



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 23 May 2007
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COMMISSION DECISION

of 23 May 2007

establishing a draft of the multi-annual work programme for grants in the field of trans-European Transport network (TEN-T) for the period 2007-2013

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THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) n° [Regulation .../2007/EC] of the European Parliament and of the Council of [../2007] laying down general rules for the granting of Community financial aid in the field of trans-European networks¹ (hereafter "TEN Regulation"), and in particular Article 3, Article 5 and Article 8 thereof,

Having regard to 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 network² as last amended by Decision n° 884/2004/EC of the European Parliament and of the Council of 29 April 2004 (hereafter "TEN Guidelines"),

Having regard to Council Regulation (EC, EURATOM) n° 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities³, as last amended by Council Regulation (EC, EURATOM) n° 1995/2006 of 13 December 2006⁴ (hereafter "Financial Regulation"), and in particular Article 110(1) thereof,

Having regard to Commission Regulation (EC, EURATOM) n° 2342/2002 of 23 December 2002 laying down detailed rules for the implementation of Council Regulation (EC, EURATOM) n° 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities⁵ (hereafter "Implementing Rules for the Financial Regulation") as last amended by Commission Regulation (EC, Euratom) No 478/2007 of 23 April 2007⁶ and in particular Article 166 thereof,

Whereas:

The multi-annual work programme for grants in the field of the trans-European Transport Network (TEN-T) is established by the Commission in accordance with Article 8 of the TEN Regulation and in accordance with the procedure laid down in Article 15.

¹ OJ L [...], [../2007], p. [.]

² OJ L 228, 09.09.1996, p. 1

³ OJ L 248, 16.9.2002, p. 1.

⁴ OJ L 390, 30. 12. 2006, p. 1

⁵ OJ L 357, 31.12.2002, p. 1.

⁶ OJ L 111, 28. 04. 2007, p. 13

Under Article 110 of the Financial Regulation, grants are subject to an annual programme to be published at the start of the year.

Under Article 166 of the Regulation (EC) n° 2342/2002, the work programme for grants is adopted by the Commission. It specifies the basic act, the aims and the schedule of calls for proposals with the indicative amount and the results expected.

The multi-annual work programme for grants in the field of the trans-European transport network for the period 2007-2013 shall set out general objectives and priorities addressed with these grants, results expected, eligibility, selection and award criteria⁷, specific objectives and priorities for the different programme components (particularizing general objectives and priorities as well as award criteria), a schedule for calls for proposals and the indicative amounts available under the respective calls.

For the entire period 2007 - 2013, the funds available for the multi-annual work programme are between 6,410 billion € and 6,811 billion € i.e. between 80 and 85 % of the financial reference amount of 8,013 billion € for the trans-European transport network set out in Article 18 of the TEN Regulation.

The remaining part of the funds available for the period 2007 – 2013, i.e. between 15 and 20 % of the financial reference amount of 8,013 billion € will be subject to separate work programmes and / or annual financing decisions. .

The adoption and entry into force of the TEN Regulation as a basic act pursuant to Article 49 of the Financial Regulation is foreseen for 2007.

The financial authority has adopted the budget 2007 on 14 December 2006, nevertheless a reserve has been introduced by the European Parliament concerning TEN budget for 2007

The multi-annual work programme including the detailed rules concerning the procedure for submission and selection of actions will be submitted to the Committee pursuant to Article 15.2 of the TEN Regulation once established and the right of scrutiny by the European Parliament.

In order to contribute to an efficient execution of the budget 2007 and to ensure continuity between the previous and the new Regulation, it is appropriate to adopt the multi-annual work programme and the detailed rules for submission and selection for the Transport TEN-T projects as a preparatory measure subject to the conditions that (1) the basic act is adopted and enters into force, (2) the necessary budget be allocated and the reserve withdrawn, and (3) the Committee procedures be respected.

This decision does not represent a financing decision in the sense of Article 75(2) of the Financial Regulation and Art. 90 of the Implementing Rules as well as Art. 15 of the Commission Decision of 21 February 2007⁸ establishing the Internal Rules for the implementation of the budget until the above mentioned conditions have been fulfilled and the decision confirmed.

⁷In accordance with the principles set out in Article 5 of Council Regulation (EC) n° [Regulation .../2007/EC] of [.../2007] laying down general rules for the granting of Community financial aid in the field of trans-European networks

⁸ C (2007) 513 of 21 February 2007

This decision can only be considered as a financing decision for priority projects to be selected following the call for proposals to be launched in 2007 and / or for other activities covered by the multi-annual work programme which will be implemented through the publication of calls for proposals in 2007 and for 2007 appropriations. Any call for proposals to be launched in 2008 and in the following years, as indicated in this work programme, will have to be preceded by a specific annual Financing Decision.

The completion of the TEN priority infrastructure and the support for research and innovation are essential parts of the Lisbon strategy for growth and jobs and as such are included in the Integrated Guidelines for growth and jobs (2005-2008). Community financing of innovation is an important element in favour of the EU broad-based innovation strategy. In this respect, the TEN-T budget line has supported, together with the RTD Framework Programmes, innovative projects such as Galileo and ERTMS and SESAR and will keep on playing a decisive role to support financially the emergence of new Intelligent Transport Systems, in particular applied to logistics.

HAS DECIDED AS FOLLOWS:

Article 1

The draft of the multi-annual work programme for grants in the field of the trans-European Transport network for the period 2007-2013 as set out in Annexe 1 is hereby adopted.

This draft multi-annual work programme includes the detailed rules concerning the procedure for submission and selection of projects. The adoption of the multi-annual work programme is dependent on:

- a) the adoption and entry into force of TEN Regulation,
- b) the withdrawal by the European Parliament of the reserve on the budgetary allocation for 2007,
- c) the existence of a formal approval of the draft multi-annual work programme including the detailed rules concerning the procedure for submission and selection of actions by the Programme Committee constituted by the TEN Regulation whilst the right of scrutiny of the European Parliament has been respected.

Done at Brussels, on [...]

For the Commission

[...]

Member of the Commission

ANNEX 1

Draft of the Multi-annual work programme for grants in the field of trans-European Transport network (TEN-T) for the period 2007-2013
1. BASIC ACTS:

Regulation (EC) n° [Regulation .../2007/EC]⁹ of the European Parliament and of the Council, laying down general rules for the granting of Community financial aid in the field of trans-European networks (hereafter "TEN Regulation").

Decision n°1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community Guidelines for the development of the trans-European Transport network as last amended by Decision n°884/2004/EC of the European Parliament and of the Council of 29 April 2004 (hereafter "TEN Guidelines").

2. BUDGET

2.1. Budget heading:

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

2.2. Budget resources:

The total amount of grants, to be allocated on the basis of this programme, to projects of common interest in the field of the trans-European transport network shall range from 6,4104 billion € to 6,81105 billion € i.e. between 80 and 85 % of the financial reference amount (8,013 billion €) for the trans-European transport network for the period 2007 – 2013.

3. OBJECTIVES AND PRIORITIES:

- (1) The aid to be granted on the basis of the multi-annual work programme will be the essential pillar of Community financing of the trans-European transport network during the period 2007 – 2013. The programme addresses the highest priorities of this network, as set out in the TEN Guidelines, especially:

the 30 priority projects set out in annex III of the TEN Guidelines, in conformity with Article 19 thereof

intelligent transport systems for all transport modes which contribute to optimising the capacity and efficiency of existing and new infrastructure and to developing sustainable mobility for passengers and goods (referred to, for the different modes of transport respectively, in Articles 9, 10, 11, 15, 16 and 17 of the TEN Guidelines)

measures to develop an interoperable railway network, especially for freight railway lines in accordance with Article 10 of the TEN Guidelines

measures to promote maritime and inland waterway transport in accordance with Article 11 of the TEN Guidelines

⁹ OJ L [...], [.../2006], p. [...]

development of sustainable mobility of persons and goods in accordance with the objectives of the European Union on sustainable development.

- The programme aims at concentrating Community aid at projects that underpin these priorities: 1) sections of priority projects (in the rail, road and inland waterway sectors) which promise the highest added value for the projects as a whole, i.e. cross-border sections and the removal of bottlenecks as well as the "horizontal" priority projects Galileo and Motorways of the Sea and 2) projects in the field of intelligent transport systems and rail interoperability
- The programme will enhance project promoters' certainty regarding Community funding over the whole (or a significant part) of the project implementation period. At the same time, the long-term commitment of the Community for the granting of financial support requires firm financial and technical commitments on the promoters' side in order to implement the projects as planned, ensuring efficient use of Community resources.
- In the fields of intelligent transport systems and railway interoperability, the programme sets out a time table for calls for project proposals and respective indicative amounts for the whole of the period 2007-2013; establishing thus a sound basis for continuous development of these "horizontal priorities" in which project preparation, deployment and implementation decisively depends on Community support.
- Community funding during the period 2007 – 2013 on the basis of the multi-annual work programme will be complemented by funding on the basis of periodic annual programmes. The annual programmes will address priorities of the TEN-T development which are not covered under the multi-annual work programme. Under both programmes, compatibility between the TEN-T and third countries' networks will be regarded.
- Specific objectives for priority projects referred to in Article 19 of the TEN Guidelines
- Priority projects concerning rail, road and inland waterways

Community support shall facilitate the implementation of project sections or parts which are most critical to the "success" of the respective priority axis as a whole, i.e. which are of vital importance for 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 priority 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. 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 priority axes

In the first instance, Community support shall decisively contribute to the implementation of cross-border sections of priority axes. These sections – being most critical to the functioning of the overall axis - often face particular technical, financial and legal-administrative problems. Cross-border sections of priority projects will be defined on the basis of Article 19 b of the TEN Guidelines. Cross-border sections that ensure the continuity of a priority project between two Member States via a third country can also be considered as falling under the applicability of Article 19 b of the TEN Guidelines. Taking account of the particularly high

European added value of these sections, and in order to appropriately stimulate investors, an increased Community support (up to 30 % of the respective project cost) may be granted to these sections.

Besides cross-border sections, bottlenecks located on priority axes may also impede the continuity of traffic flows (in terms of capacity and service quality). Community financing, therefore, shall also be used to promote the removal of bottlenecks on these axes. Bottlenecks will be identified on the basis of relevant principles and recommendations, agreed throughout the Community. The projects' contribution to the achievement of other relevant policies in the transport sector – such as the legislation in force concerning railway undertakings, rail freight policy etc will be taken into consideration in this context.

In Member States or regions that are eligible for support under the Cohesion Fund or the Regional Development Fund, support from these funds and TEN-T support shall be used in a complementary way so as to optimize the effect of the Community support as a whole and promote an efficient and timely implementation of the priority projects concerned.

Horizontal priority projects

The two "horizontal priority projects" – n° 15, Galileo, and n° 21, motorways of the sea - play an important role within the framework of the development of the trans-European transport network. They vitally contribute to the priorities set out in Article 5 of the TEN Guidelines, in particular the optimisation of capacity and efficiency of existing and new infrastructures, safety enhancement and the development of sustainable mobility of passengers and goods.

Concerning Galileo, in accordance with the Council Resolution of 5.04.2001, the financing of the development and validation phase shall be provided equally by appropriations from the Community budget (i.e. the TEN budget) and from the European Space Agency. Taking into account the additional costs of this phase as stated in the latest Commission communication on Galileo (COM (2006) 272 final), as well as other contingencies or design risks, it has been estimated that, for the years 2007 and 2008, an amount of 190 million € may be necessary in order to complete the development and validation phase. Activities concerning the deployment and exploitation phases of the Galileo and EGNOS programmes may be funded under the new budget line dedicated to the Galileo and EGNOS programmes for the coming financial framework (2007-2013).

The aim of the Motorways of the Sea priority project, as referred to in Article 12a and annex III of the TEN Guidelines, is to establish a trans-European network of Motorways of the Sea that concentrate flows of freight on sea-based logistical routes so as to reduce road congestion and/or improve access to peripheral and island regions and States.

During the period 2007-2013, Community funding will in particular aim at supporting activities that allow to put the concept of the Motorways of the Sea into concrete form. Activities shall prepare for Motorways of the Sea that help to structure and organise at EU level the offer of transport services and accompanying growth in maritime transport, helping to absorb the expected increase of overall traffic in the EU between 2000 and 2020 of 50%. Long term-planning of investments for inter-modal infrastructure shall contribute to prevent the expected structural bottlenecks within the coming decade. Projects should focus on all four Motorways of the Sea set out in annex III of the TEN Guidelines and, in the light of the latest enlargement, also involve the Black Sea. Community support in this area shall contribute to a smoother integration of waterborne transport in the inter-modal chain,

concentrating and streamlining freight flows on sea-based routes in a door-to-door perspective, facilitating efficient exchange of information and interoperability of the different modes in the transport chain and promoting inter-modal concepts and high quality of transport services well integrated into logistic chains.

- Specific objectives for horizontal priorities
- The horizontal priorities (intelligent transport / traffic management systems for all modes of transport), referred to in Article 5 of the TEN Guidelines, will all contribute to achieving key objectives of the trans-European transport network development, in particular the development of sustainable mobility of passengers and goods, the optimisation of the capacity and efficiency of existing and new infrastructure, enhancement of safety and reliability of the network.
- Community funding of these horizontal priorities aims at facilitating the preparation, development and implementation of projects referred to in the respective articles of the TEN Guidelines, i.e. articles 5 and 9 and 20 for intelligent transport systems in the road sector, article 10 for traffic management and interoperability projects in the rail sector, articles 11 and 15 for projects in the field of shipping management and information networks (especially river information services and vessel traffic management and information systems) as well as article 16 for air traffic management systems.
- TEN funding in these areas will largely build on research activities of past years and / or boost the implementation of Community legislation, such as in the field of the European rail traffic management system and river information services and the Single European Sky.
- For the individual sectors, the following specific objectives are pursued with the granting of Community support:

European rail traffic management

Community support shall facilitate the deployment of a compatible European control command and signalling system. In first instance, Community support shall decisively contribute to the deployment of the system on trans European corridors. In order to ensure compatibility between the different applications, applicants will have to submit interoperability statement as described below. Moreover, with a view to ensure cost effective use of the TEN funds, ceilings have been introduced for the two types of activities to be funded under the TEN budget in the framework of ERTMS deployment, based upon Article 10 of the TEN Guidelines:

1. onboard equipment

Applicant shall submit an interoperability statement that should indicate all the activities related to the achievement of conformity with the applicable specifications, including the interoperability tests foreseen or/and those already carried out. They should specify a work package related to the conformity verification, including tests in a reference laboratory or a clear indication of the interoperability tests already carried out. This indication should specify the tests carried out (date, place, results etc.). The technical files accompanying the EC declarations of verification issued by the relevant Notified Bodies should be available as deliverables. The eligible costs of these tests can be funded up to 50%.

For prototypes, eligible costs will be limited to a ceiling that will depend on the number of countries in which the prototype shall be certified.

Number of Countries in which the prototype shall be certified	Ceiling for eligible costs
One	0 €
Two	800 000 €
Three	1 000 000 €
Four or more	1 400 000 €

For existing locomotives or traction units, the eligible cost for the equipment of a series of locomotives will be limited to 200 000 € per ERTMS equipment in the 2007 call and to 150 000 € per ERTMS equipment in the subsequent call. For new locomotives or new traction units, the eligible costs will be limited to 100 000 € per ERTMS equipment. For the retrofitting of high speed trains, due to their specificities, a case by case analysis will be carried out.

2. Trackside equipment

Application of the maximum support rate for ERTMS rates of 50 % will be limited to costs directly related to ERTMS such as cabling, interfacing with existing systems, balises, certification etc. In particular, costs related to interlocking are not considered as belonging to the ERTMS category of costs. The applicant shall submit an interoperability statement that should in particular contain a commitment from the Beneficiary / Infrastructure Manager to accept to carry out cross tests with locomotives equipped by different manufacturers. The eligible costs of these tests can be funded up to 50%. The eligible costs will be limited to 150 000 € per kilometre of existing line retrofitted with ERTMS. This ceiling includes costs related to testing and conformity verification when needed. For specific situations such as Marshalling Yards, ceilings may be adapted on a case by case basis.

Air traffic management

The objective in this area is to implement Single European Sky and ATM modernisation objectives based on two main pillars; the restructuring of European airspace and the way in which it is organised and managed (Functional Airspace Blocks) and the modernisation of the technical systems to provide the required capacity that continuing traffic growth entails (SESAR programme).

The creation of Functional Airspace Blocks is a key step in the reduction of fragmentation and the consolidation of air traffic service provision in the medium term through the reorganisation of airspace and the way in which it is managed. It will necessitate the rationalisation of infrastructure and the achievement of a harmonised technical baseline. It contributes to the transition of the restructuring of ATM in the EU and will facilitate the implementation of the SESAR systems in the longer term.

The objective of the SESAR programme is the "Modernisation of the ATM Technical Systems" through the development, validation and implementation of new ATM

infrastructure in Europe to increase capacity, enhance safety and interoperability and reduce environmental impact to meet traffic growth to 2020 and beyond. On the basis of the European ATM master plan resulting from the Definition phase of SESAR (2004-2008), the Development Phase (2008-2013), in accordance with the general orientations of the Transport Council in its June 2006 meeting, will produce the required new generation of technological systems and components through a joint undertaking, established under Article 171 of the Treaty. The Joint undertaking shall manage the activities of the development phase by coordinating and concentrating all relevant public and private efforts in the Community funds (Community, Eurocontrol, industry and third countries) to ensure the modernisation of the European air traffic management system.

River information services

The overall objective, based on article 15 of the TEN Guidelines, is to foster the deployment of "RIS Intelligent Infrastructure", reflecting an European wide harmonised implementation of River Information Services (RIS), regulated through Directive 2005/44/EC which defines binding rules for data communication and RIS equipment as well as the minimum level of RIS Services for future RIS implementations. The Directive will provide the framework for the deployment of harmonised and interoperable RIS Systems and Services across Europe.

For the programming period of 2007-2013, projects shall focus on the deployment of enabling infrastructure and on the provision of River Information Services. The multiplicity of these services requires an advanced level of interoperability and compatibility of the services themselves, of the enabling technologies behind and of the related processes.

In order to meet these objectives, the more specific goals will consist of the deployment of on-board equipment and of shore-based infrastructure; on the testing and validation of technical feasibility, interoperability and compatibility of systems, services and applications; on the further enhancement and fine-tuning of RIS key technologies; on the further development and application of concepts for data exchange (particularly for cross-border interfaces) and on the related technical and administrative agreements for international data exchange including data for electronic navigational charts. Finally, the facilitation of interfaces with other modes of transport, will also be a key goal, as it will support a smooth integration of Inland navigation in the global transport chain and consequently an increased awareness and optimised exploitation of its great potential.

Intelligent transport systems for roads

- The priorities for ITS shall be:
- - the 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 improving intermodal terminals and their access infrastructure and/or by deploying intelligent systems (art. 5 of the TEN guidelines);
- - the network shall also include infrastructure for traffic management, user information, dealing with incidents and emergencies and electronic fee collection, such infrastructure being based on active cooperation between traffic management systems at European, national and regional level and providers of travel and traffic information and value added services, which will ensure the necessary complementarity with applications whose

deployment is facilitated under the trans-European telecommunications networks programme. (art. 9 of the TEN guidelines)

Projects shall in particular facilitate co-modality through promoting the concept of the Connected Traveller and Connected Intelligent Technologies and have an emphasis on cross-border cooperation and continuity of service, and would incorporate the use of state-of-the-art technologies. Connected travellers will experience seamless travel in and across modes. Connected Intelligent Technologies will make interchange between elements of journeys (passenger & freight) more efficient. Although these actions have a base in Road Transport, they are not entirely confined to it, and the application of principles and techniques would not only be of high value to the TEN but, in most cases, to urban areas as well.

- The principal priorities as derived from the Guidelines are:
 - Europe-wide Traffic and Travel Information Service
 - Europe-wide Traffic Management Service
 - Europe-wide Freight & Logistics

- 4. RESULTS EXPECTED

The implementation of this work programme for the period 2007 – 2013 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 priority projects in their entirety or in significant parts. Most of these projects have already been subject to Community funding during the period 2000 – 2006. Continuing funding until completion of these projects builds thus on previous Community action and constitutes a vital element of efficient support and sound budget execution.

The priority 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.

The support of "horizontal priorities" on the basis of periodic calls for proposals throughout the programme period, aiming inter alia at optimising 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 (for example in the field of river information services or the Single European Sky). Major projects in this area, in particular the SESAR project in the field of air traffic management, have already been supported in their initial phases under the programme 2000 – 2006 and require suitable Community support for their successful continuation.

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 mobilise as much public and private financing as needed to meet the challenging time tables.

In accordance with Article 8 of the TEN Regulation, the multi-annual work programme may be revised as necessary; it will be reviewed at least at mid term.

5. LINES OF COMMUNITY FUNDING PURSUED WITH THE MULTI-ANNUAL WORK PROGRAMME

The programme establishes the multi-annual basis for the granting of aid to the following categories of projects of common interest in the field of the trans-European transport network:

Priority projects as set out in annex III of the TEN Guidelines

Intelligent transport systems (as referred to in article 5 of the TEN Guidelines) that contribute to optimising the capacity and efficiency of existing and new transport infrastructure as well as to enhancing safety and reliability of operations, for air, waterborne and road traffic, namely systems in the following sectors:

- Air Traffic Management(ATM)
- River Information Services (RIS)
- Vessel Traffic Management and Information Systems (VTMIS)
 - Intelligent Transport Systems for road traffic (ITS road)
 - Management systems for railway traffic, namely projects concerning the preparation, deployment and implementation of a European Rail Traffic Management System (ERTMS) which contributes to the gradual development of an interoperable railway network.
- For these different project categories, the following functioning principles are foreseen:

TEN-T PRIORITY PROJECTS

5.1. All priority projects included in annex III of the TEN Guidelines, except "Motorways of the Sea" (project n°21)

Projects or project parts/sections will be selected on the basis of a call for proposals, to be published immediately after adoption of this work programme. 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. The respective Commission decisions granting aid specify their implementation conditions and methods. In accordance with Article 10 of the TEN Regulation, the amounts of aid granted may be divided in annual instalments. In that case, the grant allocated with the Commission decision ("legal commitment") will be committed on the basis of successive annual instalments. The Commission decisions granting aid will include an indicative timetable for these commitments. In establishing this indicative timetable, the Commission will take account of the expenditure profile over the implementation period of the projects concerned. Such "multi-annual legal commitments" for

the granting of Community support on the Commission's side shall be conditioned by firm and binding commitments of the beneficiary to provide all the technical, organisational and financial means needed to complete the project concerned within the agreed time and in accordance with the agreed standards.

5.2. Motorways of the Sea (priority project n°21 of annex III of the TEN Guidelines)

This priority project is different in nature from the other TEN priority projects: The Motorways of the Sea priority project defines a framework (objectives, overall priorities, geographical areas) within which Member States and/or relevant companies or bodies are called upon to develop individual projects during the period 2007-2013. These individual projects (involving at least two Member States) are generally of smaller size and require shorter implementation periods than the priority projects referred to under 5.1.

Unlike for the priority projects referred to under 5.1, the amounts set out in the multi-annual work programme for the Motorways of the Sea, will be subject to periodic calls, leading to the selection of individual projects.

HORIZONTAL PRIORITIES

5.3. Air Traffic Management sector (ATM)

The major project in this sector is the "Modernisation of the ATM Technical Systems" (SESAR) for which a total need of 350 million € from the TEN budget has been estimated for the period 2007-2013 to be concentrated on the deployment of a European validation infrastructure and the development of key technical infrastructure. This phase of the SESAR project builds on results of the definition phase which has already benefited from TEN support in previous years.

Given its nature the SESAR project, in the same way as the priority projects referred to under point 5.1., will be subject to the first call for proposals, to be published immediately after adoption of the multi-annual work programme. The Commission may then grant aid, in accordance with the procedure set out in Article 15 of the TEN Regulation, through a single decision leading to a multi-annual commitment. Further priority areas in the ATM sector, such as the "Restructuring of the Management and organisation of Airspace (Functional Airspace Blocs) may be treated in the same way as the other horizontal priorities referred to in point 5.4.

5.4. Other intelligent transport systems (road, rail, waterborne) and railway interoperability

The concept of these sectors is comparable to that of the Motorways of the Sea priority project (specific objectives and priorities known; individual projects to be developed). A significant number of the foreseen projects will have a broad geographical coverage (Euro-regional or Europe-wide). Especially in the fields of intelligent transport systems for inland waterway (river information services) and railway interoperability, projects directly aim at implementing relevant Community legislation.

In the same way as for the Motorways of the Sea project, for these sectors the multi-annual work programme includes financial envelopes which will be subject to periodic calls for proposals and, on this basis, to the selection of individual projects.

For all project categories, as referred to under points 5.1 to 5.4., successful proposals will be supported in accordance with article 6 "Types and methods of Community financial aid" of Regulation (EC) n° [Regulation .../2007/EC] laying down general rules for the granting of Community financial aid in the field of trans-European networks.

6. INDICATIVE TIME table FOR CALLS FOR PROPOSALS AND AMOUNTS AVAILABLE

The total amount available for grants on the basis of the multi-annual work programme in the field of the trans-European transport network shall range from 6,4104 billion € to 6,81105 billion € i.e. between 80 and 85 % of the financial reference amount (8,013 billion € at current prices) for the trans-European transport network for the period 2007 – 2013. Calls for proposals are foreseen as follows:

Projects referred to under point	Calls (indicative date and particularities)	Indicative amounts
5.1.1 Priority projects (excluding PP n° 15 and 21)	May 2007 Further calls in view of possible programme revision(s)	Between, 4,7104 and 5,11105 billion €
5.1.2 Galileo - completion of the development phase ¹⁰	May 2007	190 million €
5.2. Priority project n° 21 – Motorways of the Sea	December 2007 December 2008 December 2009 December 2010 December 2011 December 2012 (for following budgetary year respectively)	20 mio € 30 mio € 85 mio € 100 mio € 50 million € 25 mio €
5.3. Air traffic management systems – SESAR (Modernisation of ATM technical systems)	May 2007	350 million €
5.4. Air traffic management systems- Functional Air space blocks ¹¹	To be determined	No specific budgetary resources available at this stage

¹⁰ The amount is estimated to be needed for the completion of the development phase

¹¹ Annual calls may be launched from 2008 on for activities related to the pre-implementation feasibility assessment.

River Information Services (RIS)	December 2007	15 million €
	December 2009	25 million €
	December 2010	10million €
	(for respective following budgetary years)	
ITS road	May 2007 for budgetary year 2007	100 million €
	December 2009	100 million €
	December 2011	100 million €
	(for respective following budgetary years)	
ERTMS	May 2007	250 million €
	December 2008	250 million €

7. ELEGIBILITY CRITERIA

(2) 7. 1 Eligible applicants

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) by 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.

Project proposals submitted by natural persons are not eligible.

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

7.2 Eligible projects

7.2.1 Common interest

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

7.2.2. Compliance with the Community Law

The granting of Community aid to projects of common interest is conditional to compliance with relevant Community law¹², inter alia concerning interoperability, environmental protection, competition and public procurement.

7.2.3 Other sources of financing

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

7.3 GROUNDS OF EXCLUSION

In the call for proposal the Commission will draw applicants' attention to Articles 93 to 96 and Article 114 of the Regulation (EC, EURATOM) n° 1605/2002 of 25 June 2002 applicable to the general budget of the European Communities¹³, as well as to Article 133 of the Regulation (EC, EURATOM) n° 2342/2002 of the Commission of 23 December 2002 laying down detailed rules for the implementation of the Regulation n° 1605/2002¹⁴.

8. SELECTION CRITERIA

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.

8.1 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.

The demonstration of the financial capacity does not apply to Member states, public bodies, joint undertakings established under Article 171 of the Treaty and to international organisations¹⁵.

8.2 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 of applicants applies to all applicants except Member States, Joint undertakings established under Article 171 of the Treaty and

¹²According to Article 3.1 of Regulation /2007/EC

¹³OJ L 248, 16.9.2002, p. 1.

¹⁴OJ L 357, 31.12.2002, p. 1.

¹⁵Article 176(4) of the Regulation (EC, EURATOM) n° 2342/2002.

international organisations. 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.

9. AWARD CRITERIA

9. 1 Award criteria

According to the level of contribution to the objectives and priorities as stated above, only proposals compliant with the eligibility 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. These criteria, set out in the TEN Regulation (Article 5), will be equally applied to all project proposals.

Maturity

The need to overcome financial obstacles

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

The soundness of the financial package

Socio-economic effects

Environmental consequences

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

The complexity of the projects, for example due to the need to cross natural barriers

Quality of the application