

**X. LOCATION OF ALCOHOL STOCKS TO BE SOLD UNDER PARTIAL INVITATION TO
TENDER No 27/97**

Member State	Location	Reference number of vat	Volume in hectolitres of pure alcohol	Regulation (EEC) No 822/87	Type of alcohol	Alcoholic strength (% vol)
FRANCE	Deulep Boulevard Chanzy F-30800 Saint-Gilles-du-Gard	71	20 000	35 + 36	Raw alcohol	+ 92
	Longuefuye F-53200 Château-Gonthier	12	19 394	35 + 36	Raw alcohol	+ 92
		11	22 579	35 + 36	Raw alcohol	+ 92
	Port-la-Nouvelle Avenue Adolphe-Turrel Boîte postale 62 F-11210 Port-la-Nouvelle	8	22 876	35 + 36	Raw alcohol	+ 92
2		35 151	35 + 36	Raw alcohol	+ 92	
	Total		120 000			

Operation of scheduled air services

Invitation to tender issued by Portugal under Article 4 (1) (d) of Council Regulation (EEC) No 2408/92 in respect of the operation of scheduled air services between Lisbon and Bragança, Vila Real and Lisbon

(97/C 70/13)

(Text with EEA relevance)

1. Introduction

In pursuance of Article 4 (1) (a) of Council Regulation (EEC) No 2408/92 of 23.7.1992 on access to intra-Community air routes, Portugal has decided to impose public service obligations on the routes between Lisbon and Bragança and between Bragança, Vila Real and Lisbon.

In so far as by 1.6.1997, no air carrier has commenced or is about to commence scheduled air service on the above routes in accordance with the public service obligations imposed and without requesting financial compensation, Portugal has decided, in accordance with the procedure laid down by Article 4 (1) (d) of that Regulation, to limit access to these routes to only 1 carrier and to offer by public tender the right to operate such services from 1.7.1997.

2. Object of invitation to tender

To provide, with effect from 1.7.1997, air services between Lisbon and Bragança and between Bragança, Vila Real and Lisbon.

These services will be provided in accordance with the public service obligations imposed on the services, as published in *Official Journal of the European Communities* No C 68 of 5.3.1997.

Carriers are informed that, given the specific nature of these routes, they must demonstrate that the majority of the members of the cabin staff serving the routes speak and understand the Portuguese language.

3. Participation

Participation is open to all air carriers holding a valid operating licence issued by a Member State under Council Regulation (EEC) No 2407/92 of 23.7.1992 on licensing of air carriers, as well as an adequate air-operator certificate.

4. Procedure

This invitation to tender is subject to points d, e, f, g, h and i of Article 4 (1) of Regulation (EEC) No 2408/92.

5. Tender dossier

The complete tender dossier, including the specific rules governing the invitation to tender and the public service delegation agreement, may be obtained free of charge from Direcção Geral de Aviação Civil, Rua B, edifício 4, Aeroporto de Lisboa, P-1700 Lisboa.

6. Financial compensation

The tenders submitted must explicitly indicate the amount required by way of compensation for operating the service for 2 years from the scheduled starting date (with an annual breakdown). The exact amount of compensation finally granted will be determined each year retroactively on the basis of the expenditure and revenue actually generated by the service, on production of supporting evidence and within the limits of the amount given in the tender.

7. Fares

The tenders submitted shall indicate the fares planned, which must be in accordance with the public service obligations published in *Official Journal of the European Communities* No C 68 of 5. 3. 1997.

8. Duration, amendment and termination of the contract

The contract will start on 1.7.1997. It will end on 30.6.1999. An annual review of implementation of the contract will be carried out, in concertation with the carrier, during the months of May and June of each year. In the event of any unforeseen change in the operating conditions, the amount of financial compensation may be revised.

9. Penalties for non-performance of the contract

Should the carrier be unable to operate the service in question on grounds of force majeure, the amount of financial compensation may be reduced in proportion to the flights cancelled.

Should the carrier not operate the route in question on grounds other than force majeure or fail to meet the public service obligations, the Portuguese authorities may:

- reduce the amount of financial compensation in proportion to the flights cancelled,
- ask the carrier for an explanation. If this is unsatisfactory, they may terminate the contract without notice and claim compensation for the damage caused.

10. Submission of tenders

Tenders must be sent by registered letter with acknowledgement of receipt, the postmark serving as proof, or delivered by hand in return for a receipt to Direcção Geral de Aviação Civil, Rua B, edifício 4, Aeroporto de Lisboa, P-1700 Lisboa, not earlier than 4 weeks and not later than 31 days from the date of publication of this invitation to tender in the *Official Journal of the European Communities*. Tenders must be lodged not later than 17.00 (local time) on the last day of the abovementioned period.

11. Validity of invitation to tender

In accordance with the first sentence of Article 4 (1) (d) of Regulation (EEC) No 2408/92, the validity of this invitation to tender is subject to the conditions that no Community carrier who may be authorized to operate the route applies by 1.6.1997 for authorization to operate the route in question as from 1.7.1997, in accordance with the public service obligations imposed, without receiving any financial compensation.

Should 1 or more carriers apply by 1.6.1997 to operate these routes, while meeting the public service obligations imposed and without claiming compensation, this invitation to tender will become invalid.