



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

Call for proposals under the multi-annual programme 2007-2013 for the year 2008

Field n°5: Projects in the field of Motorways of the Sea (MOS) of the Community Guidelines for the development of a trans-European transport network

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

This call for proposals concerns 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, and 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 other priority projects included in annex III of the TEN Guidelines.

1. BASIC LEGAL ACT

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

¹ OJ L 228 of 9 September 1996

² OJ L 363 of 20 December 2006, p. 1

³ OJ L 162, 22.6.2007, p.

Commission Decision C(2007) 3512 of 23 July 2007 establishes a multi-annual work programme for the period 2007 - 2013 for grants in the field of the trans-European transport network (hereafter " multi-annual work programme"). This work programme foresees the publication of a call for proposals for the Motorways of the Sea (page 14).

Commission Decision C(2008)1561 establishes the work programme 2008 for granting financial aid in the field of trans-European Transport network (TEN-T) on the basis of the multi-annual work programme for the period 2007-2013 which addresses inter alia the Motorways of the Sea (MoS).

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 in 2008 on the basis of the work programme 2008 for granting financial aid in the field of trans-European Transport network (TEN-T) on the basis of the multi-annual work programme for the period 2007-2013 to projects of common interest in the field of the trans-European transport network shall be 45 million euros of which 20 million euros shall be devoted to the motorways of the Sea priority project.

3. OBJECTIVES AND PRIORITIES:

3.1. General objectives

The objective of the Motorways of the Sea priority project is to establish a trans-European network of Motorways of the Sea that concentrate flows of freight on viable, regular, frequent, high-quality and reliable sea-based transport services that are integrated in door-to-door logistic chains. The aim of the network is to reduce road congestion by absorbing a significant part of the expected increase in road freight traffic and to improve access to peripheral and island regions and states. The combined transport of persons and goods is not excluded, but freight transport should be predominant.

The projects proposals should focus on the following four Motorways of the Sea:

- motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in central and western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal)),
- motorway of the sea of western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea),
- motorway of the sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus),
- motorway of the sea of south-west Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south-east Europe.

In the light of the latest enlargement, project proposals may also involve Member States in the Black Sea area.

3.2. Specific objectives

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.

Applicants are invited to submit mature projects (i.e. projects ready for implementation) which allow putting the concept of the Motorways of the Sea into concrete form. Project proposals should be proposed/supported by at least two Member States and should be geared towards properly documented actual needs. Activities should lead to 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.

Project proposals should focus on the facilities and infrastructure that constitute the network of Motorways of the Sea in the framework of a door-to-door concept including hinterland accesses linking the port to other elements of the Ten-T, inter alia through rail, identified following a public call for tender organised jointly by concerned Member States. Such project proposals may also include study parts (e.g. preparatory, feasibility, evaluation and validation studies, and other technical support measures), preparing for the implementation of later phases of the projects. The proposed projects should reduce road congestion through modal shift and/or increase accessibility of peripheral and island regions. Once implemented, they should become constituent elements of the broader Motorways of the Sea network for the region concerned and for the European Union. The development of facilities and infrastructure should be linked to the establishment of new short sea shipping services between the ports concerned and integrated into the door-to-door logistic chain or to a significant upgrade of existing short sea shipping services in order to materialise the objective of absorbing a significant part of the expected increase in road freight traffic over a longer time perspective. Project proposals may include limited start up aid if, following the result of the joint tendering process, this is deemed necessary for the financial viability of the project.

Member States may also submit proposals for highly relevant study projects, including environmental assessments and for wider benefit actions.

Motorways of the Sea project proposals focussing on publicly accessible infrastructure and facilities or requesting start up aid should be implemented by consortia involving in general both the public and private sectors, bringing together at least shipping companies and ports. The establishment of a broader consortium, involving also partners such as terminal operators, road hauliers, rail operators, logistics companies, ship brokers, local and/or regional public authorities and infrastructure owners would be considered favourably.

Long term-planning of investments for inter-modal infrastructure should contribute to prevent the expected structural bottlenecks within the coming decade, along the main freight transport corridors selected in cooperation between the public and private sector.

Member States are encouraged to propose projects for TEN-T Community funding which have a longer time perspective, covering several years' activities (e.g. until 2013). The Commission reserves the right to award an EC subsidy of less than the amount requested by the applicant. In case the full budget for 2008 would not be allocated in the framework of the March 2008 call, the unspent budget would be added to Motorways of the Sea category of projects of the December 2008 call.

Project proponents are encouraged to exploit the full range of EU funding instruments available in order to exploit synergies, and accordingly they should consider inter alia the Marco Polo programme, the EU Cohesion Policy funds (the Cohesion Fund and the ERDF), support of the European Investment Bank in the form of senior debt financing and/or through the Loan Guarantee for TEN-T instrument.

In this context priority will be given to proposals or other TEN-T global projects, that are associated with Marco Polo II funding for services that are part of the same Motorways of the Sea global action, e.g. Funded actions may not lead to distortions of competition in the relevant markets contrary to the common interest.

Funding under the TEN-T programme may be combined with State aid in accordance with applicable rules on State aid.

The project proposals focussing on infrastructure and facilities should be linked to the establishment of new or an upgrade of capacity, frequency and quality of existing sea-based transport services and should include appropriate monitoring mechanisms with clear milestones for the realisation of lasting modal shift from road to the proposed Motorway of the Sea link and for the increase of accessibility to peripheral and island regions (including the outermost regions). In case the projected establishment or upgrade of the sea-based transport services is not fully realised, the Commission may recover fully or partly the co-financing from the project.

4. RESULTS EXPECTED

The implementation part for 2008 of the 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.

The support of "horizontal priorities" and priority project no°21 (MoS) 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.

The deployment and better use of new port infrastructure will become the stepping stone for the development of Motorways of the Sea.

5. ELIGIBILITY CRITERIA⁴

The eligibility criteria shall determine the conditions for participating in the call for proposals.⁵

⁴ See Article 115 Financial Regulation 1605/2002

⁵ See Art. 114 of the Council Regulation (EC, Euratom) n° 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities, OJ L 248 of 16 September

5.1. Eligible applicants

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

- one or (jointly) several Member States
- two or more Member States (jointly), for cross border projects that need to involve at least two 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.

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

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

5.1.3. Grounds for Exclusion⁶

5.1.3.1. Applications will not be considered for a grant if the applicants are, at the time of the grant award procedure, in any of the following situations:

a) they are bankrupt or being wound up, are having their affairs administered by the courts, have entered into an arrangement with creditors, have suspended business activities, are the subject of proceedings concerning those matters, or are in any analogous situation arising from a similar procedure provided for in national legislation or regulations;

b) they have been convicted of an offence concerning their professional conduct by a judgment which has the force of res judicata;

c) they have been guilty of grave professional misconduct proven by any means which the authorising officer can justify;

d) they have not fulfilled obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal

2002, p. 1, amended by Council Regulation (EC, Euratom) n° 1995/2006 of 13 December 2006, OJ L 390 of 30 December 2006, p.1.and Art. 175a of Commission Regulation (EC, Euratom) n°2342/2002 laying down detailed rules for the implementation of Council Regulation (EC, Euratom) n°1605/2002 (OJ L 357 of 31.12.2002 p.1), as last amended by Commission Regulation (EC, Euratom) n°478/2007 of 23 April 2007 (OJ L 111 of 28.04.2007, p.13)

⁶ See Art. 114 Financial Regulation 1605/2002 and Art. 174 of Regulation 2342/2002

provisions of the country in which they are established or with those of the country of the authorising officer or those of the country where the grant agreement is to be performed;

e) they have been the subject of a judgment which has the force of res judicata for fraud, corruption, involvement in a criminal organisation or any other illegal activity detrimental to the Communities' financial interests;

f) they are currently subject to an administrative penalty referred to in Article 96 of the Financial Regulation 1605/2002..

g) they are subject to a conflict of interest;

h) they have been guilty of misrepresentation in supplying the information required or have failed to supply this information.

5.1.3.2. The cases referred to in point 4.1.3.1. e) cover:

a) cases of fraud as referred to in Article 1 of the Convention on the protection of the European Communities' financial interests established by the Council Act of 26 July 1995⁷;

b) cases of corruption as referred to in Article 3 of the Convention on the fight against corruption involving officials of the European Communities or officials of Member States of the European Union, established by the Council Act of 26 May 1997⁸;

c) cases of participation in a criminal organisation, as defined in Article 2(1) of Joint Action 98/733/JHA of the Council⁹;

d) cases of money laundering as defined in Article 1 of Council Directive 91/308/EEC¹⁰.

5.1.3.3. Applicants must certify that they are not in one of the situations listed in point 1.¹¹

5.2. Eligible projects

5.2.1. Common interest

⁷ OJ C 316, 27.11.1995, p. 48.

⁸ OJ C 195, 25.6.1997, p. 1.

⁹ OJ L 351, 29.12.1998, p.1 Joint Action of 21 December 1998 on making it a criminal offence to participate in a criminal organisation in the Member States of the European Union.

¹⁰ OJ L 309, 25.11.2005, p. 15-36. Directive 2005/60/EC of the European Parliament and of the Council of 26 October 2005 on the prevention of the use of the financial system for the purpose of money laundering and terrorist financing (Text with EEA relevance)

¹¹ See Art. 174 Regulation 2342/2002

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

5.2.2. 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.

5.2.3. Other sources of financing

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

6. 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.

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.

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 organisations¹³.

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).

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 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.

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

¹² According to Article 3.1 of the TEN Regulation

¹³ Article 176(4) of the Implementing Rules for the Financial Regulation

7. 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 and benefits
- 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 favor of the most environmentally friendly ones (reduction of environmental footprint)
- The complexity of the projects, for example due to the need to cross natural barriers
- Quality of the application
- The degree of interoperability and compatibility at project and at European level

8. MAXIMUM POSSIBLE RATE OF CO-FUNDING¹⁴

- for studies, 50 % of the eligible cost of studies, irrespective of the project of common interest concerned
- for works:
 - a maximum of 30 % for cross-border sections provided that the Member States concerned have given the Commission all the necessary guarantees regarding the financial viability of the project and the timetable for carrying it out

¹⁴ Acc. to TEN Regulation Art. 6 (2)

- road, air, inland waterway, maritime traffic and coastal traffic management systems: a maximum of 20% of the eligible cost
- start-up aid related to capital costs for cross-border sections of Motorways of the Sea projects: 30% of two years of depreciation of the eligible capital cost in accordance with Art. 15 (5) of the TEN Guidelines

9. GENERAL CONDITIONS FOR PAYING GRANTS

In order to limit the financial risks connected with the payment of pre-financing, the authorising officer responsible may, on the basis of his risks assessment either require the beneficiary to lodge a guarantee in advance, for up to the same amount as the pre-financing, or split the payment into several instalments. Such guarantee may be replaced by a joint and several guarantee by the Member State concerned approving the project or (where there is more than one beneficiary) by the joint guarantee of the beneficiaries. The Commission may waive this obligation to lodge a guarantee in advance for public-sector bodies and international organisations.¹⁵

10. INSTRUMENT FOR IMPLEMENTATION

The financial aid shall be covered by an individual financial decision adopted by the Commission.

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

- 10.01 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.
- 10.2 Where a public or private undertaking or body or an international organisation is the beneficiary of the financial aid, the Member State concerned is also an addressee of the decision.¹⁶
- 10.3 The Community contribution is allocated through an adoption of an individual Commission decision granting financial aid¹⁷ in the field of the trans-European transport network, the beneficiaries of which can be a Member State, a public or private undertaking, an international organisation or a joint undertaking.¹⁸ The respective individual Commission decisions granting financial aid specify their implementation conditions and methods.
- 10.4 The beneficiary of the financial aid is obliged to submit reports on the implementation of the project in accordance with the provisions set out in the individual Commission decision granting financial aid.

¹⁵ See Art. 118 Financial Regulation 1605/2002 and Art. 182 Regulation 2342/2002

¹⁶ See Art. 9 (2) TEN Regulation

¹⁷ See Art. 9 (1) TEN Regulation

¹⁸ See Art. 7 (2) TEN Regulation

10.5 The Member State(s) concerned are obliged to certify the reality and the conformity of the expenditure incurred.¹⁹

11. ARRANGEMENTS FOR THE SUBMISSION OF PROPOSALS

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

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

11.3 Each proposal must be:

1. Sent in electronic form (only part A) using the TENtec electronic submission (eSub) tool; and
2. Sent in paper form with the same submission reference number as the electronic version (mentioned in 11.3.1). The paper version must contain the complete proposal as described in point 11.6 (application form part A, part B, its annexes and any other related document).

In addition, the paper submission must contain an electronic disc with the complete proposal in electronic format (PDF or formats readable by MS Office programs) (see point 11.6). In case of differences between the application submitted by paper and the application submitted by electronic form, the paper version will prevail. However, it is the sole responsibility of the applicant to ensure that the signed original of the complete proposal, its copy on paper and on the disk are identical.

3. Each version may be submitted in the Member State's language but a working version in English should be transmitted in parallel respecting the deadline mentioned in point 11.1. At the request of the Member State, the European Commission will sponsor each translation up to an amount of 2500 € (two thousand five hundred Euros). For more details see attached guidance note on the working linguistic version.

11.4 The complete proposals shall be:

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

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

By registered mail:
European Commission
Directorate-General for Energy and Transport (0/100 –Archives)

¹⁹ See Art. 11 (2) TEN Regulation

Rue de Mot, 28
B-1049 Brussels
Belgium

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

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

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

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

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

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

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

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

Date and time (if any specified) for the electronic submission are identical to the ones given for the hand delivery (see point 11.4.b). All electronic submissions bearing a later submission date (and time) will not be accepted.

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

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

Applications not respecting the closing date will not be evaluated.

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

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

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

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

Applications which fail to comply, in particular, with the formal requirements set out under points 11.1 to 11.5 may not be evaluated further.

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

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

In parallel, applicants are requested to send the electronic application form part A using the TENtec eSub tool. (See point 11.4.c and TENtec eSub guidance note).

11.7 The evaluation committee or, where appropriate, the authorising officer responsible may ask an applicant to provide additional information or to clarify the supporting documents submitted in connection with the application, in particular in the case of obvious clerical errors. The authorising officer shall keep appropriate records of contacts with applicants during the procedure.²⁰

²⁰ See Art. 178 (2) Regulation 2342/2002.

- 11.8 Applicants are invited to consult the website of Directorate Energy and Transport regularly until the deadline for submission.
- 11.9 Secretariat for Information and Assistance:
Applications should not and may not be delivered to this address. This address is reserved for information and assistance by the TEN-T help desk. It is available for any questions related to this call.
 Telephone: +32 2 29 73956, Fax: +32 2 29 56504
 E-mail: ten-t-helpdesk-call-map2008@ec.europa.eu
 Website: http://ec.europa.eu/dgs/energy_transport/grants/proposal_en.htm
- 11.10 **Financial or administrative penalties**, or both, may be imposed on applicants
- who are guilty of misrepresentation in supplying the information required by the Commission as a condition of participation in the call or fail to supply this information or
 - who have been declared to be in serious breach of their obligations under decisions covered by the budget.²¹

12. INDICATIVE SCHEDULE

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

13. PROCESSING OF PERSONAL DATA

The follow-up of responses to the call for proposals will require the recording and further processing of personal data (e.g. name, address, CV, etc.). These data will be processed in accordance with the requirements of Regulation (CE) 45/2001 on the protection of individuals with regard to the processing of personal data by Community institutions and bodies and on the free movement of such data. Unless if otherwise stated, replies to questions and personal data requested are necessary for the purpose of assessing your application (according to the specifications of the call for proposals) and will only be processed within DG TREN as data controller, for this purpose. For the purposes of safeguarding the financial interests of the Communities, the personal data may also be transferred to internal audit services, to the European Court of Auditors, to the Financial Irregularities Panel or to the European Anti-Fraud Office ('OLAF').²²

²¹ See Art. 114 (4), 96 (1) and 94 point b) Financial Regulation 1605/2002

²² See Art. 43a Regulation 2243/2002

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

ANNEXES:

1. Application form
2. Definition of cross-border sections of priority projects endorsed by the Committee for Monitoring Guidelines and the Exchange of Information, set up in accordance with Article 18 (2) of the TEN-T Guidelines on 25 April 2007
3. Guide for applicants
4. Commission decision C (2008)1561 establishing a work programme for the year 2008 on the basis of the multi-annual work programme for 2007-2013 for granting financial aid in the field of the trans-European transport network
5. TEN Regulation (in all official EU languages)
6. Model text for an individual decision granting financial aid
7. TENtec eSub guidance note