

**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 2010**

Field n° 13: 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 (MoS) (Article 12a of the TEN Guidelines¹) is established under the multi-annual work programme 2010 as amended². The work programme defines the general and specific objectives, and the results expected in relation to this call.

1.2. Date of publication:

The date of publication of this call is 19 May 2010.

1.3. Indicative budget:

The indicative budget available to support MoS projects selected under the 2010 call is €85 million.

Given the focus on implementation of the programme, the resources available for studies will be limited to 20% of the overall budget for the call. For studies taking the form of pilot actions, the indicative limit is 30% of the overall budget for the call.

2. OBJECTIVES

2.1. General objectives:

The general objectives of field n°13 of this call are defined in Section 3.1 of Annex bis of the multi-annual work programme 2010 as amended.

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 (OJ L 228, 09.09.1996, p. 1), as last amended by Council Regulation N° 1791/2006/EC (OJ L 363, 20.12.2006, p.1)

² Commission Decision C(2010)2664 of 3 May 2010

2.2. **Specific objectives:**

The specific objectives of field n°13 of this call are defined in Section 3.2 of Annex bis of the multi-annual work programme 2010 as amended.

The work programme as amended foresees three types of projects, which can also be submitted in combination to support the implementation of the concept of MoS. The three types of projects are as follows:

- Implementation projects (works projects);
- Studies taking the form of Pilot actions;
- Studies.

The objectives of the proposed Action must be consistent with the type of project proposed. Furthermore, the activities must be relevant and balanced to meet the objectives of the Action.

2.3. **Results expected:**

The results expected from field n°13 of this call are defined in Section 4 of Annex bis of the multi-annual work programme 2010 as amended.

3. **ELIGIBILITY, SELECTION AND AWARD CRITERIA**

3.1. **Eligibility criteria:**

The eligibility criteria for applicants and for projects, as well as the grounds for exclusion, are defined in Sections 6.1 to 6.3 of Annex bis of the multi-annual work programme 2010 as amended.

Applications must be presented by at least:

- Two Member States, or
- One Member State together with an international organisation, joint undertaking, or public or private undertaking or body with the agreement of the Member States concerned (which must be different from the Member State directly involved) , or
- International organisations, joint undertakings, or public or private undertakings or bodies representing two Member States and with the agreement of the Member States concerned.

3.2. **Selection criteria:**

The selection criteria are defined in Section 7 of Annex bis of the multi-annual work programme 2010 as amended.

3.3. **Award criteria:**

The general award criteria against which each proposal will be evaluated are specified in Section 8 of Annex bis of the multi-annual work programme 2010 as

amended.

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 at least 3 points for each block. However, the Commission is not bound by the opinion of the external experts.

Studies, pilot actions and/or implementation projects should be clearly identified, even if combined in a single proposal. The activities proposed to be carried out by each applicant should be specified and consistent with their role in the proposal. Priority will be given to implementation projects.

In relation to MoS proposals, the following specific elements shall in particular be taken into consideration during the evaluation in addition to the generic criteria and should therefore be clearly described in the Application Form B.2.:

➤ ***Relevance:***

- Degree of integration of the Action into a multimodal transport chain, e.g. information systems and hinterland connections linking to the various modes of transport and the transport services (Application Form B.2 Section 3.2);
- Evidence that the Action would develop a new or improve an existing maritime link(s), predominantly focussing on freight transport (Application Form B.2 Section 3.3);
- For Actions having wider benefits, confirmation of the clear relevance for the implementation of MoS (Application Form B.2 Section 3.3);
- Degree of EU/regional added value of the proposed Action (Application Form B.2 Section 3.3);
- For the maritime link, the letters of support submitted by transport operators should reflect properly their involvement in the Action and demonstrate the Action's viability. This may range from a direct involvement as a beneficiary of financial aid (in which case no letter is needed), to a supportive involvement without direct financial implications for the operator(s). In the latter case, the operator(s) should prove that it will collaborate with other members of the MoS consortium to deliver the expected outcome of the Action, i.e. set up new or improve the existing transport connections. The support letters, presented most preferably as letters of intent, should state clearly the operator's firm, explicit and credible commitment to the project (Application Form B.2 Section 3.6);

- Where a proposal is extended to a neighbouring country(ies), it should be demonstrated that this country(ies) is committed to the Action (i.e. signature of an authorised representative(s) of that country(ies) at national level) (Application Form B.2 Section 3.6).

➤ ***Maturity:***

- Viability of the new or improved transport service, substantiated through relevant analyses on freight flows, demand, business plans, etc. Data sources should be specified (Application Form B.2 Section 4.4);

- For pilot actions, demonstration that the Action is sufficiently mature to be put into the pre-implementation phase (Application Form B.2 Section 4.4);

- Demonstration of concrete plans and their readiness to remove identified bottlenecks throughout the transport chain – in hinterlands, ports, and maritime link(s) (Application Form B.2 Section 4.4).

➤ ***Impact:***

- Impact of the Action on modal shift: estimates of modal shift until 2025 should be provided (applicants are advised to use the modal shift calculator available on http://ec.europa.eu/transport/marcopolo/calls/2010docs_en.htm) (Application Form B.2 Section 6.6 and Application Form A Section 6.6);

- For Actions having wider benefits, demonstration of the degree of impact on the MoS operations (Application Form B.2 Section 6.6);

- Contribution of the foreseen activities to improved efficiency and effectiveness of the transport chain (on the specific corridor), in particular compared to road transport (Application Form B.2 Section 6.6);

- Impact of the proposed transport services on competing transport services and ports in the same geographical areas (Application Form B2 Section 6.8);

- Impact on the reduction of external costs, in particular environmental impact (Application Form B2 Section 6.9).

➤ ***Quality:***

- Appropriateness of the involved participants in relation to the Action's objectives and credibility of commitments, including involvement of relevant actors and stakeholders (Application Form B2 Section 7.1);

- Presentation of mechanisms put in place to monitor the impact of the Action during and after its implementation (Application Form B2 Section 7.4).

The total requested Union contribution to the eligible cost of a proposed Action is recommended to be at least €1 million.

In terms of expected duration of the project, as mentioned in Section 4.2, costs incurred between 1 January 2010 and 31 December 2013 may be considered as

eligible, therefore the duration of Actions for which Union funding is requested must be within these limits.

4. CO-FINANCING & ELIGIBLE COSTS

4.1. Co-financing:

The maximum possible rates of Union co-funding for MoS Actions are specified in Section 9 of Annex bis of the multi-annual work programme 2010 as amended.

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 EA³ website (<http://ec.europa.eu/tentea>).

Costs incurred between 1 January 2010 and 31 December 2013 may be considered as eligible. The eligibility of any costs incurred between 1 January 2010 and the date of the adoption of the individual Decision shall be discussed during the negotiation phase; applicants shall show compliance of such expenditure with the general and specific conditions of the contract.

European Investment Bank operations shall be compatible with the granting of financial aid under this call.

As defined in Article 2(8) of the TEN Regulation⁴, '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.

Article 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).

³ Trans-European Transport Network Executive Agency

⁴ 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)

In practice, this can include:

Facilities and infrastructure open to all users on a non-discriminatory basis⁵. 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,
- 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 costs within the project may be granted for a maximum period of two years in accordance with Art. 12a (5) of the TEN Guidelines, with a maximum intensity of 30%.

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.

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

⁵ 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 U law may apply. Source: Communication from the Commission to the European Parliament and the Council 'Reinforcing Quality Service in Sea Ports: A Key for European Transport', COM (2001) 35 final, 13.2.2001 (<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2001:0035:FIN:EN:PDF>)

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 form:

Proposals must be submitted using the application forms provided on the TEN-T EA website (<http://ec.europa.eu/tentea>).

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, which is available on the TEN-T EA website. It is important to read this carefully as proposals which do not follow these instructions will not be evaluated.

Proposals may be prepared in any official Union language for submission by the call deadline. Nevertheless, if a proposal is not submitted in English and if the applicant has indicated in the Application Form that it will provide an English translation, the English translation of the complete proposal and its annexes must be submitted before the deadline specified below – otherwise the proposal will not be evaluated⁶.

5.2. Indicative Schedule:

Deadline for the submission of proposals*	31 August 2010*
Submission of translations in English (if applicable)	15 September
Evaluation of proposals	September – November 2010
Consultation of Financial Assistance Committee; execution of scrutiny right by European Parliament	December – January 2010
Indicative date for adoption of individual Decisions	As from February 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. In particular, a list of Frequently Asked Questions (FAQ) will be

⁶ The Commission will reimburse the translation costs resulting from the translation into English of a proposal submitted in response to this Call, for up to an amount of €2500 per proposal, provided that the proposal has been submitted before the deadline specified

regularly updated as questions arise. It is therefore strongly recommended to all applicants to regularly consult the TEN-T EA website to make sure they have all the latest information on the call.

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

tenea-helpdesk-call-map2010@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. This address is reserved for information and assistance by the TEN-T EA helpdesk.

6. ADDITIONAL INFORMATION

6.1. 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). 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 Union, 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 EA. 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. Prior information of applicants:

Applicants and, if they are legal entities, persons who have powers of representation, decision-making or control over them, are informed that, should they be in one of the situations mentioned in:

- the Commission Decision of 16.12.2008 on the Early Warning System (EWS) for the use of authorising officers of the Commission and the executive agencies (OJ, L 344, 20.12.2008, p. 125), or
- the Commission Regulation of 17.12.2008 on the Central Exclusion Database –

CED (OJ L 344, 20.12.2008, p. 12),

their personal details (name, given name if natural person, address, legal form and name and given name of the persons with powers of representation, decision-making or control, if legal person) may be registered in the EWS only or both in the EWS and CED, and communicated to the persons and entities listed in the above-mentioned Decision and Regulation, in relation to the award or the execution of a procurement contract or a grant agreement or decision.

6.3. **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 organisations⁷.

6.4. **Important documents:**

In preparing your application, please ensure that you refer to all of the following documents, which are available on the TEN-T EA website:

- Multi-annual work programme 2010 as amended⁸
- Guide for Applicants (including the eSubmission module User Manual)
- Application form (parts A, B1 and B2)
- TEN Regulation⁹
- TEN Guidelines¹⁰
- Model text for an individual Decision granting financial aid
- Guide to TENs and environmental legislation: Annex 2 of the Commission Staff Working Document which accompanied COM(2007) 135 final, Trans-European Networks: Toward an integrated approach

If applicable, please refer also to the definition of cross-border sections of priority projects endorsed by the Committee for Monitoring Guidelines and the Exchange of Information.

⁷ Art. 118 of Regulation 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities (OJ L 248, 16.9.2002, p. 1.) and Art. 182 of Regulation 2342/2002 of 23 December 2002 laying down detailed rules for the implementation of Regulation 1605/2002 (OJ L 357, 31.12.2002, p. 1)

⁸ Commission Decision C(2010)2664 of 3 May 2010

⁹ 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)

¹⁰ 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 (OJ L 228, 09.09.1996, p. 1), as last amended by Council Regulation N° 1791/2006/EC (OJ L 363, 20.12.2006, p.1)