

**Call for proposals for projects of common interest
in the field of the trans-European transport network
under the multi-annual programme 2007-2013
for the year 2009**

Field n°8: Projects in the field of Motorways of the Sea (MoS)

1. INTRODUCTION

1.1. Subject:

This call for proposals for Actions in the field of Motorways of the Sea (hereafter 'MoS') (priority project n°21 of annex III of the TEN Guidelines¹) is established under the multi-annual work programme 2009² (Commission Decision C(2009) 2178). The work programme defines the general and specific objectives, the results expected in relation to this call as well as the eligibility and general award criteria.

1.2. Date of publication:

The date of publication of this call is 31 March 2009.

1.3. Indicative budget:

Within the framework of the multi-annual work programme for the period 2007 - 2013³, an indicative amount of €310 million has been programmed for MoS Actions. This amount is foreseen to be distributed over several calls. The indicative budget available to support MoS Actions selected under the 2009 call is €30 million.

The call for proposals under the multi-annual work programme 2009 also addresses the fields of European Rail Traffic Management System (ERTMS, indicative budget: €240 million) and Intelligent Transport Systems for Road (ITS Road, indicative budget: €100 million). In addition, an annual call (indicative budget: €80 million) and a European Economic Recovery Plan call (indicative budget: €500 million) are being launched.

¹ Decision n° 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of trans-European Transport network, as last amended by Council Regulation N°1791/2006/EC

² available on the TEN-T EA website:

http://ec.europa.eu/transport/infrastructure/ten_t_ea/call_for_proposals_2009_en.htm

³ Commission Decision C(2007)2158 of 23.05.2007 establishing the draft multi-annual work programme for grants in the field of trans-European Transport network (TEN-T) for the period 2007-2013

2. OBJECTIVES

2.1. General objectives:

The general objectives of field n°8 of this call are defined in Section 3.1.1 of the multi-annual work programme 2009.

This field aims at identifying projects of common interest requesting support for investments in infrastructure and facilities for the four MoS referred to in priority project n°21 of annex III of the TEN Guidelines, by complementing the MoS projects selected under the 2008 TEN-T MoS call, for which the expected Community funding amounts to €20.7 million.

2.2. Specific objectives:

The specific objectives of field n°8 of this call are defined in Section 3.2.1 of the multi-annual work programme 2009.

2.3. Results expected:

The implementation in 2009 of part of the multi-annual work programme for the period 2007-2013 aims at further enhancing the effectiveness and visibility of Community financing for the highest priorities of the trans-European transport network (TEN-T).

In particular, the following results are expected:

- The establishment of MoS links as high quality, inter-modal transport services based upon new or upgraded maritime links predominantly for freight transport and seamlessly integrated into the 'door-to-door' logistics chain, including the ports of origin and of destination in at least two different Member States, the maritime shipping services and the hinterland transport services; and the development of new or the upgrade of existing facilities and infrastructure in at least one Member State. MoS actions may extend to neighbouring countries, but this extension cannot receive a financial contribution from the TEN-T programme.

- MoS-related activities which have wider benefits and are not linked to specific ports, such as making available facilities for ice-breaking and dredging operations, as well as information systems, including traffic management and electronic reporting systems.

- Studies carried out at a regional⁴ scale, leading to the identification or formulation of potential MoS actions in the 2010-2012 timescale, to be proposed for TEN-T, or TEN-T and Marco Polo, support.

3. ELIGIBILITY, SELECTION AND AWARD CRITERIA

3.1. Eligibility criteria:

The general eligibility criteria for applicants and for projects, as well as the grounds for exclusion, are defined in Section 6 of the multi-annual work programme.

⁴ For instance, involving a whole sea area or a linkage between sea areas

In addition, for MoS, joint proposals must be submitted, signed by authorised representatives of at least two Member States⁵ and involving at least maritime operators and ports in one Member State. Where a proposal is extended to (a) neighbouring country(ies), it must also be signed by (an) authorised representative(s) of that (these) country(ies) at national level.

3.2. Selection criteria:

The selection criteria (i.e. technical and financial capacity) applicable to applicants which are not public sector bodies⁶ or bodies governed by public law⁷ are defined in Section 7 of the multi-annual work programme 2009.

3.3. Award criteria:

The general award criteria against which each proposal will be evaluated are specified in Section 8 of the multi-annual work programme 2009.

For the purpose of the evaluation, these criteria will be grouped in the following four blocks of criteria:

- relevance
- maturity
- impact
- quality

During the external evaluation, each block of criteria will be given a score between 0 and 5 points (with 5 being the maximum). The minimum threshold for an individual block of criteria is 3 points. In other words, external experts will not recommend for funding any proposal which does not obtain 3 points for one (or more) block(s). The Commission's evaluation committee will use the expert's opinions as a basis for formulating its recommendations, however it may deviate from their view.

In addition to the general criteria defined in the work programme, the following specific elements shall be taken into consideration, where relevant, during the evaluation of MoS proposals:

➤ **Relevance:**

- *Development of a new or upgrade of existing maritime transport links predominantly focussing on freight transport:* this will be considered as an essential component of any application establishing a MoS link between Member States' (and neighbouring countries, where relevant) ports. The need for financial support should also be justified in light of this upgrade / new development of infrastructure and facilities (Application Form B.2 Section 3.3).

⁵ The involved Member States could establish a European Company (Council Regulation (EC) No 2157/2001 of 8 October 2001 on the Statute for a European company, OJ L 294 of 10 November 2001, p.1), as the setting up of a major cross-border project is a complicated task and involves a number of players

⁶ For the purpose of the TEN-T Programme, a 'public sector body' means the State, regional or local authorities, bodies governed by public law and associations formed by one or several such authorities or one or several such bodies governed by public law

⁷ For the purpose of the TEN-T Programme, a 'body governed by public law' means any body:

- (a) established for the specific purpose of meeting needs in the general interest, not having an industrial or commercial character; and
- (b) having legal personality; and
- (c) financed, for the most part by the State, or regional or local authorities or having an administrative, managerial or supervisory board, more than half of whose members are appointed by the State, regional or local authorities.

- *Integration of constituent parts of the MoS project of common interest into the door-to-door intermodal transport chain:* e.g. overall information systems and monitoring in the transport chain (presence of single window, integrated traffic management systems, tracking and tracing of cargo), clear liability regime, electronic communication between the actors in the transport chain, coordination of timetables of various transport services, ratio of passenger / cargo volumes⁸, transit times, synergies between actions, safety and security, etc., taking into account the hinterland transport (Application Form B.2 Section 3.3).

- *Contribution to the reduction of road congestion:* the description of actual benefits achieved should demonstrate the importance of this objective for the proposal (Application Form B.2 Section 3.3.).

- *Contribution to the economic and social cohesion of the countries concerned:* the actual benefits in terms of increase in accessibility, reduction of transport costs and travel time, creation of employment, relative importance of production centres and markets concerned, and the proportion of the freight which will be transported on the proposed MoS in relation to the total transport flows between the countries concerned (Application Form B.2 Section 3.4).

➤ ***Maturity:***

- *Viability of (the upgrade of) the transport services:* the time it will take for the transport services involved to become viable as described in a business plan which also indicates load-factor estimates, backed up with a market and freight flows analysis, providing quantified data on demand for freight transport and its evolution, types of cargo (e.g. (un)accompanied trailers, cars, containers), statistics on port-to-port / region-to-region / country-to-country using various modes of transport. Data sources should be specified (Application Form B.2 Section 4.4).

- *Coverage of the door-to-door logistics chain:* as demonstrated by the detailed description of the whole door-to-door logistic chain(s) (Application Form B.2 Section 4.4).

- *Existing and potential future bottlenecks:* extent to which these are identified, indicating in detail how the action will help to overcome them. The degree to which particular attention is paid to hinterland connections and links between sea ports and dry ports, in particular those with relatively lower external costs, such as inland waterways and rail transport (Application Form B.2 Section 4.8).

➤ ***Impact:***

- *Socio-economic impact:* attention is drawn to the need to include a positive cost/benefit analysis for the activities for which co-funding is proposed (Application Form B.2 Section 6.3).

- *Modal shift:* the yearly road freight that is expected to be shifted as a result of the implementation of the proposed action until 2025, both in absolute terms (tonne-km) and in relative terms (compared to relevant road transport). Applicants are advised to use the modal shift calculator available on:

http://ec.europa.eu/transport/marcopolo/calls/2008docs_en.htm.

⁸ If Marco Polo funding has or will be applied for, this must be specified in Application Form A Section A.3.2 and Application Form B.2 Section 5.2

(Application Form B.2 Section 6.4 and Application Form A Section 3.4)

- *Effect on competition*: based upon an exhaustive analysis of the impact of the action on existing maritime and inland transport operations servicing similar hinterlands and on inter-port competition (Application Form B2 Section 6.6).

- *Reduction of external costs*: calculation, in accordance with a clear and transparent methodology, of the reduction of external costs across the entire logistics chain associated with the action as compared to alternative transport means (if the action is not undertaken), taking into account: CO₂ emissions and other pollutants; congestion; accidents; noise; wear and tear of terrestrial infrastructure (Application Form B2 Section 6.7).

➤ **Quality:**

- *Quality of the Consortium and credibility of commitments*: the degree of coverage of the consortium to all the actors involved the door-to-door transport chain, including both the public and private sectors (e.g. terminal operators, road hauliers, rail operators, logistics companies, ship brokers, freight forwarders, local and/or regional public authorities and infrastructure owners). The role of each actor in the consortium should be clearly described and their commitment should be explicit, firm, credible and presented in writing (Application Form B2 Section 7.1).

- *Monitoring the effects of the action*: degree to which the proposal foresees monitoring of both the progress in implementation (at the level of infrastructure and facilities, as well as of transport services) and of the effects of the action (modal shift, accessibility, reduction of external costs) (Application Form B2 Section 7.4).

- *Overall quality of the transport chain*: considering issues such as the efficiency of port services (e.g. efficiency, short waiting/transit times, avoidance of unnecessary burdensome requirements, cost-based pricing, free competition, priority for MoS transport services, one-stop administrative services, shore side electricity provision), transport services (e.g. capacity, regularity, reliability, timetable, frequency, safety and security, energy efficiency, number of vessels/trains and their characteristics, deployment schedule and, in the case of an upgrade of transport services, a detailed description of the existing service), customer services (e.g. booking, transparency of tariffs, liability regime, tracking and tracing of cargo) and logistics services (e.g. electronic single window, terminal handling, storage and warehousing availability, pre and post delivery services, staff accommodation) (Application Form B2 Section 7.7).

4. CO-FINANCING & ELIGIBLE COSTS

4.1. Co-financing:

The maximum possible rates of Community co-funding for MoS Actions are specified in Section 9 of the multi-annual work programme 2009.

The Commission reserves the right to award a grant of less than the amount requested by the applicant. Grants will not be awarded for more than the amount requested.

4.2. Eligible costs:

Detailed information on eligible costs are described in Annex III, section III.3.7

"Eligibility of Costs", of the model individual Decision granting financial aid for an Action, which is available on the TEN-T EA⁹ website (http://ec.europa.eu/transport/infrastructure/ten_t_ea/call_for_proposals_2009_en.htm), and in Commission Decision C(2007)2158¹⁰.

Costs incurred between 1 January 2009 and 31 December 2013 may be considered as eligible.

Community financial aid for projects of common interest established under this call can take the form of grants for studies or works. EIB operations shall be compatible with the granting of financial aid under this call.

As defined in Article 2(8) of the TEN Regulation¹¹, 'studies' means activities needed to prepare project implementation, including preparatory, feasibility, evaluation and validation studies, and any other technical support measure, including prior action to define and develop a project fully and decide on its financing, such as reconnaissance of the sites concerned and preparation of the financial package. 'Works' (Article 2(9) of the TEN Regulation) means the purchase, supply and deployment of components, systems and services, the carrying out of construction and installation works relating to a project, the acceptance of installations and the launching of a project.

Art. 12a of the TEN Guidelines details the various categories of items related to MoS Actions which can receive financial support under the TEN Regulation. These comprise:

Infrastructures: port infrastructures, infrastructures for direct land a sea access, waterway and canal infrastructures (Art. 12a (3) of the TEN Guidelines).

Facilities: electronic logistics management systems, safety, security, administrative and customs facilities, facilities for ice-breaking and dredging operations (Art. 12a (2) of the TEN Guidelines).

In practice, this can include:

Facilities and infrastructure open to all users on a non-discriminatory basis¹². These can include elements such as:

- dikes, breakwaters, locks and other high water protection measures,
- lights, buoys, beacons; floating pontoon ramps in tidal areas,
- infrastructure for utilities up to the terminal site,
- direct land and sea access to port, including short connecting links to the national transport networks or to the TEN-T network and connections to intermodal centres with a high potential of concentrating freight on the MoS,

⁹ Trans-European Transport Network Executive Agency

¹⁰ Commission Decision C(2007)2158 of 23/05/2007 establishing the draft multi-annual work programme for grants in the field of trans-European Transport network (TEN-T) for the period 2007-2013

¹¹ Regulation (EC) n° 680/2007 of the European Parliament and of the Council of 20 June 2007, laying down general rules for the granting of Community financial aid in the field of the Trans-European Transport and Energy Networks (OJ L 162, 22.6.2007, p. 1)

¹² As concerns complementary national or regional funding for such infrastructures, the following applies: as these infrastructure are generally referred to as 'public' or 'general', investments in those are normally considered by the Commission as general measures, being expenditures incurred by the State in the framework of its responsibilities for planning and developing a transport system in the interests of the general public. For this, the infrastructure must de jure and de facto be open to all users, actual or potential, in accordance with Community legislation. However, the characteristics of a specific case may show that such infrastructure benefits a specific undertaking in its commercial activities. In that case, State aid and public procurement rules under EU law may apply. Source: COM (2001) 35 final, 13.2.2001 (http://www.cc.cec/sg_vista/cgi-bin/repository/getdoc/COMM_PDF_COM_2001_0035_F_EN_ACTE.pdf)

- port facilities, e.g. equipment available to all users,
- electronic logistics management systems,
- information systems, including traffic management (VTMIS) and electronic reporting systems,
- safety and security measures,
- administration and customs,
- waterways and canals linking two European Motorways of the Sea or two sections thereof, substantially shortening sea routes. These measures for waterways and canals can include a number of relevant facilities and infrastructure.

Ways of ensuring year-round navigability:

- facilities for dredging,
- icebreakers and facilities for icebreaking for winter access.

In addition, the following costs are eligible:

Start-up aid related to capital costs: in line with the dual nature of MoS as mixed infrastructure/services projects, start-up aid for capital investment within the project may be granted for a maximum period of two years in accordance with Art. 12a (5) of the TEN Guidelines.

Activities which have wider benefits and are not linked to specific ports: such as making available facilities for icebreaking and dredging operations, as well as information systems, including traffic management and electronic reporting systems.

Studies or study parts of projects: priority will be given to those carried out at a regional scale leading to the identification or formulation of potential Motorways of the Sea actions to be proposed for TEN-T, or TEN-T and Marco Polo support.

5. PRACTICAL INFORMATION

In general, all practical information on the call for proposals and the evaluation process is detailed in the Guide for Applicants, which is available on the TEN-T EA website. It is important to read this guide carefully as proposals which do not follow the instructions will not be evaluated.

5.1. Application forms:

Proposals must be submitted using the application forms provided on the TEN-T EA website.

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.

The components constituting a complete proposal, the address for submission and other practical details are described in the Guide for Applicants.

As the working language of the external evaluators is English, it is recommended that proposals are prepared in English. If a proposal is not submitted in English, it is highly recommended that, for the sake of clarity and a quick and proper evaluation of proposals, applicants submit an electronic version of application form Parts B1 and

B2 in English before 29 May 2009¹³. Upon request and on the basis of supporting documents, the corresponding costs will be reimbursed up to €2500 per proposal¹⁴.

A proposal may not be submitted in response to more than one TEN-T call for proposals in 2009. If the same, or a very similar, proposal is submitted to more than one call, the proposals will both be considered ineligible.

5.2. Indicative Schedule:

Deadline for the submission of proposals	15 May 2009*
Submission of translations in English	29 May 2009
Evaluation of proposals	June -August 2009
Consultation of Financial Assistance Committee; execution of scrutiny right by European Parliament	September - December 2009
Indicative date for adoption of individual Decisions	before 31 May 2010

* This is the deadline by which proposals must be:

- either sent by registered post or courier service (postmark, deposit slip or proof of receipt);
- or delivered by hand to the address mentioned in the Guide for Applicants. In this case, a receipt must be obtained as proof of submission, signed and dated by the official who took delivery.

If a proposal is submitted after the deadline indicated above, the proposal will not be evaluated.

5.3. Communication from TEN-T EA on the call for proposals:

Further information or clarifications on this call for proposals may be published on the TEN-T EA website until at least one week before the call deadline. In particular, a list of Frequently Asked Questions (FAQ) will be regularly updated as questions arise.

Any additional specific question related to this call may be addressed to the TEN-T Helpdesk email:

tenea-helpdesk-call-map2009@ec.europa.eu

The answers to questions which could be of interest to other applicants will be published in the FAQ list on the TEN-T EA website, to ensure equal treatment between all potential applicants. Questions which are specific to a particular proposal and where the answer of the TEN-T EA would provide a comparative advantage to the applicant will not be answered.

Applications may not be delivered to this email address, which is reserved for information and assistance by the TEN-T EA helpdesk (as indicated in the Guide for Applicants, electronic submissions should be submitted to the following email address: tenea-proposal-call-map2009@ec.europa.eu).

6. ADDITIONAL INFORMATION

6.1. Processing of personal data:

The follow-up of responses to the call for proposals will require the recording and

¹³ tenea-proposal-call-map2009@ec.europa.eu

¹⁴ Instructions for requesting reimbursements are available in the Guide for Applicants

further processing of personal data (e.g. name, address). 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 stated otherwise, 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 TEN-T EA 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').

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 TEN-T EA¹⁵. 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.

6.2. **General conditions for paying grants:**

In order to limit the financial risks connected with the payment of pre-financing, the Commission or the TEN-T EA may, on the basis of a risk 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 a guarantee may be replaced by a joint and several guarantee by the Member State concerned (i.e. 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 organisations¹⁶.

6.3. **Important documents:**

In preparing proposals, applicants should ensure that they consult all of the following documents, which are available on the TEN-T EA website:

- Multi-annual work programme 2009¹⁷
- Guide for Applicants
- Application form (parts A, B1 and B2)
- TENtec eSub guidance note
- TEN Regulation¹⁸
- TEN Guidelines¹⁹
- Model text for an individual Decision granting financial aid
- (if applicable) the definition of cross-border sections of priority projects endorsed by the TEN-T Guidelines Committee for Monitoring Guidelines and the Exchange of Information.

¹⁵ TENEA-DPO@ec.europa.eu

¹⁶ Art. 118 of Regulation 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities (OJL 248, 16.9.2002, p. 1.) and Art. 182 of Regulation 2342/2002 of 23 December 2002 laying down detailed rules for the implementation of Regulation 1605/2002 (OJL 357, 31.12.2002, p. 1)

¹⁷ C(2009) 2178

¹⁸ Regulation (EC) n° 680/2007

¹⁹ Decision n° 1692/96/EC