III
(Notices)

COMMISSION

CALL FOR PROPOSALS FOR MODAL SHIFT, CATALYST AND COMMON LEARNING ACTIONS
UNDER THE MARCO POLO PROGRAMME (1)
(2003/C 245/06)

1. PURPOSE AND GENERAL DESCRIPTION
The European Council held at Gothenburg on 15 and 16 June 2001 has declared that shifting the balance between the transport modes is at the heart of the sustainable development strategy. If no decisive action is taken, total road freight transport in Europe is set to grow by about 50 % by 2010. The effect would be a growth of international road freight of about 12 billion tonne-kilometres per year.

In its White Paper — European Transport Policy for 2010: time to decide (2), the Commission proposed to take measures which should make the market shares of the modes of transport return, by 2010, to their 1998 levels. This will prepare the ground for a shift of balance from 2010 onwards.

It was necessary to establish a programme, hereinafter referred to as the ‘Marco Polo Programme’, or ‘the Programme’, to reduce road congestion and to improve the environmental performance of the freight transport system within the Community and to enhance intermodality, thereby contributing to an efficient and sustainable transport system. To achieve this objective, the Programme should support actions in the freight transport, logistics and other relevant markets. These actions should contribute to maintain the distribution of freight between the various modes of transport at 1998 levels by helping to shift the expected aggregate increase in international road freight traffic to short sea shipping, rail and inland waterways or to a combination of modes of transport in which road journeys are as short as possible.

All segments of the international freight transport market are within the scope of the Programme.

The Marco Polo Programme features three types of action:

1. **Modal shift actions**, which should focus on shifting as much freight as possible under current market conditions from road to short sea shipping, rail and inland waterways.

Under this type of action aid is given to start-up new services, but also to significantly enhance existing services. They shall be robust, but not necessarily innovative: — just shift freight off the road; and as much as possible measured in tonne-kilometres.

2. **Catalyst actions**, which should change the way non-road freight transport is conducted in the Community. Under this type of action, structural market barriers in European freight transport should be overcome through a highly innovative concept: — causing a real break-through. This is essentially done in three steps by applicants: first the barrier must be clearly defined, then a highly innovative solution should be presented, and finally a modal shift service of great growth potential for freight transport is to be proposed for timely implementation. Dissemination of results should be foreseen within the duration of the EC subsidy.

3. **Common learning actions**, which should enhance knowledge in the freight logistics sector and foster advanced methods and procedures of co-operation in the freight market. Under this type of action improvement of co-operation and sharing of know-how is subsidised: mutual training — coping with an increasingly complex transport and logistics market.

Therefore, the Commission invites interested parties to submit proposals for modal shift, catalyst and common learning actions for the freight transport services market. The available budget under the call is specified in chapter 3.

For the purpose of this call the definitions in Appendix 1 apply.

2. SOURCE OF FUNDING
The actions selected will be financed from budget headings 060207 Marco Polo Programme (B2-707).

3. ESTIMATED TOTAL AMOUNT FOR THIS CALL
The estimated total amount for 2003 is EUR 15 million. See also chapter 7 ‘Work Programme 2003’.


4. FINANCIAL CONDITIONS

Community financial assistance shall be limited for

— Modal shift actions to a maximum subsidy rate of 30 %,

— Catalyst actions to a maximum subsidy rate of 35 %,

— Common learning actions to a maximum subsidy rate of 50 %,

for the total eligible expenditure necessary to achieve the objectives of the action and incurred as a result of the action. Such expenditure shall be eligible for Community financial assistance to the extent to which it relates directly to the implementation of the action (‘Action type specific maximum subsidy rate’).

Additionally, for modal shift actions only, the maximum Community financial assistance is determined by the Commission on the basis of the tonne-kilometres shifted from road to short sea shipping, rail, inland waterways or a combination of modes of transport in which road journeys are as short as possible. It shall initially be set at EUR 1 for each shift of 500 tonne-kilometres of road freight.

Ancillary infrastructure expenditure shall also be eligible for Community financial assistance only for modal shift and catalyst actions, as long as it remains marginal, up to the action type specific subsidy rates given for the total expenditure (see above). Infrastructure measures are ‘ancillary’, if they are necessary, but sub-ordinate, to achieve the goals of the action. ‘Marginal’ shall be defined as up to 20 % of the total subsidy requested for an action.

A contribution towards the costs of movable assets (3) shall be contingent on the obligation to use such assets for the duration of the action, principally for the action, as defined by the subvention contract (‘grant agreement’).

All requests for Community financial assistance shall be made in Euros. Such assistance for actions under the Marco Polo Programme shall be given on the basis of grant agreements, based on the standard model to be approved by the Commission. This standard grant agreement will define inter alia eligible costs and payment modalities. Furthermore, a financial guarantee will be requested as part of contract negotiations to cover the pre-financing (i.e. the advance payment) to be made by the Commission.

The indicative minimum subsidy thresholds per funded action are specified under chapter 6 ‘Specific Eligibility Criteria’. They are different for each type of action.

The Commission reserves the right to award an EC subsidy of less than the amount requested by the applicant. Subsidies will not be awarded for more than the amount requested.

Important note: Expenditure incurred on or after the date of the submission of an application under the selection procedure shall be eligible for Community financial assistance, provided that final approval for Community funding is given (see Art. 5(2), 6(4) and 7(3) of the Marco Polo Regulation).

Important note: In order to achieve a sustained modal shift of freight, proposed modal shift and catalyst actions are expected to become viable after the subsidy ends. For common learning actions such viability is not an essential requirement, but would be an advantage (see chapter 10 ‘Award Criteria’).

Important note: The action shall under no circumstances have the purpose or the effect of producing a profit for the beneficiary during the duration of the EC subsidy.

5. ELIGIBILITY CRITERIA

The following eligibility criteria define the scope of the call and apply to all three types of actions – modal shift, catalyst and common learning.

5.1. General Eligibility Criteria

G1. Uniqueness: the type of action for which a project is proposed must be clearly specified by the applicant; mixing of action types in a proposal is not permitted.

G2. Transport Services: the proposal must dominantly concern transport services in the market place, i.e. infrastructure, research or study projects are not eligible.

G3. European Dimension — Undertakings: an action must be submitted by at least two independent (4) undertakings established on the territories of two different Member States, or on the territories of one Member State and a close third country.

(3) Movable assets are for example ships, barges, locomotives, train wagons and loading units.

(4) Definition of independent: In case of two undertakings A and B; A may control not more than 50 % of B, and vice versa; A and B may be controlled not more than 50 % by a third undertaking C.
G4. **European Dimension — Expenditure**: the budget will not finance costs and expenditure arising outside the territories of the Community or fully participating close third countries (1). Nor can legal or natural persons established outside these countries be beneficiaries of funds under this call.

G5. **Type of Legal Entity**: all project participants must be legal persons. They must be privately or publicly owned undertakings, i.e. public entities are not allowed to take part directly; however, administrations may be up to 100% owners of a participating undertaking. Natural persons are not eligible.

G6. **Modal Shift of freight**: an action must have the objective to shift freight from the road to short sea shipping, inland waterway or rail, or a combination of these non-road modes of transport (2).

G7. **Start-up of action**: the action must start operations between entry into force of the Programme on 3 August 2003 and 31 October 2004.

Pure infrastructure projects will not be funded. However, ancillary infrastructure measures are eligible to a maximum aid intensity of not more than 20% of the total subsidy requested under this call. Infrastructure measures are ‘ancillary’, if they are necessary, but subordinate, to achieve the goals of modal shift or catalyst actions.

5.2. **Grounds for Exclusion**

Applications will not be considered for an EC subsidy if the applicants are 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 professional conduct by a judgement which has the force of res judicata;

(c) they have been guilty of grave professional misconduct proven by any means which the contracting authority 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 provisions of the country in which they are established or with those of the country of the contracting authority or those of the country where the contract is to be performed;

(e) they have been the subject of a judgement 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) following another procurement procedure or grant procedure financed by the Community budget, they have been declared to be in serious breach of contract for failure to comply with their contractual obligations;

(g) they are faced with a conflict of interest;

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

Applicants must certify that they are not in one of the situations listed in this sub-chapter. The applicant declaration form is provided as Appendix 5 of this call.

5.3. **Administrative and Financial Penalties**

(i) Without prejudice to the application of penalties laid down in the contract, candidates and contractors who have been guilty of making false declarations or have been found to have seriously failed to meet their contractual obligations in an earlier procedure shall be excluded from all contracts and grants financed by the Community budget for a maximum of two years from the time when the infringement is established, as confirmed after an adversarial procedure with the contractor. That period may be extended to three years in the event of a repeat offence within five years of the first infringement. Candidates who have been guilty of making false declarations shall also receive financial penalties representing 10% of the value of the grant being awarded. Contractors who have been found to have seriously failed to meet their contractual obligations shall receive financial penalties representing 10% of the value of the subvention in question. That rate may be increased to 20% in the event of a repeat offence within five years of the first infringement.

(ii) In the cases referred to in chapters 5.2 (a), (c), (d) and (f), the candidates shall be excluded from all contracts and grants for a maximum of two years from the time when the infringement is established, as confirmed after an adversarial procedure with the contractor. In the cases referred to in chapters 5.2 (b) and (e), the candidates shall be excluded from all contracts and grants for a minimum of one year and a maximum of four years from the date of notification of the judgement. Those periods may be extended to five years in the event of a repeat offence within five years of the first infringement or the first judgement.
The cases referred to in chapters 5.2 (e) cover:

(a) cases of fraud as referred to in Article 1 of the Convention on the protection of the European Communities’ financial interests, drawn up by the Council Act of 26 July 1995 (7);

(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, drawn up by the Council Act of 26 May 1997 (8);

(c) cases of participation in a criminal organisation, as defined in Article 2(1) of Joint Action 98/733/JHA of the Council (9);

(d) cases of money laundering as defined in Article 1 of Council Directive 91/308/EEC (10).

6. SPECIFIC ELIGIBILITY CRITERIA

An action submitted to this call will further to all general criteria have to comply simultaneously with the appropriate set of specific eligibility criteria mentioned below.

6.1. Modal Shift Actions

M1. Route: The envisaged road route from which freight is shifted by the action is situated on the territory of at least two EU Member States or on the territory of at least one EU Member State and a close third country.

M2. Duration: The action achieves its objectives within a period of a maximum of 36 months.

M3. Threshold: The minimum indicative subsidy threshold per action is EUR 500 000 which translates into a modal shift of 250 million tonne-kilometres, effected over the entire duration of the action.

6.2. Catalyst Actions

C1. Route: The envisaged road route from which freight is shifted by the action is situated on the territory of at least two EU Member States or on the territory of at least one EU Member State and a close third country.

C2. Duration: The action achieves its objectives within a period of a maximum of 48 months.

C3. Threshold: The minimum indicative subsidy threshold per action is EUR 1 500 000.

6.3. Common Learning Actions

L1. Duration: The action achieves its objectives within a period of a maximum of 24 months.

L2. Threshold: The minimum indicative subsidy threshold per action is EUR 250 000.

7. WORK PROGRAMME 2003

The work programme for 2003 consists of two parts:

— a multi-annual part as laid down in the Marco Polo regulation text itself, and

— a specific part for 2003 defining the political priorities and the budget for this call.

Details are described in Appendix 2.

8. ROUTE OF TRANSPORT SERVICE

A clear definition and presentation of both the old ‘road’-route and the new ‘modally shifted’-route is obligatory for modal shift and catalyst actions.

8.1. Concept

The overall objectives of the Marco Polo Programme are to reduce road congestion, to improve the environmental performance of the freight transport system and to enhance intermodal transport, thereby contributing to an efficient and sustainable transport system. A freight traffic shift from road to short sea shipping, rail and inland waterways, or to a combination of modes of transport in which road journeys are as short as possible must be effected.

In an action, first the entire route should be described (preferably door-to-door), i.e. including the initial freight collection and final distribution leg by truck, if any. In a second step it should be shown, which parts of the transport/logistics chain are to be shifted from road to short sea shipping, rail and inland waterways.

8.2. Modal Shift

The effected modal shift is to be measured in tonne-kilometres (see definitions in Appendix 1) and principally based on the route the freight would have taken on the road, if not being shifted to the allowed alternative modes of transport, i.e. the modal shift calculation is based on the old ‘road’-route only.

Details are described in Appendix 3.

8.3. **Environmental Benefits**

Environmental benefits may have quantitative and qualitative elements.

— The qualitative environmental benefits from the proposed action could be for instance, that the new ‘modally-shifted’ route avoids heavily populated areas and/or natural resorts.

— The quantitative environmental benefits calculation is based on a comparison of the relevant external costs for old ‘road’-route with the new ‘modally shifted’-route. In similarity to modal shift (chapter 8.2), also only benefits achieved on the territory of countries fully participating in the Marco Polo Programme may be used for this calculation.

Details on how to calculate and present environmental benefits are given in Appendix 3.

Note, that these calculations are an essential element for a proposal submitted to this call.

### 9. SELECTION CONDITIONS

The applicants must have stable and sufficient sources of funding to maintain their activities throughout the period during which the action is being carried out or the years for which the EC subsidy is awarded and to participate in its funding. They must have the professional competence and qualifications required to complete the proposed action.

#### 9.1. Financial Capacity of Applicants

Corporate bodies must be legally constituted and registered.

Applicants must have the financial capacity to complete the action to be supported and will provide their annual accounts for the last financial year or, in the case of public-sector bodies, their annual budget.

**Important note:** Before awarding an EC subsidy contract, the financial data presented for the implementation of the proposed action will be verified by the Commission with the help of an external auditor.

#### 9.2. Technical Capacity of Applicants

Applicants must have the technical and operational capacity to complete the action to be supported and should provide appropriate supporting documents (e.g. CVs of those responsible for carrying out the action).

An action must not lead to distortions of competition in the relevant markets, in particular between alternative modes of transport or within an alternative mode of transport, to an extent, which damages the common interest.

When the action requires reliance on services provided by third parties not part of the consortium, the applicant submits proof of a transparent, objective and non-discriminatory procedure for selection of the relevant services. Publicly owned entities, which are subject to the EC Procurement Directives should conform to the provisions established by these directives.

### 10. AWARD CRITERIA

The Commission will base its selection of actions and the rate of Community co-financing on the basis of a written presentation. Among the proposals being eligible for funding, proposals achieving the highest total score shall be considered for funding, within the limit of the available budget. EC subsidies will be awarded within the limits of the budgetary resources available.

Proposals will be evaluated according to the type of action proposed in an internal evaluation by Commission staff.

#### 10.1. Modal Shift Actions

The following evaluation criteria apply to modal shift actions:

A maximum of 100 points will be given to each proposal in the evaluation, distributed as follows:

- (a1) European Added Value — Quantity of freight shifted off the road: 0 to 40 points
- (b1) Credibility and viability of action: 0 to 30 points
- (c1) Environmental benefits: 0 to 30 points
- (d1) Avoidance of unacceptable distortions of competition: Yes / No
- (e1) Financial request justified: Yes / No

Additionally, the following conditions are scrutinised:

- (d1) Avoidance of unacceptable distortions of competition: Yes / No
- (e1) Financial request justified: Yes / No

Proposals must achieve a total score of at least 60 points and simultaneously must have reached a threshold of 24 points for criterion (a1), 18 points for each of the criteria (b1) and (c1), as well as a ‘Yes’ for (d1) and (e1), to be eligible for funding.
10.2. **Catalyst Actions**

The following evaluation criteria apply to catalyst actions:

A maximum of 100 points will be given to each proposal in the evaluation, distributed as follows:

- (a2) European Added Value — Innovative approach to overcome structural market barriers: 0 to 40 points
- (b2) Credibility and viability of action: 0 to 30 points
- (c2) Environmental benefits: 0 to 20 points
- (d2) Dissemination plan: 0 to 10 points

Additionally, the following conditions are scrutinised:

- (e2) Avoidance of unacceptable distortions of competition: Yes / No
- (f2) Financial request justified: Yes / No

Proposals must achieve a total score of at least 60 points and simultaneously must have reached a threshold of 24 points for criterion (a2), 18 points for criterion (b2) and 12 points for criterion (c2), as well as a ‘Yes’ for (e2) and (f2), to be eligible for funding.

Though sustainability of operation beyond duration of EC subsidy, i.e. viability is not an essential requirement for common learning actions, it will be taken as a positive element under evaluation criterion (b3).

11. **HOW TO PREPARE A PROPOSAL**

The objective of this and the following chapters is to guide proposers through the application process.

The principal objective of a proposal is to achieve funding and therefore should be written in a way to enable the evaluation panel to judge all eligibility criteria as well as the quality of the type of action presented with regards to all relevant evaluation criteria. It should be sized and structured according to the following guidelines:

A complete proposal consists of:

I. A one-page project overview form (A4), followed by a declaration by the applicant form (A4),

II. Then, up to ten single-sided A4 pages of main text (in font size 12),

III. Finally, the annexes to support the claims made in the main text.

Note that the annexes (part III) will always be treated in strict confidence by Commission staff. During the selection process the project overview form (part I) will be used to provide other parties outside the Commission, which are involved in the selection process such as the Programme Committee and the European Parliament, with timely information. After the selection process has terminated the Commission reserves the right to publish the project overview forms.

Moreover, the main text (part II) will be sent in confidence to the members of the Programme Committee for information. Specific items to be treated confidentially within the main text may be placed in a special annex under part III.

Proposals may be submitted in all official languages of the Community, however, to facilitate the evaluation English is preferred.

11.0. **All Types of Action**

This sub-chapter applies to all types of action: modal shift, catalyst and common learning (12).

(12) Some of the key elements may not be applicable to common learning actions. In these cases ‘NA’ should be entered.
11.0.1. Project Overview Form

The one-page project overview form must be completed to present the key elements L1 to L14 of a proposed action. The form is given as appendix 4 to this call and is also available for downloading from the Marco Polo web site (see chapter 13 for the Internet address).

The key elements are:

L1. Title of proposal (13)
L2. Acronym for proposal (14)
L3. Type of action applied for (G1 eligibility criterion)
L4. Lead partner’s full address
L5. Contact person’s name (full address only if different from lead partner’s address)
L6. Other partners’ names and countries
L7. Project idea (max 2,000 characters)
L8. Entire transport/logistics route (max 500 characters)
L9. New ‘modally-shifted’ part of route (max 500 characters)
L10. Duration of EC subsidy
L11. Total modal shift generated over duration of EC subsidy
L12. Environmental benefits B (EUR)
L13. Total eligible cost of action C_total (EUR)
L14. EC subsidy requested S (EUR)

11.0.2. Declaration by the Applicant Form

Additionally, a declaration must be completed and signed by the lead partner. The declaration form is given as appendix 5 of this call and is also available for downloading from the Marco Polo web site (see chapter 13 for the Internet address).

11.1. Modal Shift Actions

This sub-chapter applies to modal shift actions only.

II. Main Text of Proposal

II.1. Description of Action

Detailed description of concept for new/significantly enhanced service addressing in particular:

II.1.1. General eligibility criteria G2 to G7 (see chapter 5). For G3 the ownership relation between all undertakings of the consortium must be revealed.

II.1.2. Specific eligibility criteria M1 to M3 (see chapter 6.1), for M3 only a brief outline and visualisation of old ‘road’-route (visualisation by proposal’s annex 1).

II.1.3. Segment(s) of freight market.

II.1.4. Quantity of freight shifted (total and development over time of EC subsidy).

II.2. Credibility and Viability of Operation

Detailed description of consortium as well as operational and financial aspects addressing in particular:

II.2.1. Full co-ordinates (15) of lead partner, contact person (16), all other partners in the consortium and, if any, all subcontractors involved in the action.

II.2.2. Experience and track record of all partners and leading individuals (substantiated by proposal’s annexes 4 and 5).

II.2.3. Development of service, based on business plan and market research, including financial justifi- cation of subsidy request (substantiated by proposal’s annexes 2, 3 and 6) (17).

(13) Short, but meaningful name for the proposed action. This is important for document handling and comparative discussions in the evaluation panel. The title should be well chosen.

(14) Acronym (max. 20 characters) for the proposal to provide a handy abbreviation of the title. This is important for document handling and comparative discussions in the evaluation panel. The acronym should be well chosen.

(15) Full co-ordinates consist of all details to allow timely and unambiguous delivery of mail as well as telephone, fax number and email address.

(16) The name of the contact person (only one) is essential, because he/she is the individual to whom correspondence concerning the selection procedure should be sent. This person is normally an individual working at the lead partner of the consortium.

(17) All Sources of funding: Please state here how the total financing of the project is envisaged (own means, loans, or further public funding). Important note: the EC-subsidy may be given in addition to other public funding, as long as this does not constitute illegal state aid, and as long as the combined public subsidy does not surpass the maximum subsidy rate of eligible costs. This rate is action type dependent (see chapter 4 ‘financial conditions’).
II.2.4. Avoidance of unacceptable distortion of competition demonstrated by clear delimitation of proposed service against other already existing non-road freight transport services (18).

II.3. Environmental Benefits

Detailed description of the benefits to the environment (see call appendix 3), addressing in particular:


II.3.2. Qualitative environmental (& social) benefits.

II.3.3. Quantitative environmental (& social) benefits. Presentation of detailed calculation of benefits allowing easy verification by evaluation panel (see worked example given in call appendix 3).

III. Annexes (19)

III.1. Map visualising the old ‘road’-route and the new ‘modally-shifted’-route.

III.2. Figure(s) visualising the business development (e.g. tonne-kilometres and loss/profit versus time).

III.3. Business plan, including table with annual figures covering duration of EC subsidy plus at least one year afterwards.

III.4. Latest annual financial statement of lead partner, validated by an approved external auditor.

III.5. CVs of leading individual(s) of consortium.

III.6. Result summary of market research, including for instance letters of intent of potential customers.

11.2. Catalyst Actions

This sub-chapter applies to catalyst actions only.

Conceptually, a proposal for a catalyst action should be done in 3 steps: In step 1 the European structural market barrier for freight transport in short sea shipping, rail or inland waterway should be clearly defined. Then in step 2 a highly innovative solution to overcome the barrier is presented, and finally in step 3 a modal shift service of growth and replication potential is proposed for timely implementation. Note that since costs arise normally only in step 3, the information to be provided in step 3 is nearly identical to a pure modal shift action proposal. However, the theoretical upper limit of 1 Euro per 500 tonnes-kilometres is not applicable here.

Important note: In case proposers are not able to clearly define the structural market barrier (20), they are strongly advised not to apply for a catalyst action.

II. Main Text of Proposal

II.1. Description of Action

Detailed description of innovative approach to overcome a European structural market barrier of European dimension and timely implementation of modal shift service, addressing in particular:

II.1.1. Definition of structural market barrier for freight transport short sea shipping, rail or inland waterway (if possible, visualisation by proposal’s annex 0).

II.1.2. Innovative solution to overcome the structural market barrier (if possible, visualisation by proposal’s annex 0).

II.1.3. General eligibility criteria G2 to G7 (see chapter 5). For G3 the ownership relation between all undertakings of the consortium must be revealed.

II.1.4. Specific eligibility criteria C1 to C3 (see chapter 6.2), for C3 only brief outline and visualisation of old ‘road’-route (visualisation by proposal’s annex 1).

II.1.5. Segment(s) of freight market.

II.1.6. Quantity of freight shifted (total and development over time of EC subsidy).

(18) Delimitation for instance possible by choosing a different old ‘road’-route between two points A and B, a different segment of the freight market and/or a different list of potential customers. Whether the delimitation is sufficient, will be judged case by case by the Commission.

(19) Annexes 1 to 5 are obligatory. Provision of annex 6 is highly recommended. The addition of further annexes is left to the discretion of the proposers.

(20) Structural market barrier shall mean any non-regulatory, factual and non-temporary impediment to the proper functioning of the freight transport chain (see also appendix 1 ‘Definitions’).
II.2. Credibility and Viability of Operation

Detailed description of consortium as well as operational and financial aspects addressing in particular:

II.2.1. Full co-ordinates (21) of lead partner, contact person (22), all other partners in the consortium and, if any, all subcontractors involved in the action.

II.2.2. Experience and track record of all partners and leading individuals (substantiated by proposal’s annexes 4 and 5).

II.2.3. Development of service based on business plan and market research, including financial justification of subsidy request (substantiated by proposal’s annexes 2, 3 and 6) (23).

II.2.4. Avoidance of unacceptable distortion of competition demonstrated by clear delimitation of proposed service against other already existing non-road freight transport services (24).

II.3. Environmental Benefits

Detailed description of the benefits to the environment (see call appendix 3), addressing in particular:


II.3.2. Qualitative environmental (& social) benefits.

II.3.3. Quantitative environmental (& social) benefits. Presentation of detailed calculation of benefits allowing easy verification by evaluation panel (see example given in call appendix 3).

II.4. Dissemination Plan

Since similar market barriers might exist on other European routes, proposers are required to foresee at one stage within the duration of the subsidy to disseminate their solution. Here a brief description of a plan on informing all parties concerned should be presented.

III. Annexes (25)

III.0. Flow chart or other graphics visualising the structural market barrier and its solution.

III.1. Map visualising the old ‘road’-route and the new ‘modally-shifted’ route.

III.2. Figure(s) visualising the business development (e.g. tonne-kilometres and loss/profit versus time).

III.3. Business plan, including table with annual figures covering duration of EC subsidy plus at least one year afterwards.

III.4. Latest annual financial statement of lead partner, validated by an approved external auditor.

III.5. CVs of leading individual(s) of consortium.

III.6. Result summary of market research, including for instance letters of intent of potential customers.

11.3. Common Learning Actions

This sub-chapter applies to common learning actions only.

Conceptually, a proposal for a common learning action should at least promote or help in achieving modal shift of freight in Europe in order to be instrumental in reaching the overall objective of the Marco Polo Programme.

II. Main Text of Proposal

II.1. Description of Action

Detailed description of concept for improvement of co-operation and sharing of know-how, addressing in particular:

(25) Annexes 1 to 5 are obligatory. Provision of annexes 0 and 6 is highly recommended. The addition of further annexes is left to the discretion of the proposers.
II.1. General eligibility criteria G2 to G7 (see chapter 5). For G3 the ownership relation between all undertakings of the consortium must be revealed.

II.1.2. Specific eligibility criteria L1 and L2 (see chapter 6.3).

II.1.3. Description of co-operation improvements and/or description of know-how shared.

II.1.4. Presentation of training plan (if possible, visualisation by proposal’s annex 1).

II.2. Credibility and Viability of Operation
Detailed description of consortium as well as operational and financial aspects addressing in particular:

II.2.1. Full co-ordinates (26) of lead partner and contact person (27), all other partners in the consortium and, if any, all subcontractors involved in the action.

II.2.2. Experience and track record of all partners and leading individuals (substantiated by proposal’s annexes 4 and 5).

II.2.3. Development of service based on business plan and market research, including financial justification of subsidy request (substantiated by proposal’s annexes 2, 3 and 6) (28).

II.3. Innovative Approach
Detailed description of innovative approach on how to achieve maximum impact of the common learning action in Europe.

II.4. Environmental Benefits
Detailed description of the benefits to the environment (see call appendix 3). Since direct modal shift is normally not achieved by common learning actions, the proposer is free to present here any positive effect on the environment/society.

III. Annexes (29)

III.1. Flow chart or other graphics visualising the training plan.

III.2. Figure(s) visualising the business development (e.g. individuals trained and loss/profit versus time).

III.3. Business plan, including table with annual figures covering duration of EC subsidy plus at least one year afterwards.

III.4. Latest annual financial statement of lead partner, validated by an approved external auditor.

III.5. CVs of leading individual(s) of consortium.

III.6. Result summary of market research, including for instance letters of intent of potential customers.

It is essential for all proposals that the name, address, telephone, e-mail address and fax number of the contact person (one only) to whom correspondence concerning the selection procedure should be sent, is provided. This person is normally an individual working at the lead partner of the consortium.

12. HOW TO SUBMIT A PROPOSAL
Applications must be submitted according to the structure given separately for each type of action in chapter 11. A mixing of actions in a single proposal is not allowed (see chapter 5 ‘General Eligibility Criterion’ G1). The proposal will need to be fully completed, including a proposed budget following the structure indicated. For each application, the applicant must supply one signed original and five copies.

A proposal should be given a short title or acronym and pages should be numbered throughout to minimise handling risks. It is the responsibility of the proposer that original and copies are identical and complete.

(26) Full co-ordinates consist of all details to allow timely and unambiguous delivery of mail as well as telephone, fax number and email address.

(27) The name of the contact person (only one) is essential, because he/she is the individual to whom correspondence concerning the selection procedure should be sent. This person is normally an individual working at the lead partner of the consortium.

(28) All Sources of funding: Please state here how the total financing of the project is envisaged (own means, loans, or further public funding). Important note: the EC-subsidy may be given in addition to other public funding, as long as this does not constitute illegal state aid, and as long as the combined public subsidy does not surpass the maximum subsidy rate of eligible costs. This rate is action type dependent (see chapter 4 ‘Financial Conditions’).

(29) Annexes 1 to 5 are obligatory. Provision of annex 6 is highly recommended. The addition of further annexes is left to the discretion of the proposers.
The proposal submitted will need to be signed and stamped by the lead partner, at the end of the main proposal text (before the annexes).

For any financial statements, originals will be needed in a later phase only. Photocopies can be forwarded at this stage of the procedure.

Applicants interested in these EC subsidies are invited to submit their application to the European Commission.

Applications may be submitted:

(a) either by registered letter postmarked no later than the closing date for submission (see chapter 14 ‘Timetable’), addressed to:

European Commission
Directorate-General for Energy and Transport
DM 28, 0/91 Courrier/archives
B-1049 Brussels

(b) or by delivery to the central mail service of the European Commission (personal delivery or delivery by any authorised representative of the applicant, including private delivery services) at the following address:

European Commission
Courrier Central
Rue de Genève 1
B-1140 Brussels

by 16.00 (Brussels time) on the closing date for submission (see chapter 14 ‘Timetable’) at the latest. In this case, proof of submission will be by means of a dated and signed receipt issued by the receiving official in the above mentioned department.

Applications received by the Commission after the closing date will not be taken into consideration.

Applications may not be delivered to the Directorate-General for Energy and Transport (whether personal delivery or delivery by any authorised representative of the applicant, including private delivery services).

Proposals must be submitted inside two sealed envelopes. The inner envelope must bear the words:

<table>
<thead>
<tr>
<th>Call for Proposals</th>
</tr>
</thead>
<tbody>
<tr>
<td>TREN/G4/SUB/03-2003</td>
</tr>
<tr>
<td>Marco Polo Programme</td>
</tr>
<tr>
<td>NOT TO BE OPENED BY THE POSTAL SERVICE</td>
</tr>
<tr>
<td>DM 28, 0/91 Courrier/archives</td>
</tr>
</tbody>
</table>

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

Additionally, for any means of submission, proposers are advised to send at the same time the completed Project Overview Form (part I of the full proposal) by fax or email to the secretariat given in chapter 13 to announce the submission. This fax is not obligatory.

13. SECRETARIAT FOR INFORMATION AND ASSISTANCE

Applications should not be delivered to this address (see previous chapter). This address is reserved for information and assistance services provided by the Marco Polo Help Desk.

European Commission — Marco Polo Help Desk
Directorate-General for Energy and Transport
Directorate G – Unit G4 ‘Intermodality and Logistics’
Ref: Call for Proposals 2003
Rue de Mot/De Motstraat 28
B-1040 Brussels
Fax (32-2) 296 37 65
E-mail: tren-marco-polo@cec.eu.int
Internet: http://europa.eu.int/comm/transport/marcopolo/index_en.htm

14. TIMETABLE

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Closing date for submission of application</td>
<td>10 December 2003</td>
</tr>
<tr>
<td>Date of opening of first batch of applications</td>
<td>12 December 2003</td>
</tr>
<tr>
<td>Estimated date of opening of second batch of applications</td>
<td>22 December 2003</td>
</tr>
<tr>
<td>Estimated date for completion of selection procedure</td>
<td>16 April 2004</td>
</tr>
<tr>
<td>Estimated date of notification of applicants</td>
<td>From 23 April 2004 onwards</td>
</tr>
<tr>
<td>Estimated date for signature of EC subsidy contracts</td>
<td>From 26 May 2004 onwards</td>
</tr>
</tbody>
</table>
Appendix 1

Definitions

For the purpose of this call the following definitions apply:

(a) ‘action’ shall mean any project related to the logistics market, executed by undertakings, which contributes to reducing congestion in the road freight transport system and/or to improving the environmental performance of the transport system by optimising transport to and from intermodal transport chains, in the territories of the Member States;

(b) ‘modal shift action’ shall mean any action directly and immediately shifting freight from road to short sea shipping, rail, inland waterways or a combination of modes of transport in which road journeys are as short as possible, without being a catalyst action;

(c) ‘catalyst action’ shall mean any innovative action aimed at overcoming Community-relevant structural barriers in the market for freight transport which impede the efficient functioning of the markets, the competitiveness of short sea shipping, rail, or inland waterways, and/or the efficiency of transport chains making use of these modes; for the purpose of this definition, ‘structural market barrier’ shall mean any non-regulatory, factual and non-temporary impediment to the proper functioning of the freight transport chain;

(d) ‘common learning action’ shall mean any action aimed at improving co-operation for structurally optimising working methods and procedures in the freight transport chain, taking into account the requirements of logistics;

(e) ‘accompanying measure’ shall mean any measure which seeks to prepare for or to support current or future actions, inter alia dissemination activities and project monitoring and evaluation, and the collection and analysis of statistical data. Measures devoted to the commercialisation of products, processes or services, marketing activities and sales promotion are not ‘accompanying measures’;

(f) ‘preparatory measure’ shall mean any action in preparation for a catalyst action, such as technical, operational or financial feasibility studies and equipment tests;

(g) ‘consortium’ shall mean any arrangement by which at least two undertakings execute together and share the risk concerning an action;

(h) ‘undertaking’ shall mean any entity engaged in an economic activity, regardless of the legal status of the entity and the way in which it is financed;

(i) ‘ancillary’ shall mean necessary, but subordinate, to achieve the goals of ‘modal shift actions’ or ‘catalyst actions’;

(j) ‘tonne-kilometre’ shall mean the transport of a tonne of freight, or its volumetric equivalent, over a distance of one kilometre;

(k) ‘close third country’ shall mean any non-Member State of the European Union or candidate country for accession to the European Union with a common border with the European Union or with a coastline on a closed or semi-closed sea neighbouring on the European Union.
Appendix 2

Work Programme 2003

The work programme for 2003 of the Marco Polo Programme consists of two parts, a multi-annual and a specific part for 2003.

1. Multi-annual Part

The multi-annual part is laid down in the Marco Polo regulation text itself, and therefore remains unchanged as long as the current version of the regulation is valid (1). This part is the basis of the other parts of this call text and fully integrated therein.

2. Specific Part for 2003

In the specific part for 2003 the following arrangements apply. They are therefore in addition to the multi-annual part valid for this call:

(a) The available budget is EUR 15 million, with which the Commission envisages to fund a maximum of fifteen (15) projects (see also chapters 2 and 3).

(b) The political priority targets are defined separately for each type of action.

2.1. Political Priority Targets for Modal Shift Actions

There are no political priority targets for modal shift actions

2.2. Political Priority Targets for Catalyst Actions

Intra-European maritime freight services, meeting at least one of the conditions below:

— Road-competitive quality of service;
— Central integrated control of the services and offer of a ‘door-to-door’ concept;
— High-quality in terms of punctuality, client information and transhipment concepts;
— Overcoming natural geographic barriers, such as the Alps and the Pyrenees, or involving the Baltic or Adriatic Sea.

Through-interoperable rail services, meeting at least one of the conditions below:

— Road-competitive quality of service;
— Central integrated control of the services and offer of a ‘door-to-door’ concept;
— Guaranteed departures and arrival times;
— Compensation system for quality deficiencies;
— Applied international interoperability of equipment, safety or information systems.

Inland waterway services integrated with rail or maritime shipping, meeting at least one of the conditions below:

— Road-competitive quality of service;
— Central integrated control of the services and offer of a ‘door-to-door’ concept;
— Optimisation of transhipment with other modes in terms of cost efficiency, handling speed and information technology;
— The inland waterway service must be linked with a rail or maritime shipping service.

Transport services that shift road freight traffic to a combination of short sea shipping, rail and inland waterways modes of transport in which road journeys are as short as possible, meeting at least one of the conditions below:

- Road-competitive quality of service;
- Central integrated control of the services and offer of a ‘door-to-door’ concept;
- Optimisation of transhipment with other modes in terms of cost efficiency, handling speed and information technology.

2.3. Political Priority Targets for Common Learning Actions

Common learning actions including mutual training, addressing at least one of the following topics:

- Adapting procedures and methods in transport systems to meet today’s logistics requirements;
- Improving procedures and methods in sea and inland ports;
- Co-operation between railways and inland waterway and/or short sea shipping and/or road;
- Integration of inland waterway transport in the logistics supply chain ‘door-to-door’ concept);
- New co-operation and capacity management models in rail;
- Improving pricing, procedures and methods in the terminal;
- European training centres;
- Actions to increase the demand for non-road transport;
- Actions aiming to improve shippers’ understanding of intermodal freight transport.

Appendix 3

Route of Transport Service (1)

A clear definition and presentation of both the old ‘road’-route and the new ‘modally shifted’-route is obligatory for modal shift and catalyst actions.

1. Concept

The overall objectives of the Marco Polo Programme are to reduce road congestion, to improve the environmental performance of the freight transport system and to enhance intermodal transport, thereby contributing to an efficient and sustainable transport system. A freight traffic shift from road to short sea shipping, rail and inland waterways, or to a combination of modes of transport in which road journeys are as short as possible must be effected.

In an action, first the entire route should be described (preferably door-to-door), i.e. including the initial freight collection and final distribution leg by truck, if any. In a second step it should be shown, which parts of the transport/logistics chain are to be shifted from road to short sea shipping, rail and inland waterways.

2. Modal Shift

The effected modal shift is to be measured in tonnes-kilometres (see definitions in Appendix 1) and principally based on the route the freight would have taken on the road, if not being shifted to the allowed alternative modes of transport, i.e. the modal shift calculation is based on the old ‘road’-route only.

Important note: Referring to chapter 6 of the main text ‘Specific Eligibility Criteria’, the envisaged road route from which freight is shifted by the action, i.e. the old ‘road’-route, must be situated on the territory of at least two EU Member States or on the territory of at least one EU Member State and a close third country (see definitions in Appendix 1). However, since only costs arising on the territory of countries fully participating (2) in the Marco Polo Programme may be subsidised by the Programme, also only that part of the route may be used in calculating the effective modal shift in tonnes-kilometres. This is of particular importance to modal shift actions when determining their maximum, theoretically possible Community financial assistance. Note that this upper limit applies to modal shift actions only.

(1) In first instance, common learning actions are not required to be concerned with a transport route. However, there are elements discussed in this chapter, such as environmental benefits, which could be also of relevance to this type of action.

(2) Under this call these countries are the 15 EU Member States only. I.e. no close third country is fully participating under this call.
Formulae:

\[ S_{\text{max}} = r_{\text{max}} \times C_{\text{total}} \text{ for all actions} \]
\[ S_{\text{limit}} = F_{\text{old}} \times I \text{ for modal shift actions only, with } F_{\text{old}} = W \times L_{\text{old}} \]

Definitions:

\( S_{\text{max}} \) is the maximum subsidy due to the restriction induced by the combination of maximum subsidy rate with total eligible costs.

\( r_{\text{max}} \) is the maximum subsidy rate, which is different for each type of action.

\( C_{\text{total}} \) is the total eligible cost of the action.

\( S_{\text{limit}} \) is the upper limit for the theoretically possible subsidy for modal shift actions.

\( I \) is the subsidy intensity for modal shift actions of 1 Euro per 500 tonne/kilometres.

\( F_{\text{old}} \) is the freight transported on the old 'road'-route in tonne-kilometres.

\( W \) is the weight of the freight transported during the duration of the subvention contract.

\( L_{\text{old}} \) is the length of the old 'road'-route in kilometres.

3. Environmental Benefits

Environmental benefits may have quantitative and qualitative elements.

3.1. Qualitative Benefits

Qualitative environmental benefits from the proposed action could be for instance, that the new 'modally-shifted' route avoids heavily populated areas and/or natural resorts.

3.2. Quantitative Benefits

The environmental benefits calculation is based on a **comparison of the relevant external costs for old 'road'-route with the new 'modally shifted'-route**. They shall be calculated by the method described below. In similarity to modal shift (chapter 2 of this appendix), also only benefits achieved on the territory of countries fully participating in the Marco Polo Programme may be used for this calculation.

In case freight is only shifted for a single element of the transport/logistics chain, the calculation is just the subtraction of two products:

Formulae:

\[ B(\text{€}) = C_{\text{old}} - C_{\text{new}}, \text{ with } C_{\text{new}} = e_{\text{new}} \times F_{\text{new}}, \text{ and } F_{\text{new}} = W \times L_{\text{new}} \]
\[ C_{\text{old}} = e_{\text{old}} \times F_{\text{old}}, \text{ and } F_{\text{old}} = W \times L_{\text{old}} \]

\[ R_S = B/S \]
\[ R_T = B/F_{\text{old}} \]
Definitions:

B is the monetised environmental benefit in Euros.

C_{new} is the external cost of the new ‘modally shifted’-route in Euros.

C_{old} is the external cost of the old ‘road’-route in Euros.

\( e_{new} \) is the specific external cost of the alternative mode of transport in Euros per tonne-kilometre.

\( e_{old} \) is the specific external cost of the road transport in Euros per tonne-kilometre (t/km).

F_{new} is the freight transported on the new ‘modally-shifted’-route in tonne-kilometres.

F_{old} is the freight transported on the old ‘road’-route in tonne-kilometres.

W is the weight of the freight transported during the duration of the subvention contract.

L_{new} is the length of the new ‘modally shifted’-route in kilometres.

L_{old} is the length of the old ‘road’-route in kilometres.

R_{S} is the (dimensionless) environmental efficiency of the Community subsidy.

R_{T} is the environmental efficiency of the shifted traffic volume in Euros per tonne/kilometre.

S is the actually requested Community subsidy in Euros.

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Specific External Costs ( e_{old} ) and ( e_{new} ) (1) (EUR per tonnes/kilometre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td>0,024</td>
</tr>
<tr>
<td>Short Sea Shipping (2)</td>
<td>0,004</td>
</tr>
<tr>
<td>Rail</td>
<td>0,012</td>
</tr>
<tr>
<td>Inland Waterway (3)</td>
<td>0,005</td>
</tr>
</tbody>
</table>

(1) Specific external costs taken into account are noise, pollutants and climate costs as well as accidents, infrastructure and congestion as discussed in annex II of the explanatory memorandum of the Commission’s original proposal for the Marco Polo Programme COM(2002) 54 final of 4.2.2002 on pages 31 to 33 (English version).

(2) Note that this external cost figure assumes fuel sulphur content of 1.5 %. In future calls it will be considered whether short sea shipping operators benefiting from subsidy should use fuel having no more than 1.5 % sulphur. In the present call usage of such environmentally friendly fuels is on a voluntary basis.

(3) Note that this external cost figure assumes a fuel sulphur content of 0.0345 %. In future calls it will be considered whether short sea shipping operators benefiting from subsidy should use fuel having no more than 0.0345 % sulphur. In the present call usage of such environmentally friendly fuels is on a voluntary basis.

Note: Specific external cost figures are valid for the whole of Europe.

3.3. Example

Let’s imagine a modal shift action, where trucks would have been transporting in 3 years 300 000 Tonnes of freight on a road route of 1 800 kilometres between port A and port B, if the entire route had not been shifted to short sea shipping. The sea route length is 2 400 kilometres. The old ‘road’-route would have been running entirely on EU territory. The estimate of total eligible costs is 3 million Euros.
a) Calculation of environmental benefits:

\[ L_{\text{old}} = 1800 \text{ km} \]
\[ L_{\text{new}} = 2400 \text{ km} \]
\[ W = 300000 \text{ t} \]
\[ F_{\text{old}} = 1800 \times 300000 = 540000000 \text{ t/km} \]
\[ F_{\text{new}} = 2400 \times 300000 = 720000000 \text{ t/km} \]
\[ e_{\text{old}} = 0.024 \text{ EUR/(t/km)} \]
\[ e_{\text{new}} = 0.004 \text{ EUR/(t/km)} \]
\[ C_{\text{old}} = 0.024 \times 540000000 = 12960000 \text{ EUR} \]
\[ C_{\text{new}} = 0.004 \times 720000000 = 2880000 \text{ EUR} \]
\[ B = 12960000 - 2880000 = 10080000 \text{ EUR} \]

Hence, the environmental (and social) benefit for this example modal shift action would be 10,08 million Euros.

b) Calculation of final subsidy request:

\[ F_{\text{old}} = 1800 \times 300000 = 540000000 \text{ t/km} \]
\[ S_{\text{limit}} = 540000000 \times 1/500 = 1080000 \text{ EUR} \]

Hence, the (theoretical) upper limit for Community financial support given by the Marco Polo Programme would be 1,08 million Euros for this modal shift action.

\[ r_{\text{max}} = 30\% \]
\[ C_{\text{total}} = 3000000 \text{ EUR} \]
\[ S_{\text{max}} = 0.30 \times 3000000 = 900000 \text{ EUR} \]

Finally, the restriction through maximum subsidy rate and total eligible costs would allow the applicants to apply for a Marco Polo subsidy of up to 0,90 million Euros only. But based on their business plan, they actually apply to the Marco Polo Programme for 0,80 million Euros subsidy only.

\[ S = 800000 \text{ EUR} \]

In the example the applicants actually request 0,80 million Euros only, because they otherwise would have made a profit during the duration of the EC subsidy (1) (see chapter 4 ‘Financial Conditions’ of main call text).

c) Environmental Efficiency:

\[ R_{\text{s}} = 10080000 : 800000 = 12.6 \]
\[ R_{\text{t}} = 10080000 : 540000000 = 0.0187 \text{ EUR/(t/km)} \]

In this example the environmental efficiency of the subsidy is 12.6, meaning that for each Euro of subsidy spent, the benefits to society are 12.6 Euros. The environmental efficiency of the shifted traffic volume is 0.0187 Euros per tonne-kilometre, meaning that society benefits with nearly 2 Cents for each tonne of freight shifted away per kilometre of the old ‘road’-route.

(1) Other reasons for not requesting \( S_{\text{max}} \) could be availability of other public funding.
Appendix 4

Project Overview Form (1) Marco Polo Programme

L1. Title of proposal:

L2. Acronym for proposal:

L3. Type of action applied for:

L4. Lead partner's full address:

L5. Contact person's name, tel., fax and email:

L6. Other partners' names and countries:

L7. Project idea (max. 2 000 characters):

L8. Entire transport/logistics route (max. 500 characters):

L9. New 'modally-shifted' part of route (max. 500 characters):

L10. Duration of EC subsidy:

L11. Total modal shift generated over duration of EC subsidy:

L12. Environmental benefits B (EUR):

L13. Total eligible cost of action C_{total} (EUR):

L14. EC subsidy requested S (EUR):

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(1) See main text of call, chapter 11, 'How to Prepare a Proposal', for explanations on how to complete this form.
Appendix 5

Declaration by the Applicant Form

In accordance with Article 114 § 2 on the award procedure of the Financial Regulation published in Official Journal L 248 of 16 September 2002 and in accordance with the detailed rules for implementation published in Official Journal L 357 of 31 December 2002, I declare on my honour that I am not in any of the following situations which would exclude me from participating in a grant award procedure:

(a) I am not bankrupt, being wound up or having my affairs administered by the courts, I have not entered into an arrangement with creditors, I have not suspended business activities, I am not the subject of proceedings concerning any such matters, and I am not in any similar situation arising from a similar procedure provided for in legislation or regulations;

(b) I have not been convicted of an offence concerning my professional judgement by a judgement which has the force of res judicata;

(c) I have not been found guilty of grave professional misconduct proven by any means which the contracting authority can justify;

(d) I have not failed to fulfil obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal provisions of the country in which I am established or with those of the country or the contracting authority or those of the country where the contract is to be performed;

(e) I have not been the subject of a judgement 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) as a consequence of another procurement or grant procedure financed by the Community budget, I have not been declared to be in serious breach of contract for failure to comply with my contractual obligations.

I undertake to provide, as soon as possible, documents in connection with points (a), (b), (d) and (e) at the request of the European Commission, failing which I expose myself to the risk of being definitively excluded from the procedure in accordance with Article 114 of the Financial Regulation and Articles 134 and 174 of the detailed rules for implementation.

I also confirm that this application for funding is not the subject of any other application for funding under the Community budget.

Done at ........................................................................................................ on ...................................................................................................................

Name: ................................................................................................................

Function: ..............................................................................................................

Signature: ...........................................................................................................