granting aid, the beneficiary is obliged to submit the results of an external audit together with claims for payment of the Community aid.

10. Arrangements for the submission of proposals

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. (Please note that different application forms are to be used for studies and for works).

Proposals 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.

As a general rule, the size of the proposed projects of common interest should be such as to justify a minimum Community contribution of 1,5 million € Projects of common interest proposed under this call need to be clearly defined through physical indicators so as to allow the Commission to measure progress and achievement of objectives. As a general rule however, the implementation period of the projects should not exceed 3 years.

Proposals must be :

- a) **either sent by registered mail or by private courier**

The proposal must be sent by registered mail or by private courier, dispatched not later than **26 April 2006** (the postmark or the receipt issued by the courier service servicing as proof of the dispatch) to the following address:

By registered mail:

European Commission

Directorate-General for Energy and Transport

DM 28, 0/110 -Archives

B-1049 Brussels

Belgium

In this case, the certificate of registration will serve as proof.

By private courier:

European Commission

Directorate-General for Energy and Transport – DM 28 – 0/110

Rue de Genève, 1

B-1140 Brussels (Evere)

Belgium

b) **or delivered by hand**

Proposals must be delivered by hand to the **Central Mail of the European Commission by 26 April 2006 not later than 4 p.m.** (Brussels time), at the following address:

European Commission

Directorate-General Energy and Transport – DM 28 - 0/110

Rue de Genève 1

B-1140 Brussels (Evere)

Belgium

In this case, a receipt must be obtained as proof of submission, signed and dated 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.

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.

Each proposal has to arrive in a closed and sealed parcel or under a sealed double envelope. The inner envelope must bear the words:

Call for proposals

TREN/B3 – Call trans-European transport network 2006 (Non-MIP)

Not to be opened by the Postal Service

DM 28, 0/110 Courier/archives

With regard to the format of the proposals, two paper copies should be sent, comprising a signed original and a copy of the duly filled in application form, of its annexes and of the other related documents.

Additionally, applicants are requested to send the application form by e-mail to the Commission department (Tren-B3-NONMIP@cec.eu.int) after the closing date mentioned in point b).

The Commission may, on its own initiative, inform interested parties of any error, inaccuracy, omission or any other material shortcoming in the text of the documents.

Applicants are invited to consult the website of Directorate Energy and Transport regularly until the deadline for submission.

11. Follow-up of responses

The follow-up of responses to the call for proposals will require the recording and further processing of personal data (i.e. name, address, CV, etc.). This 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 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. 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:

Application form

Model of Commission decision granting aid

Guidelines for the financing of TEN-T projects exceptionally at a rate above 10 % of the total investment cost (transport sector only)