Funding for Airports Regions

ARC

AIRPORT REGIONS CONFERENCE

AIRPORT REGIONS CONFERENCE

A Word from the President

Credit : Liam Sweeney

Dear Friends,

I have been fortunate enough to be the ARC President for 9 years, and during this decade the world has changed a lot, the global economy has been up and down, the aviation economy has been up and down and up again and down again. Still, the concerns encountered by the airport regions, the regions with an airport on their territory have remained the same. The only change is that these concerns have grown in intensity and that money to address these concerns is scarcer.

As politicians, we are very much aware that we have been elected to ensure the quality of life for our residents; it means that we have to be on the forefront of combats that are sometimes unusual for local authorities.

We have to...

... mitigate and manage the nuisances generated by a strong business, a business that is needed by our local economy, the aviation business;

... create the link between this aviation world and the "down to earth" world, in order to be able to communicate on the benefits and nuisances of the airport;

... seize the opportunities stemming from the airport presence in terms of employability of our residents, in terms of creating dynamics and synergies;

... implement very specific strategy for our public transport systems, in order to decongest the access and in order to do our share in the global carbon emissions reductions.

More often than not, these concerns are at the border between two different sets of policies, which makes it difficult to explain to the fund providers. When applying to a transport related programme, how can the region still take into consideration the environment, and education and training?

Hence we sometimes have the feeling that getting to know the funding programmes adapted to our needs is impossible. With this guide, we want to raise the ARC members awareness on existing funds where our concerns are eligible. This brochure is meant as a tool to help you decide where you can apply.

I hope you will use it and I wish you good luck in all your applications.

Anne Devitt

ARC President (2002-2011)

A Word from the Secretary General

Credit: Lotta Johansson, ARC

The EU funding system for regions or for projects has the well-deserved reputation of being a labyrinth. However, each journey begins with a first step, and with this Funding for Airport Regions (FAIR) guide we wish to encourage you to do these first steps.

Like God, the European Union tends to help those who help themselves. In other terms, the EU co-financing is by definition only a complementary source of funding for projects. It is not possible to expect a complete funding of your projects. However, if you already have a project related to your airport region and some share of its funding, this FAIR brochure will bring good news to you. You will be able to browse through various sources of funding and to find concrete tips and examples as well as contact details of EU experts to streamline your future applications. ARC will also provide its members with regular updates on the most relevant funds available.

We are at the border between two financing periods. Some programmes exist until 2013, and will be renegotiated after that date, some new programmes will be implemented after that date. Considering the economic and financial turmoil that Europe is currently facing, we can expect the discussions on the EU budget for 2014-2020 to be rather difficult. They will have a direct and negative impact on the funds available for all regions. Besides, some programmes or calls for tenders which are currently active may very well be amended or abandoned in the coming years. Therefore, uncertainty is an important component of the EU funding policy these days.

You will see that some programmes are not specifically reserved for local authorities. They also address for instance undertakings and research centers. Nevertheless, we know it can be key for an airport region to disseminate the information to the research centres, universities or companies within your region.

We have the pleasure to present to you twelve programmes that, in one way or another, are addressing the concerns that we have for our regions. Get started right away, and make the European airport regions get the funding they deserve.

Léa Bodossian

ARC Secretary General

INTERREG

Presentation and objectives

Territorial cooperation is the third pillar of the European regional policy, with convergence and regional competitiveness. It is supported through the INTERREG initiative, a 7 year programme now in its fourth edition - INTERREG IV, for the period 2007-2013. The following factsheet presents briefly the programme.

INTERREG IV has three dimensions:
- Cross-border cooperation (INTERREG IV A), Transnational cooperation (INTERREG IV B), Interregional cooperation (INTERREG IV C).

Total budget: € 7.5 billion for 2007-2013
Financial instrument: European Regional Development Fund (ERDF)

a. **INTERREG IV A - Cross-border cooperation**

ERDF contribution: €5.6 Billion

OBJECTIVES: to support, among others, project improving access to **transport and communication** networks, developing joint use of **infrastructure, employment and equal opportunities work**.

> There are currently 52 operational programmes (OPs)
> See the full list: http://ec.europa.eu/regional_policy/atlas2007/eu/crossborder/index_en.htm

Example
There is a large variety of funding possibilities for airport regions considering the 52 OPs, for instance the "Alpine Space" (Germany, France, Italy, Austria, Slovenia, Liechtenstein, Switzerland) focusing on accessibility to public transport, mitigating negative impact of traffic flows and promoting sustainable and innovative mobility.

ERDF contribution: € 97.7 million.

Web site: http://ec.europa.eu/regional_policy/country/prordn/details_new.cfm?gv_PAY=FR&gv_reg=ALL&gv_PGM=1258&LAN=7&gv_per=2&gv_defL=7

b. **Transnational cooperation (INTERREG IV B)**

ERDF contribution: € 1.8 billion

OBJECTIVES: to support cooperation between regions from several EU Member States on matters such as sustainable urban development, especially polycentric development, innovation, environment, accessibility.

> There are currently 13 programmes.
> To access the map: http://ec.europa.eu/regional_policy/images/map/cooperat2007/transnational/transnat_mosaic.pdf
> To see the full list: http://ec.europa.eu/regional_policy/atlas2007/transnational/index_en.htm

Example
There is a large variety of funding possibilities for airport regions considering the 13 OPs, for instance the cooperation between Belgium and the Netherlands to preserve natural resources in areas with heavy traffic and intense industrial activity.

ERDF contribution: € 95 million.

Web site: http://ec.europa.eu/regional_policy/country/prordn/details_new.cfm?gv_PAY=BE&gv_reg=ALL&gv_PGM=1304&LAN=7&gv_per=2&gv_defL=7

c. **INTERREG IV C – Interregional cooperation**

OBJECTIVES: to enable all EU regions to work together. It is structured around two priorities: innovation & the knowledge economy, and environment & risk prevention.

> **ERDF contribution**: € 321 million.
> There is no geographical criterion: all regions are eligible.

Example
SUGAR (**Sustainable Urban Goods logistics Achieved by Regional and local policies**) focuses on addressing the problem of inefficient and ineffective management of urban freight distribution, a critical component of the overall urban transport system and a primary source of vehicle pollutant emissions.

ERDF contribution: € 2.8 million.

Web site: http://www.interreg4c.eu/showProject.html?ID=40793

How to apply

The eligible conditions, size, scope, duration of projects vary from one programme to another. There are however some principles and rules in common that are listed below. For more details, refer to the operational programmes and specific projects.

INTERREG IV A and IV B
- All Member States can participate in Interreg IVA and IV B, but only if an organisation or authority is located in the eligible area of one of the programmes. As a general rule, a maximum of 150 km from the border shall be eligible for financing.
- Co-financing vary between 50 and 85%
- Every project should include a partnership consisting of at least two partners from different countries in the programme area.
- Each OP has its own definition for eligible partners, but they usually include regional and local authorities, state organisations, NGOs, private enterprises.
- Projects are selected through calls for proposals at regional level. The frequency depends on remaining funds.

INTERREG IV C
- Projects have to involve partners from at least three countries, from which at least two partners must be from EU Members States.
- All Member States are eligible.
- Eligible beneficiaries have to be public authorities or bodies whose expenditure is considered as public expenditure.
- Participation in operations of the private sector at their own cost.
- Co-financing is 75% or 85% of the project costs, depending on the GDP per head of the participating Member State.
- It is not possible to receive advance payments, meaning that partners have to pre-finance project activities. The IVc payment grant is based on six-month progress reports.

Revision of the Cohesion funds (after 2013)

On 6th October 2011, the European Commission published the proposals for the future of the cohesion funds: http://ec.europa.eu/regional_policy/what/future/proposals_2014_2020_en.cfm

Negotiations on the Multiannual Financial Framework for the whole EU budget will continue in parallel. The Commission has proposed to allocate €336 billion for cohesion policy instruments in 2014-2020. The lists of eligible regions will be decided after the adoption of the package.

Next steps:
2011-2012: discussion and adoption of the proposals by the Council and European Parliament
2014: a new generation of cohesion policy programmes

Credit : Lotta Johansson, ARC

Interview with Commissioner Hahn, in charge of the EU regional policy

Credit : European Commission

What are the main changes of the new regional policy proposed by the European Commission for airport regions?

The proposals for cohesion policy after 2013 aim to increase the overall impact of EU investment and to get value for taxpayers' money through tangible results. Investment in competitiveness and jobs is at the heart of the Europe 2020 Strategy to ensure smart and sustainable growth for all. The regulations do not address directly «airport regions» but define less developed, transitional and more developed regions. Airports are found in many regions, which fall under all three of these categories.

Are there new funding opportunities for airport regions?

In its alignment with Europe2020, the European Commission proposals for regional policy outline key thematic priorities. The proposals allow flexibility for Member State and regions to focus on investments in line with their own development needs, challenges and opportunities. The European Commission favours smart specialisation strategies in all regions. In that context it is up to regions to identify how airports can fit into such a strategy. For «airport regions» this could mean the full exploitation of the opportunities presented by accessible air travel facilities to promote, for instance, the internationalisation of Small- and Medium-Sized Enterprises (SMEs). That said, regional airports, and indeed, airports in general, should essentially be viable commercial undertakings. Sound business planning and demand forecasts are critical to their success also for finding investors. Triggering regional development asks for more than building an airport, it has to be embedded into investments to truly connect the airport, to invest into the business environment through supporting innovation and SMEs. The reinforced place based approach of regional policy will provide the context to better address the needs of airport regions.

How will the regional policy link up concretely with the TEN-T funds through the «Connecting Europe facility»?

The European Commission has proposed the creation of a Connecting Europe Facility which will focus on investments in strategic infrastructure. They will address cross border infrastructure and strategic bottlenecks all over Europe. Projects financed under this facility will clearly address those projects which provide the highest European value added in terms of contributing to the single European transport network. The project selection will be on a competitive basis by a Commission's executive agency. For this reason it has been proposed by the European Commission that 10 billion Euro will be ring fenced from the Cohesion Fund for addressing cross border infrastructure and strategic bottlenecks in Member State eligible for the Cohesion Fund. The funding provisions, e.g. co financing rates, will be the same as for projects directly funded by the Cohesion Fund. Regional policy will continue to support large infrastructure investments in less developed and transition regions through the Cohesion Fund and the European Regional Development Fund (ERDF) by encouraging Member State and regions to develop realistic and mature investment strategies in transport networks and build up the capacities for addressing these complex projects. I think that this combined effort through the Connecting Europe Facility and regional policy will increase the speed of realisation of high quality projects in transport which connect Member State and regions to the European transport network and address future needs for traffic infrastructure.

LIFE+ programme

Presentation and objectives

LIFE+ is the EU's financial instrument supporting environment and nature conservation projects of European interest (e.g. Water, waste, climate change).

(**Total budget: € 2,14 bn for 2007-2013,** € 267 m in 2011)

The programme is divided in three categories:

a. **Nature & Biodiversity**
A project must be either LIFE+ Nature (contribute to the implementation of Birds and Habitats Directives) or LIFE+ Biodiversity (halting the loss of biodiversity).

b. **Environment Policy & Governance**
- **Air**: to achieve levels of air quality with no significant negative impacts on and risks to human health and the environment;
- **Urban environment**: to contribute to improving the environmental performance of Europe's urban areas;
- **Noise**: to contribute to policy development and implementation on environmental noise;
- Other themes include soil protection, innovation, climate change, support the environment and health action plan, etc.

c. **Information & Communication**
The objective is to disseminate information and raise awareness on environmental issues and to provide support for accompanying measures, such as communication campaigns, conferences and training.

Maximum rate of EU's financial support	- up to 50 % of the eligible costs for "Environment Policy and Governance" and "Information and Communication" projects - up to 75% for "Nature and Biodiversity projects
Indicative annual national allocations	The Commission shall ensure a proportionate distribution of projects by establishing indicative annual national allocations for 2011-2013, based on the population, its density, and other criteria linked to nature and biodiversity. No Member State should receive less than € 1 m per year.
Size of projects	There is no fixed minimum size for project budgets. Beneficiaries should however be aware that the European Commission favours the co-financing of large, ambitious LIFE+ proposals with a substantial budget. Historically, the average grant awarded has been in excess of 1 million €.
Duration of projects	There is no minimal or maximal duration; the average is 2 to 5 years.
Dates of calls in 2011	26 February 2011: publication of the call
Deadline for submission in 2011*	- 18 July 2011: deadline for applicants to send proposals to national authorities (Member State in which the beneficiary is registered). - 9 September 2011: deadline for Member States to provide proposals to the European Commission.
Next financial period (2012)	Beginning of 2012 - June 2012

*this should give you an indicative idea of the timeframe to present your projects in the next calls.

How to apply

Some information might change from one call to another. There will be one call in 2012 and another one in 2013.

■ **Beneficiaries**: Proposals may be presented by legal entities established in the EU, among which local authorities[1] . **There is no obligation to involve partners.**

■ **Eligibility rules**: projects shall be related to one of the three components of the programme. The actions have to take place in the EU (except for "Nature and conservation" projects since 2011).

Depending on their character, projects must follow one of these three approaches:

1. **Best practice**: apply cost-effective techniques for the conservation of species/habitats. It includes monitoring as a compulsory action.
2. **Demonstration**: tests and disseminates actions that are new to the project's specific context but that should be reproducible. Monitoring, evaluation and dissemination are parts of the demonstration approach;
3. **Innovation**: applies a technique or method that has not been applied or tested elsewhere and that offers potential environmental advantages to current best practices.

All components of the programme shall include communication actions (usually 5 to 10% of the total budget).

■ **Eligible costs**
Costs should be incurred during the project's lifecycle, be identifiable and controllable.

■ **Combining with other EU funding instruments**
LIFE+ is not meant to be combined with other EU funds (structural funds or others). National or regional co-fundings are compatible provided that they are not stemming from EU grants.

■ **Application and evaluation process**
Having regard to national priorities submitted by MS, project proposals shall be forwarded to the national authority of the MS in which the beneficiary is registered. Proposals are then **submitted by the national authorities to the Commission**.

The selection/evaluation/revision process is carried out by the Commission, with the assistance of independent evaluators. MS may provide written comments on individual project proposals, in particular on whether it corresponds to national annual priorities. However, the Commission draws up the final list of projects to be co-financed.

■ **Tips to applicants**
The LIFE+ Regulation allows EU MS to define national priorities in relation to each LIFE+ call for proposals. Projects from these MS are more likely to be selected for funding if they are in line with the relevant national priorities, as well as with the LIFE+ criteria.

Suggested steps:

1. Identify the environmental problem you wish to address and your needs for support;
2. Think about whether LIFE + is the right programme for your project: there are other programmes that might be more appropriate
3. Read all the documentation and most important of all, the common provisions
4. Put together a project team
5. Start a forum discussion to find partners or exchange information to learn from others
6. Before submitting your proposal, ask someone else ("a fresh pair of eyes") to read the proposal for you to give an objective opinion
7. Submit your proposal in the requested format to the national authority (not the Commission) a few days before the deadline

Revision of LIFE + programme (after 2013)

The Commission launched a discussion process on the future of LIFE+ from 2014 onwards with a view to designing a new EU financial instrument (a continuation of LIFE+) on environment and climate protection. At the end of 2011, the European Commission should adopt a proposal on the future EU financial instrument for environment and climate protection.

Credit : courtesy municipality of El Prat de Llobregat

[1]Article 7 of LIFE + regulation "public and/or private bodies, actors and institutions may receive financing through LIFE+

L.IN.F.A - LIFE-Environment Interventions: innovative measures for the improvement of air quality and the reduction of noise in the Fraschetta area

OBJECTIVES: The L.IN.FA project aimed to build a new preventive approach to environmental problems in the Fraschetta area (eastern suburbs of Alessandria). Focusing on air quality and noise abatement, an innovative air and noise monitoring system, linked to an up-to-date real-time database, was to be developed.

RESULTS: The main environmental achievement of the project was the development of a scientific tool able to forecast the evolution of pollution conditions and consequently find strategies for correcting and/or preventing them. This tool uses advanced technologies to forecast, simulate and evaluate pollution levels and the likely impact of adopted policies. The development of this innovation involved all the interested bodies in environmental pollution prevention and correction (regions, provinces, municipalities, health organisations, universities, etc.).

Beneficiary: Comune di Alessandria

Total budget: € 1,041,396 **LIFE + contribution**: € 484,119

Duration: 01-DEC-2003 to 30-MAY -2006

Web site: http://ec.europa.eu/environment/life/project/Projects/index.cfm?fuseaction=search.dspPage&n_proj_id=2702#EI

The Trans-European Transport Network programme

Presentation and objectives

The TEN-T programme consists of hundreds of projects – defined as studies or works – whose ultimate purpose is to ensure the cohesion, interconnection and interoperability of the trans-European transport network, as well as access to it. TEN-T projects, which are located in every EU Member State, include all modes of transport.

(**Total budget: € 8.013 billion for 2007-2013**.)

Other financial instruments: Cohesion Fund, European Regional Development Fund and European Investment Bank's loans and credit guarantees.

Maximum rate of EU's financial support	The total amount of Community aid shall not exceed the following rates : **1. Studies**: 50 % of the eligible cost, irrespective of the project of common interest concerned; **2. Works**: *2.1. Priority projects*: - a maximum of 20 % of the eligible cost, - a maximum of 30 % of the eligible cost for cross-border sections, provided that the Member States concerned have given the Commission all necessary guarantees regarding the financial viability of the project and the timetable for carrying it out; *2.2. Projects other than priority projects: a maximum of 10 % of the eligible cost.*
Indicative annual national allocations	> Deadline for submitting questions: 13 September 2011 > Eligibility check & external evaluation: October 2011 > Selection: Mid-November 2011 > Consultation other DGs: December 2011 > European Parlaiment right of scrutiny: January – early February 2012 > Signature of individual Decisions: From March 2012

* this should give you an indicative idea of the timeframe to present your projects in the next calls

How to apply

Funding is primarily allocated to projects selected via calls for proposals (**Multi-Annual Call and Annual Call**) which are launched each year by DG MOVE and, as of 2009, by the TEN-T Executive Agency on its behalf.

■ **Beneficiaries**: all EU Member States or, with the agreement of the Member States concerned, international organisations, joint undertakings, or public/private undertakings or bodies.

■ **Eligibility rules**: eligibility criteria are evaluated on the basis of the criteria defined in the relevant work programme and call texts. Essentially, these relate to:
> relevance to the TEN-T priorities and policy objectives
> maturity: is the Action ready to go?
> impact: anticipated socio-economic effects and impact on the environment
> quality: completeness, clarity, soundness and coherence

■ Tips to applicants

1. **Start early**: consult national environmental authorities early on. You need the approval of Member States concerned
2. **Anticipate competition**: Calls are over-subscribed
3. **Ensure that all parts** of your application are fully completed (A, B1 and B2)
4. **Submitting your proposal in English**, or with an English translation, will greatly facilitate and speed up the evaluation process + eSubmission tool is available since 2011

Intermodal hub project for Catania Fontanarossa International Airport (Sicily)

Source: TEN-T Executive Agency

The Global Project aims at building an intermodal hub at Catania airport, as an interchange point for the air transport with the: high speed line Catania-Palermo ; Messina-Catania-Syracuse railway line ; urban rail link connecting the port to the Bicocca freight station and Catania central station ; Circumetnea metro line urban and trunk public road transport connections.

The preliminary study to realise a modern intermodal hub at the Fontanarossa International Airport in Catania received €1 million in EU support from the 2010 TEN-T Annual Call. The study will develop plans for the optimal solution for building a single intermodal hub at the airport able to provide an effective multimodal interchange.
The main objective of the current Action is to prepare the design and study documentation in order to obtain permits, providing the basis for the works envisaged in the Global Project. This will be done in line with urban planning compliance, the Environmental Impact Assessment.

The proposed Action aims to coordinate and integrate four railway projects, in particular, and the public transport system, in general, by seeking the best solution for building a single intermodal hub at the airport, where all public transport lines would converge, thus providing an effective rail-road-air modal interchange.

Member States involved: Italy
Beneficiaries & Implementing bodies: Ente Nazionale Aviazione Civile , Società Aeroporto Catania
Implementation schedule: September 2010 - December 2012
Total budget: € 2 million **EU contribution** : € 1 million (50% for studies)
Project web site: http://tentea.ec.europa.eu/en/ten-t_projects/ten-t_projects_by_country/italy/2010-it-91127-s.htm

Revision of the TEN-T guidelines

On 19th October 2011, the European Commission adopted a package for a new transport infrastructure policy for the period 2014-2020. Its aim is to focus spending on a smaller number of projects where real EU added value can be realised.
The new TEN-T network consists of two layers: a **core network** to be completed by 2030 and a **comprehensive network** feeding into this, to be completed by 2050. The comprehensive network, will ensure full coverage of the EU and accessibility of all regions. Both layers include **all** transport modes.
The Connecting Europe Facility makes €31.7 billion available for transport infrastructure for the next financial period 2012–2020.

The core network will connect:

> 83 main European ports with rail and road links
> 37 key airports with rail connections into major cities. These include, amongst ARC members: Barcelona, Ljubljana, Prague, Helsinki
> 15,000 km of railway line upgraded to high speed

To find out more on the **main airports that shall be connected with the railway and road transport infrastructure of the TEN-T network by 31 December 2050** and that shall be integrated into the high speed rail network “wherever possible”, look at part 1b of the following document: http://ec.europa.eu/transport/infrastructure/connecting/doc/revision/annexe-ii.pdf

Note that the 19th October proposal of the Commission will be reviewed by the European Parliament and Council in 2012 and that ARC will get the chance to influence the final legislation.


Credit : courtesy municipality of El Prat de Llobregat

INTELLIGENTENERGYEUROPE PROGRAMME - STEER & ELENA

Presentation and objectives

The Intelligent Energy Europe Programme (IEE) supports EU renewable energy and energy efficiency policies. It is part of the Competitiveness and Innovation Framework Programme (CIP) (€ 3.6 billion for 2007-2013). IEE comprises several branches amongst which STEER for Energy in transport that is probably the most relevant to ARC members concerns. ELENA is a technical assistance that comes as a support to facilitate the mobilisation of funds for investments in sustainable energy at local level.

(**Total budget**: € 730 million for 2007-2013.)

STEER (Energy in transport) is the vertical action of the IEE programme that focuses on:

> Alternative fuels and vehicles
>Policy measures for efficient use of energy in transport
>Strengthening the knowledge of local energy agencies in the transport field

Financing instruments are:
a. **Funding projects**:
- Applicants have to respond to annual calls for proposals
- Cover up to 75% of the project's costs

b. **Procurement of products and services**:
- Call for tenders from the European Commission and the Executive Agency on Competitiveness and Innovation (EACI) to subcontract studies and services to private companies and organisations in line with the IEE programme
- The services required and the criteria for applicants are detailed in each call for tender.

c. **ELENA - European Local ENergy Assistance**:
ELENA is a technical assistance facility that makes funds available to EU cities and regions investing in sustainable energy. It is run by the European Investment Bank (EIB) and the KfW Group. It helps cities and regions to develop larger programmes by providing technical support that is necessary to prepare, implement and finance the investment programme (feasibility and market studies, structuring of programmes, business plans, energy audits, preparation for tendering procedures).

Dates of the 2011 call for proposals (to anticipate 2012 milestones)	> Launch of the call: 18 January 2011 > Closing date for submission of proposals: 12 May 2011 > Evaluation: June to October 2011 > Notification of applicants: November 2011 > Contract negotiation: November to January 2012 > Contract signature: February 2012 onwards The next call for proposals will be available in early 2012. > Next info Day, Brussels : 24 January 2012
Call for proposals 2011	Funding areas in 2011 > Energy efficiency (SAVE ~€12m) > Energy use in transport (STEER ~€12m) > Renewable energy sources (ALTENER ~€16m) > Integrated initiatives (INTEGRATED ~€27m)
Duration of projects	2 to maximum 3 years projects
Size of projects	There is no limitation but the focus is on projects with a big impact (leverage, sustainability of solutions)

How to apply

Supported actions are: Creating and spreading effective methods and best practice; Training and Education; Know-how transfer; Market intelligence.

■ **Beneficiaries**: Any public or private organisation established in the EU, International organizations.

■ **Eligibility rules**: To be eligible the proposals must:

> involve at least three partners from 3 Member States;
> take into account the overall objectives of the IEE programme and the priorities of that specific call, and explain how these will be implemented;
> make a wide and long lasting contribution to the implementation of the EU's policy objectives regarding clean and renewable energy.

'Hardware' investments or research and development projects are not eligible for funding.

■ **Tips to applicants**

1. **Focus on the priorities** of the specific annual call
2. **Explain the EU added-value** of your project: the transnational dimension is crucial
3. Have a **quality implementation methodology**
4. Provide a **comprehensive communication plan**
5. Proposals can ONLY be submitted through the **on-line application system**
6. **Attend the information days** organized in Brussels and in Member States

More Options for Energy Efficient Mobility through Car-Sharing (MOMO Car-Sharing)

OBJECTIVES: Establish and increase car-sharing as part of a new mobility culture – contributing to implement policy goals of the EU urban transport orientations. The target is to extend the number of car-sharers in Europe considerably and to establish car-sharing in cities where this innovative system currently does not yet exist. MOMO will support the awareness about car-sharing and will develop recommendations on how to develop and establish eco-efficient car-sharing.

Budget: € 2.3 million **(EU contribution: 75%)**

Duration: **01/10/2008 - 30/09/2011**

Project web site: http://www.momo-cs.eu

CIVITAS

Presentation and objectives

The CIVITAS initiative ("City-Vitality-Sustainability", or "Cleaner and Better Transport in Cities") was launched in 2002 and is a now in its third phase (2008-2013), named "CIVITAS Plus". It is a network of 25 cities that are "living laboratories" for learning and evaluating innovative solutions for sustainable and clean urban transport. It is a programme of cities for cities: the tested projects must generate knowledge that is transferable to all cities across Europe.

(**Total budget**: € 80 million for 2008-2013.)
Financial instrument: 7th Framework programme for research & development (FP7).

How to apply

■ **To participate to projects with co-financing**:
- Calls for proposals are published every 2 or 3 years, under the specific progamme "Cooperation", for transport and energy.
- Next call: beginning 2012.

■ **To participate to the CIVITAS initiative without co-financing**:
- Participation to the CIVITAS Forum Network is open to all cities.
- There is a European network and several national networks.
- Possibility to exchange through thematic groups, study tours, conferences, etc.

MIMOSA "Making Innovation in MObility and Sustainable Actions", involves five cities: Bologna (Italy), Funchal (Portugal), Gdansk (Poland), Tallinn (Estonia), and Utrecht (Netherlands), that work together on innovative transport solutions with scientific support such as promotion of cleaner vehicles and fuels, attracting new passengers to public transport modes, reducing congestion through access restrictions, road and parking management, etc.

Web site: http://www.civitas-mimosa.eu/main/

JESSICA

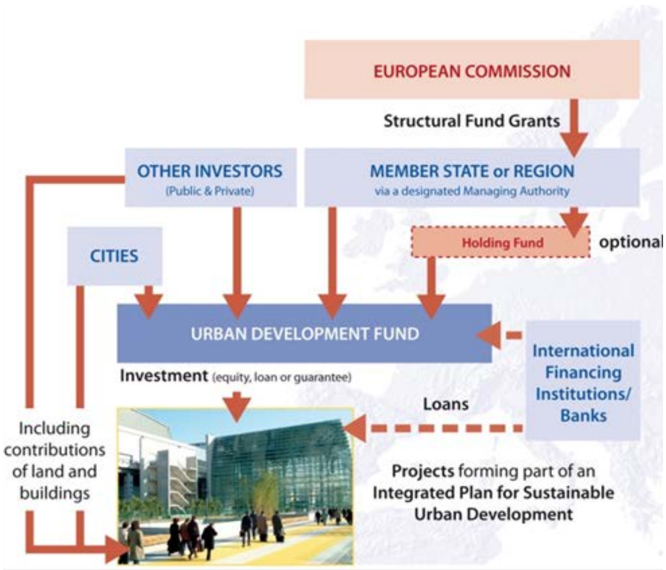
Presentation and objectives

JESSICA – the Joint European Support for Sustainable Investment in City Areas- is a joint initiative of the European Commission and the European Investment Bank (EIB) in collaboration with the Council of Europe Development Bank (CEB).
Member States beneficiating from structural funds have the possibility to make repayable investments in projects in the form of equity, loans and/or guarantee.

JESSICA is **not a new source of funding** but rather a new way of using existing structural fund grants to support urban development projects through:
- **Recycling of funds** : avoid non-absorption of structural funds and therefore helping Member States to remain eligible for the next programming period;
- **Leverage**: ability to engage the private sector.

Total budget: €30 billion in lending support to urban transport and renewal projects over the past 5 years.
- Supports urban development projects of Member States beneficiating from structural funds, in projects such as urban infrastructure (including transport) and energy efficiency improvements.
- Acts as catalyst in urban areas to enhance the investment market and therefore complement other initiatives or sources of funding that may already exist in the Member State (with due respect to State aid rules).

How JESSICA funds are channeled:



Source : EIB

JESSICA in London will promote urban development and regeneration by encouraging investments in environmental projects within poor neighborhoods. There is a lack of incentive for the private sector to invest as pricing and the regulatory environment are not currently conducive to a viable business case. JESSICA intervention can make investment in new sources of energy economically advantageous through a public-private partnership.

More information: http://www.eib.org/attachments/uk-london-study-en.pdf

How to apply

The EIB shall issue **calls for expression of interest** to identify and select appropriate urban development funds eligible to receive financial contributions from the JESSICA holding funds.

Eligibility rules
- Regions eligible to structural funds.
- Member States must include in their operational programme (for structural funds) an urban agenda, the potential use of JESSICA in delivering this agenda and the part of structural funds they want to channel using JESSICA.
- Projects must be part of an "integrated plan for sustainable urban development", ie a coherent set of measures for urban development.

URBACT

Presentation and objectives

URBACT is a European exchange and learning programme promoting sustainable urban development in cities. The URBACT II programme runs from 2007 to 2013.

(**Total budget**: € 68.8 million for 2007-2013)
ERDF contribution: € 53.3 million

There are two types of projects:

	Thematic networks	Working groups
Composition	- 8 to 12 partners from at least 3 different member states - 1 lead partner city - A maximum of 3 partners that are not cities	- 6 to 8 partners from at least 3 different Member States - 1 lead partner public authority - At least 2 partners must be cities
Duration	3 years - Developing phase: 6 months - Implementation phase: 30 months	2 years - Developing phase: 4 months - Implementation phase: 20 months
Budget	Between € 300 000 and € 710 000	Between € 150 000 and € 300 000

How to apply

There are two ways of participating to URBACT:

> Calls for proposals are regularly opened for targeted projects :
- Read the call for proposals, the Programme Manual and the applicant's guide;
- Fill out the expression of interest and the attached financial tables and send them to the URBACT Secretariat.

The next call for proposals will be launched in December 2011.

> Join an approved project at the end of its development phase, when the project is taking on additional partners.

■ **Beneficiaries**: cities (practitioners and officials), local authorities, universities, research institutions and other public authorities, from at least 3 Member or Partner States (Norway+Switzerland).

■ **Tips to applicants**:
URBACT does not finance the implementation of Local Action Plans, which can be funded by the partners or by other programmes (ERDF, European Social Fund, etc.).

An URBACT project involves:
- 6 to 12 cities (or other partners);
- Cities discussing, sharing and working for 1 to 3 years;
- Local partners who develop pragmatic local action plans and partners developing tools and recommendation for other European cities.

TOGETHER promotes co-responsibility between public authorities, citizens and private stakeholders to improve living conditions, socio-economic inclusion, etc.

Web site: http://urbact.eu/fileadmin/Projects/Together/outputs_media/TOGETHER_English-_web.pdf

ESPON

Presentation and objectives

The ESPON 2013 programme – the European Observation Network for Territorial Development and Cohesion- aims at supporting policy development for territorial cohesion and harmonious development.
Its objectives are to improve European knowledge on territorial development and cohesion (including data, indicators, typologies, models and maps).

(**Total budget**: € 47 million for 2007-2013, 75% **ERDF contribution**, 25% **Member States contribution**)

Several priorities are co-financed:
- Applied research on territorial development, competitiveness and cohesion to assess strengths and weaknesses of regions and cities;
- Territorial indicators, data, analytical tools and scientific support;
- Capitalisation of ESPON results (media activities, training, seminars, workshops, publications);
- Technical assistance, analytical support and communication plan to process scientific output towards the policy level.

List of beneficiaries (June 2011) : http://www.espon.eu/main/Menu_Programme/Menu_Beneficiaries/

Last call for proposals in 2011	Open: 24 August 2011 Deadline for submission: 20 October 2011 > Next info Day, Brussels : 24 January 2012
Total available amount	€ 7.4 million
Next call for proposals	May 2012 (tbc)

How to apply

The selection of projects is done through calls for proposals and expression of interest.

■ **Beneficiaries**: Public and private bodies from 31 countries (EU 27, Iceland, Lichtenstein, Norway and Switzerland).

■ **Eligibility rules**: specified directly in the call.

■ **Tips to applicants**:
The project:
- proposes a position/innovation that brings a clear added value compared to other current or past initiatives;
- contributes to advancement of knowledge;
- has an effective scientific methodology and associated work plan.

Transport ACCessibility at regional/local scale and patterns in Europe – TRACC (applied research)
Good accessibility and connectivity is one of the most crucial factors in deciding on a location for economic activities. This project shall strive for a comprehensive and integrated research approach, taking into account social, cultural, environmental, and economic aspects. Its aim is to deliver innovative results which can support the policy development in the field of transport and accessibility improvement, territorial development, competitiveness and cohesion. It shall support policy makers in finding trade-offs between promoting accessibility for passenger and freight transport and competitiveness, sustainability, saving energy and territorial development.

Budget: € 699 790

Duration : February 2010 – May 2012

Web site: http://www.espon.eu/main/Menu_Projects/Menu_AppliedResearch/tracc.html

The 7th Framework programme

Presentation and objectives

The 7th Framework programme (FP7) for research and technological development is the European Union's instrument for funding research in Europe.

(**Total budget**: € 52.3 billion for 2007-2013.)
Categories: Cooperation, Ideas, People and Capacities.

The specific programme on "Cooperation" has the biggest budget (€32.4 billion) and is the most relevant for airport regions. It supports all types of research activities carried out by different research bodies in trans-national cooperation according to ten thematic areas, among which transport (including aeronautics) and environment (including climate change).

Aeronautics and air transport have a budget of € 960m and include:
- The Greening of air transport
- Increasing Time efficiency
- Pioneering the air transport of the future

Deadline for submission	Depending on the thematic: 1 December 2012 or 14 March 2013
Next financial period covered by the 2013 work programme	Dates of call for proposals: +/- 20 July 2012- +/ - 2 December 2012 The next transport work programme is under preparation and will be published in summer 2012. A transport Infoday related to the publication of the work programme is expected to take place in summer 2012.
Next proposal covering 2014-2020 called "Horizon 2020"	Publication by the Commission end 2011 and codecision by Parliament and Council in 2012-2013

How to apply

The FP7 types of projects are:
- Collaborative projects (clear scientific and technological objectives)
- Networks of Excellence (gathering research institutions around a specific subject)
- Coordination and support actions (no research but coordination, studies, networking, dissemination, etc.)
- Individual projects

■ **Beneficiaries**: participation in the FP7 is open to a wide range of organisations and individuals: public administration (local, regional or national), universities, research centres, SMEs.... Different participation rules apply, depending on the research initiative at stake.

■ **Eligibility rules**: priorities are defined by the European Commission and MS for the seven year programming period and detailed for each annual programme.

■ **Co-financing rates:**
- standard reimbursement rate: 50%.
- up to 75% for certain legal entities (non-profit public bodies, SMEs, research organisations, higher education establishments).
- up to 100% for other activities (consortium management, networking, training, coordination, dissemination etc.).

■ **Tips to applicants**:

1. Define well the role of each partner: if two or more partners work on the same issue, explain why
2. Do not accept any arrangements in the consortium that will not work on a long-term basis
3. Justify subcontracting (only if absolutely necessary)
4. Ask an interested colleague to review your proposal, using the Commission criteria
5. Submit early (revision and re-submission possible once your proposal is uploaded in EPPS – the Electronic Proposal Submission Service)
6. Follow the 6 selection principles: excellence, transparency, fairness and impartiality, confidentiality, efficiency and speed, ethical and security issues

The 2050+ Airport (2050AP)
This project will explore new airport concepts with radical and novel solutions to prepare airports for 2050 and beyond. The 2050+ Airport project develops three different airport concepts (passenger time efficient, climate neutral and low cost) that demonstrate what the future airport will look like when taking one of the areas as the leading objective. The airport concepts describe the interface between the aircraft and the ground and the new principles for the airport layout including intermodal connections.

Total cost: € 2.68 million euro
EU contribution : € 2.08 million euro

Duration: from 2011-09-01 to 2014-02-28

Description : http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=5&CAT=PROJ&QUERY=01337b4ae38e:0672:21769778&RCN=100089

The European Social Fund

Presentation and objectives

The European Social Fund (ESF) is one of the EU's Structural Funds that supports the European regional policy. It is devoted to promoting employment in the EU. It helps Member States make Europe's workforce and companies better equipped to face new global challenges.
The ESF takes a strategic, long-term perspective – anticipating and managing change through activities such as life-long learning.

The ESF supports 6 key areas of action:

1. Increasing adaptability of workers and enterprises;
2. Enhancing access to employment and participation in the labour market;
3. Reinforcing social inclusion by combating discrimination and facilitating access to the labour market for disadvantaged people;
4. Promoting partnership for reform in the fields of employment and inclusion;
5. Expanding and improving investment in human capital, in particular by improving education and training systems;
6. Action aimed at developing institutional capacity and the efficiency of public administrations, at national, regional and local level.

(**Total budget**: € 75 billion for 2007-2013.)

How to apply

Each Member State (and some regions), together with the European Commission, agrees on one or more Operational Programmes for ESF funding for the 2007-2013 period, that set the priorities for ESF intervention and their objectives. The Operational Programmes are implemented through individual projects run by participating organisations (or 'beneficiaries').

■ **Beneficiaries**: public administrations, NGOs and social partners active in the field of employment and social inclusion. Businesses can also take part in ESF projects, for example through training courses on new skills for their workforce, or help for management on new working practices.
Potential beneficiaries in ESF actions should contact the ESF Managing Authority in their own Member State or region.

■ **Eligibility**:
As a financial instrument of the European regional policy, the level of ESF funding differs from one region to another depending on their relative wealth.
EU regions are actually divided into four categories, based on their regional GDP per head compared to the EU average:

The convergence objective (objective 1 of the European regional policy):
> Convergence regions: with a GDP per head of less than 75% of the EU-25 average (in the period 2007-2013);
> "Phasing-out" regions: with a GDP per head of more than 75% of the EU-25 average but of less than 75% of the EU-15 average (in the period 2007-2013).

The regional competitiveness and employment (objective 2 of the European regional policy) :
> "Phasing-in" regions: with a GDP per head of less than 75% of the EU-15 average (in the period 2000-2006) but of more than 75% of the EU-15 average (in the period 2007-2013);
> Competitiveness and employment regions: applies to all other EU regions.

■ **Co-financing rates**: between 50% and 85% of the total cost of interventions.

Coached to succeed
This project is trying to integrate socially excluded youth between the ages of 18-24 into society using a number of innovative methods. Malmö's House of Dreams is undertaking the 'New City' project to promote personal development among socially excluded and unemployed youth with dedicated personal coaches who work with participants to get them into employment or study. The coaches are also in close contact with the local authorities with the aim of changing their perceptions regarding the unemployed youth in the Malmö area.

Total budget : € 1. 3 million
ESF contribution : € 502 794

Duration: 2009-2011

Web site: http://www.drommarnashus.se/new-city.aspx

PROGRESS

Presentation and objectives

In addition to projects eligible to ESF support, the European Commission provides funding for projects relating to employment, social affairs and social inclusion through the PROGRESS programme and the "Life long learning" programme. The latter is described in the annex.

The PROGRESS programme financially supports the implementation of the EU objectives in the employment, social affairs and equal opportunities areas. Policy areas supported by PROGRESS are: employment, working conditions, gender equality, social inclusion and social protection, non-discrimination and diversity.

Activities funded by PROGRESS are for instance the development of statistical tools and methods and common indicators, the promotion of networking, mutual learning, identification and dissemination of good practice, awareness campaign towards the general public about the EU's employment policies, etc.

(**Total budget**: € 638 million for 2007-2013)

How to apply

Funding is awarded either for procurement by way of calls for tenders or in the form of grants by way of calls for proposals.

- **Beneficiaries**: national, local and regional authorities, public employment services, national statistics offices, specialised bodies, universities and research institutes, social and economic partners, non-governmental organisations and media, from EU countries, candidate countries and potential candidate countries, as well as Norway, Iceland and Liechtenstein.

- **Eligibility rules**: activities must have a strong **Europe-wide dimension** and an appropriate scale to ensure **European added value**. The programme cannot support individuals' private projects on a case-by-case basis, this is done by the European Social fund.

- **Co-financing rate**: maximum 80% of eligible costs.

THE EUROPEAN GLOBALISATION ADJUSTMENT FUND

Presentation and objectives

The European Globalisation adjustment fund (EGF) helps workers find new jobs and develop new skills when they have lost their jobs as a result of:
- changing global trade patterns, e.g. when a large company shuts down or a factory is moved outside the EU, or
- global financial and economic crisis.

Total budget: up to € 500 million available each year.
Duration: EGF funding has been available since 1 May 2009 and is due to end on 30 December 2011. However, the Commission has proposed to extend this provision until 31 December 2013 (when the whole EGF Regulation must be reviewed).

The EGF helps finance measures such as: job-search assistance, careers advice, tailor-made training and re-training, mentoring, promoting entrepreneurship.
It also provides one-off, time-limited individual support, such as: job-search allowances, mobility allowances, allowances for participating in lifelong learning and training activities.

The EGF will not fund social protection measures such as pensions or unemployment benefits. EGF funding cannot be used to keep enterprises in business or to help them with modernisation or structural adjustment.

How to apply

- **Beneficiaries**: Individual workers made redundant can benefit from schemes set up by national governments to help them.

- **Conditions**:

  > Applications to the Fund are submitted by Members States on behalf of the workers. Individuals, representative organisations or companies affected by redundancies and wishing to benefit from the Fund should contact their national authorities.
  > The EGF can be applied for when more than 500 workers lose their jobs and, in specific circumstances, also where smaller numbers of workers are affected.
  > Application have to specify whether the redundancies resulted from trade related globalisation, or from the global financial and economic crisis.
  > Member States must complete these activities within 24 months of applying for assistance. Services (or actions) may continue after this period, but they cannot be co-financed by the EGF.
  > Applications selected by the European Commission are submitted to the European Parliament and the EU's Council of Ministers for approval.

Example
Austria applied for EGF money in relation to 2,338 redundancies in 706 road transport companies. The dismissals were a consequence of the financial and economic crisis, which resulted in a substantial decrease in goods production and subsequently in demand for freight transport.
The European Commission proposed €3.6m to help 502 lorry drivers back into employment by offering them occupational orientation, active job search, various options of training, corporate internships, and the necessary allowances. The total estimated cost of the package is €5.6 million.

The Joint Assistance to Support Projects in European Regions - JASPERS

JASPERS is a technical assistance for project preparation in the 12 Member States which joined the EU since 2004. The aim is to accelerate the absorption of the available funds and make more projects in infrastructures approved by the European Commission (advice on conceptual development and project structuring, compliance with EU law and policies, review of documentation, etc.).

More information: http://www.jaspers-europa-info.org/

Contact: JASPERS – air, maritime and public transport
Head of Division, **Mr. Alan Lynch**, tel: +352 43 79 82683 a.lynch@eib.org

The Lifelong learning programme

There are four sub-programmes which fund projects at different levels of education and training:
> Comenius: Involves at least 3 million pupils from schools in the Member States in joint educational activities.
> Erasmus: Involves at least 3 million university students to study abroad by 2012.
> Leonardo da Vinci: Increases training placements in enterprises and training centres in another EU country to at least 80 000 per year by 2013.
> Grundtvig for adult education: Supports adult educational mobility for 7000 individuals per year by 2013.

Total budget: € 6.970 billion for 2007-2013

More information: http://ec.europa.eu/education/lifelong-learning-programme/doc78_en.htm

The Green Capital Award

The European Green Capital Award has been conceived to promote and reward the efforts of local authorities in improving the environment.
From 2010 onward, one European city is selected each year as the European Green Capital of the year. The award is given to a city that:
- Has a consistent record of achieving high environmental standards;
- Is committed to ongoing and ambitious goals for further environmental improvement and sustainable development;
- Can act as a role model to inspire other cities and promote best practices to all other European cities.

How to apply: http://ec.europa.eu/environment/europeangreencapital/applying-for-the-award/index.html

CONTACT INFORMATION

INTERREG

Persons of contact

DG Regional Policy
Directorate E- Territorial Cooperation, Belgium, France, Ireland, Luxembourg, United Kingdom
Director, **Mr. José Palma Andrés**, Tel: +32 229-51531 Jose.Palma-Andres@ec.europa.eu

Directorate F- Austria, Czech Republic, Germany, Netherland, Slovakia, Slovenia
Director, **Mr. Michel-Éric Dufeil**, Tel: +32 229-60490 Michel-Eric.Dufeil@ec.europa.eu

Directorate G- Italy, Malta, Portugal, Spain
Director, **Mr. Raoul Prado**, Tel: +32 229-69646 raoul.prado@ec.europa.eu

Directorate H-Denmark, Estonia, Finland, Latvia, Lithuania, Poland, Sweden
Director, **Mrs. Charlina Vladimirova Vitcheva**, Tel: +32 229-50483 charlina.vladimirova-vitcheva@ec.europa.eu

Directorate I-Bulgaria, Cyprus, Greece, Romania, IPA/ISPA
Director, **Mr. Jean Marie Seyler**, Tel: +32 229-54681 Jean-Marie.Seyler@ec.europa.eu

Managing Authorities (by country): http://ec.europa.eu/regional_policy/manage/authority/authority_en.cfm

EU Regional Policy : http://ec.europa.eu/regional_policy/
INTERREG IV C: http://www.interreg4c.eu/

LIFE+ programme

Persons of contact

DG Environment
Unit E.4. Life – Environment and Eco-innovation.
Head of Unit, **Mr. Hervé Martin**, Tel: +32 2 296 54 44 herve.martin@ec.europa.eu

Coordination Calls for Proposals LIFE+ Environment Policy & Governance, **Mr. Santiago Urquijo Zamora**, Tel: +32 2 299 30 80 santiago.urquijo-zamora@ec.europa.eu

National contact points: http://ec.europa.eu/environment/life/contact/nationalcontact/index.htm

LIFE home page : http://ec.europa.eu/environment/life/index.htm
FAQ: http://ec.europa.eu/environment/life/funding/lifeplus2011/faq.htm
Life Community Forum: http://www.lifecommunity.eu/
Best projects: http://ec.europa.eu/environment/life/bestprojects/index.htm

Trans-european Transport Network programme

Persons of contact

TENT- EXECUTIVE AGENCY
Head of Unit T. 3. Air and waterborne transport, logistics, innovation and co-modality, **Mr. Christopher North**, Tel: + 32 2 296 83 36 christopher.north@ec.europa.eu

Head of Unit T.4. Road & Rail transport, **Mr. Ioannis Giogkarakis- Argyropoulos**, Tel: + 32 2 296 62 83 ioannis.giogkarakis-argyropulos@ec.europa.eu

Helpdesk: tenea-helpdesk-call-map2011@ec.europa.eu

FAQ: http://tentea.ec.europa.eu/en/apply_for_funding/follow_the_funding_process/faq_-_calls_for_proposals_2011.htm
Info Day presentations: http://tentea.ec.europa.eu/en/news__events/events/ten-t_info_day_2011.htm

ARC AIRPORT REGIONS CONFERENCE

STEER & ELENA

Persons of contact

DG ENERGY
Executive Agency on Competitiveness and Innovation (EACI – IEE)
Director: **Mr. Patrick Lambert** Tel: +32 2 295 05 31 Patrick.lambert@ec.europa.eu

EACI IEE website: http://ec.europa.eu/eaci/
National contact points: http://ec.europa.eu/energy/intelligent/contact/national_en.htm

Guide for Proposers: http://ec.europa.eu/energy/intelligent/files/doc/wp2011_en.pdf
Info day : http://ec.europa.eu/energy/intelligent/events/2011/european-info-day_en.htm

CIVITAS

Persons of contact

CIVITAS Secretariat (Hungary), Mr. Csaba Mezei ,Tel: +36 26 504 046 secretariat@civitas.eu

DG MOVE
Unit B.4 - Clean Transport, Urban Transport, and Intelligent Transport Systems, **Mr. Vincent Leiner**, Tel: +32 2 29 717 48 vincent.leiner@ec.europa.eu

CIVITAS: http://www.civitas-initiative.org/index.php?id=69

JESSICA

Persons of contact

JESSICA task force: Tel: + 352 43 79 83069 jessica@eib.org
Head of Division, **Mr. Eugenio Leanza**, Tel: +352 43 79 83060 LEANZA@eib.org

web site: http://www.eib.org/products/technical_assistance/jessica/index.htm

URBACT

Persons of contact

The URBACT Secretariat
Head of secretariat, **Mr. Jean-Loup Drubigny**, Tel : + 33 1 49 17 46 02 jl.drubigny@urbact.eu

URBACT web site: http://urbact.eu/en/homepage-2/
List of projects: http://urbact.eu/fileadmin/general_library/List_of_beneficiaries_05052011CEAB.pdf
URBACT dissemination points: http://urbact.eu/en/header-main/news-and-events/view-one/urbact-news/?entryId=4893

EPSON

Persons of contact

ESPON coordination unit (technical secretariat in Luxembourg)
Director **Mr. Peter Mehlbye**, Tel: +352 54 55 80 700 peter.mehlbye@espon.eu

Homepage: www.espon.eu
Information on how to apply: http://www.espon.eu/export/sites/default/Documents/HowToApply/LegalFramework/Programme_Manual-9-8-2011-FINAL.pdf
National ESPON contact points: http://www.espon.eu/main/Menu_Contact/Menu_ESPONContactPoints/index.html

The 7th Framework programme for Research and Development

Persons of contact

DG RESEARCH AND INNOVATION (RDT)
Director, Direction H Transport, **Mr. Andras Siegler** Tel: + 32 2 298 01 82 andras.siegler@ec.europa.eu
Head of Unit H.3, Aeronautics, **Mr. Tiit Jurimae** Tel: + 32 2 299 20 59 tiit.jurimae@ec.europa.eu
Head of Unit H. 2, Surface transport, **Mr. Liam Breslin** Tel : + 32 2 295 04 77 liam.breslin@ec.europa.eu

National contact points (their role is to point you to the part of FP7 that might be of interest to you and to help you with your application): http://cordis.europa.eu/fp7/ncp_en.html

CORDIS (the dedicated FP7 web site): http://cordis.europa.eu/home_en.html

Calls for proposals (with all documents): http://ec.europa.eu/research/participants/portal/page/fp7_calls

FP7 Transport Information Day (presentations): http://ec.europa.eu/research/transport/events/infodays2011_en.html

FP7 Helpdesk: http://ec.europa.eu/research/index.cfm?pg=enquiries

Partners service: http://cordis.europa.eu/partners/web/guest/home

The European Social Fund

Persons of contact

DG EMPL (employment and social affairs) Unit DDG.E.1. ESF legislation and policy, financial engineering
Head of Unit, **Mr. Thomas Bender**, Tel: +32 2 296 99 17 thomas.bender@ec.europa.eu

Managing authorities: http://ec.europa.eu/esf/main.jsp?catId=31&langId=en

ESF web site: http://ec.europa.eu/esf/home.jsp?langId=en

PROGRESS

Persons of contact

National contact points: http://ec.europa.eu/social/main.jsp?catId=984&langId=en

DG EMPL (Employment and social affairs): http://ec.europa.eu/social/home.jsp

PROGRESS web site: http://ec.europa.eu/social/main.jsp?catId=987&langId=en

The European Globalisation Adjustment Fund

Persons of contact

EGF contact persons in Member States: http://ec.europa.eu/social/main.jsp?catId=581&langId=en

EGF web site: http://ec.europa.eu/social/main.jsp?catId=326&langId=en

ARC AIRPORT REGIONS CONFERENCE

UPDATE ON THE 2013 FP7 CALLS FOR PROPOSALS

The 7th Framework Programme (FP7) for research and technological development is the European Union's instrument for funding research in Europe. The total budget for the 2007-2013 period is € 52.3 billion.

On 10 July, the European Commission published the last set of calls for proposals for research under its Seventh Framework Programme (FP7). In total, €8.1 billion will support projects and ideas that will boost Europe's competitiveness. Funding is open to organisations and businesses in all EU Member States and partner countries. As opposed to last year's call for proposals which benefited from €313 million, this year €299 million have been allocated to support innovation in transport.

The strategic research and specific objectives for 2013 focus on three major socio-economic challenges:

1. Eco-innovation:

Decarbonisation of the transport system and the efficient use of natural resources (i.e. eco-innovation in all transport modes, greater energy efficiency, and the further development of clean vehicles and vessels).

2. Safe and seamless mobility:

• Optimising the global efficiency, safety and security of the transport system
• Making efficient use of infrastructure and network capacity, with the aim of offering safe and seamless transport and mobility to all European citizens

3. Competitiveness and growth through innovation:

Strengthening the competitiveness of the European transport industry and supporting job-friendly growth through innovation

As regards the 2013 air transport calls for proposals, the aim is to offer more connections with other modes of transport to and from airports and improve flight conditions for passengers. Aviation noise remains a major concern in this call as a decrease in noise levels has not been significantly observed. Research will include the adaptation of airport and air traffic operations to different types of vehicles and 24-hour utilisation at acceptable community noise levels.

***ARC members* can therefore apply for research funding in these fields under the FP7 programme.**

Tips and Advice on preparing the proposals:

• Read the documentation carefully (work programme, call fiche, guides for applicants)
• Check the eligibility criteria
• Align your proposal with the work programme
• Don't forget the "expected impact"
• Follow the structure in the Guide for applicants
• Make sure you properly address all criteria
• Ask a disinterested colleague to look at your proposal, using the Commission criteria
• Be clear and concise, and obey the page limits, font etc
• Revise your proposal once it's uploaded in the Electronic Proposal Submission Service (EPPS)
• Be clear and logical concerning progress beyond state of the art, impacts, methodology, resources, consortia and work planning.

National Contact Points provide assistance and advice to potential applicants in their own language. For the list of National Contact Points (NCP) click here.

Calendar:

• September 2012 : ACARE (the Aviation Council for Aviation Research and Innovation in Europe) Strategic Research and Innovation Agenda
• 14 November 2012: deadline for submitting proposals
• By February 2013: decision on projects selected, following evaluation of proposals by independent experts
• From March 2012: negotiations with selected projects
• June 2013: signing of contracts; projects due to start

More projects and possibilities for fundings

Intelligent energy europe :

Selected projects in 2011 : http://ec.europa.eu/energy/intelligent/files/press-releases/list_of_iee_projects_call_2011.pdf

European info Day 2012: http://ec.europa.eu/energy/intelligent/events/2012/european-info-day_en.htm

Call for tender (open) sustainable energy Europe campaign http://ec.europa.eu/energy/intelligent/getting-funds/call-for-tenders/index_en.htm

URBACT 3rd Call for Proposals - Project Proposals Database

22 November 2011
During the second week of December and until mid-March, the 3rd URBACT call for proposals will be launched for the creation of 19 new Thematic Networks. But now, you can already start working on a project application and find city partners. Go to the project proposals database to help you do so!

http://urbact.eu/en/header-main/get-involved/project-proposals-database/

FP7 Cooperation Transport programme committee, March 27 2012

The programme committee for the execution of the specific programme 'Cooperation' implementing the Seventh Framework Programme of the European Community for research, technological development and demonstration activities (2007 - 2013) - Configuration 'Transport (including Aeronautics)' met on March 27 2012. Please find here the meeting documents and the key points from the minutes below:

Information by the Commission

- Calls 2013 Information days

The Commission informed the Committee about the organisation of the 2013 Call Information Days that will take place on 18 July (Surface Transport) and 19 July (Aeronautics). The Information days are structured into two sessions: the morning sessions devoted to the presentation of the calls 2013 and brokerage events in the afternoon. The delegates in the Committee are invited to attend the Info Days as well as to spread the information.

- Standardisation: meeting with CEN/CENELEC

The Commission presented the outcomes of the meeting held with CEN/CENELEC, aimed at making the Transport Theme more proactive towards the setting up of standards. Three running Transport projects are already technically supported by CEN/CENELEC in view of creating EU standards in their respective fields. Further specific measures envisaged include: 1) CEN/CENELEC inputs on the draft WP to emphasise standardisation issues at topic level; 2) promotion of standardisation issues in the context of Transport related events; 3) information to potential participants and coordinators of running projects about CEN/CENELEC opportunities.

A delegation backed up the Commission by mentioning the time-consuming nature of standard setting activities and by advising about prompt contacts with CEN/CENELEC.

- TRA Athens (23-26 April) and Informal Transport Committee (24 April)

The Commission provided the delegates with information about the TRA Conference in Athens as well as on the informal Transport Committee meeting taking place on 24th April at 15h00. The Committee members are kindly requested to register as "Invited Participants" via the TRA web site. No registration fees are foreseen for the Committee delegates, who are welcome to attend any sessions of their interest. The Gala Dinner is not free: registration and payment can be done via the web site as well. The delegates were finally invited to publicise the event.

- Refine Initiative

The Refine Initiative is the EU construction platform on the role of infrastructures in the field of Transport. A CD providing details on this initiative was distributed. A delegation also informed the Committee about the Maritime Innovation conference and brokerage event that takes place in Santiago de Compostela on 20-21 June.

The list of documents of this meeting is attached (Annex 2).

The list of participants is also attached (Annex 3).

Approval of the draft minutes of the 30th meeting

The draft minutes of the 30th meeting (14 February 2012), which includes the comments received in writing, have been approved. The approved minutes have been sent to the Members of the Programme Committee and uploaded in CIRCA.

Outcomes of the latest evaluations

Overview of outcomes of the SST call

The Commission presented the outcomes of the FP7-SST-2012-RTD-1 call. The slides presented are available on CIRCA. The overview of the outcomes of this call is as follows:
- Call deadline: 1 December 2012
- Indicative budget: € 114 mio
- Total number of proposals received: 89
- Proposals above the thresholds: 89
- Proposals expected to be funded: 42
- Proposals in reserve list: 47

The Evaluation report of the above mentioned call was sent to the delegates and is available on Circa.

The Commission explained that the main reasons for ineligibility of proposals relate to the "out of scope" criterion, to the incompleteness of either part A or B of the proposals and to requested budget above the thresholds.

Concerns about the long list of proposals in reserve and about the thematic coverage in SST were expressed.
The Commission explained the distinction between "proposals above the thresholds" and "proposals recommended for funding", the letter being included in the main list according to their scores and the indicative budget available. Ex aequo proposals are prioritised according to the criteria set out in the WP. Merging of proposals is possible, although this is done on the basis of the recommendations of the experts on voluntary basis. As far as the SST topic coverage is concerned, the first proposal in the reserve lists

of the Waterborne area (Crescendo), of the Cross-cutting area (METPEX) and in Green car (Fast in charge) are likely to be funded. Concerning the AAT reserve list, both L1 and L2 first proposal in reserve are likely to be funded. Discrepancies in the success rates of L1 and L0 proposals were underlined.

- SST evaluations: report of the observer

The independent observer to the last evaluations of the call FP7-SST-2012-RTD-1 presented the main findings. The main conclusions are summarised as follows:
- fair, open and transparent process;
- effective procedures; evaluators and rapporteurs: knowledgeable and skilled;
- moderators: guided the process but did not influence the outcome;
- consensus report: full and based on proposal text;
- overall process comparable to best practice elsewhere.

A delegation, in pointing out the importance of the "Impact" criterion, wondered how the evaluation criteria would be revised to better fit with the H2020 approach. The Commission replied that the Observers' Report represents a valuable input to the H2020 working groups. On the issue of possible discrepancies between evaluation panels, these are supervised by the moderators and dealt with by the final evaluation panel. Concerning the transparency of the evaluation process, the Commission indicated the participation of evaluators in information days and other events as a good practice.

ERANET/ERANET Plus projects

- Overview of ongoing projects

The Commission gave an overview of the Transport, Mertec and AIR-TN projects. The slides are available on Circa.

- Focus on Electromobility Plus

The Chairman of the Governance Board of Electromobility Plus presented the development of the project, the joint call under preparation and the lessons learnt. His slides are available on Circa.

In terms of lessons learnt, the following issues were raised:
- incompatibilities between the regional and the Eranet Plus rules;
- assessment of the impact of the projects on the market;
- high complexity and need for flexibility;
- options between allocating the national budgets on a limited number of topics or on the whole set.

Discussion on the draft work programme 2013

In introducing Item 6, the Commission explained that the draft WP 2013 was revised on the basis of the comments received: more than 200 inputs from 20 MS/ASs.
Due to a reduction of the budget 2013 of the order of 11%, new topics proposed were not taken on, whilst modifications in the topics description were taken on board when these represented an improvement in the text and fit with the scope.
The revised draft WP2013 put more emphasis on the following elements:
- Innovation related activities: 45 topics out of 52 innovation elements such as deployment strategies, involvement of end-users, technology transfer, public-sector innovation or pre-commercial procurement;
- bridge with H2020, by increasing of 90% the budget/topic in highly innovative areas and by anticipating relevant research areas such as rail and road infrastructures, environmental and safety issues in waterborne, seamless urban mobility;
- enhance transnational cooperation and widen participation activities through specific topics, technology transfer measures and follow-up actions to be funded via Structural Funds.

The Committee was also informed about the adoption of the WP and the publication of the calls expected on 9 and 10 July respectively, with deadlines on 14 November.

Detailed presentations on AAT and SST followed.

- SST part of the WP

In the area of Maritime, two delegations called for an increase of the budget, together with a change in the focus of the "antifouling" topic towards structures and technologies rather than materials.
A delegation commented on the following specific topics:
- SST-2013.6-2 (Towards a competitive and resource efficient port transport system): focus on small ports;
- SST-2013.5-3 (Innovative cost-effective construction and maintenance for safer, greener roads) and SST-2013.4-3 (Biomechanics and advance digital human body models and testing for vehicle safety): take account of the concepts of "cost-effectiveness" and "advanced biomechanics" in the topics description (not only in the title).
A delegation expressed a general concern about critical mass in budget which risks to leave aside "smaller" projects of high quality.
On topic SST-2013.4-1 (Ships in operation) a delegation suggested to cover issues linked to accidents, such as risk and operation management.
Another delegation pleaded for a longer-term vision based on multidisciplinary approaches to address growing societal requirements and constrains.

- AAT part of the WP

In the AAT area, several delegations expressed concerns on the budget reduction. Whilst some delegations would favour a higher budget allocated to L1 topics, others supported the Commission's proposal.
The importance of the topic on Flight physics was underlined, whilst a delegation proposed to add a bullet on simulation. L2 topics were mentioned in relation to ATM issues and SESAR to the number of proposals expected to be funded.
Technical comments related to:
- topic AAT.2013.1-3 Aerostructures, the IT delegation suggested to clarify whether noise and vibration are covered;
- need for coordination among the CSAs proposed under the Cross cutting activities;
- strategic transport infrastructures and links with ESFRI, AAT in particular;
- L2 topic on airports;
- concerns on the "geodesic technology" related topic implemented with Russia.

The Chairman concluded the discussion by inviting the delegates to provide comments in writing on the current version of the WP by 13 April, so as to allow the Commission services to finalise the draft text for the launch of the Inter-Service Consultation. Further discussions will be held at the informal meeting in Athens whilst further fine-tuning comments will be possible till mid May. The final draft is expected to be submitted for opinion to the Transport Committee at the meeting of 14 June.

EACI (European Agency for Competitiveness and Innovation) call for proposals

IEE (Intelligent Energy Europe) 2012

The total amount made available under this call amounts to € 67 million divided among the three priorities of the program with a maximum co-financing of eligible costs by 75%. The deadline to respond to this call is 8 May 2012. The evaluation of proposals should be finalized by early November 2012 and allocation decisions should occur from mid-November 2012.

As in previous calls, the call is structured around three priorities:

- SAVE - Energy Efficiency (15 million) covering three key actions:

o Industrial excellence in energy
o Consumer Behaviour
o Energy Services

- ALTENER - New and Renewable Energy Resources (11.5 million) covering two key actions:
o Electricity from renewable energy sources
o Bioenergy

- STEER - Energy in Transport (€ 12.5 million) covering two key actions:
o Energy efficient transportation
o Clean and energy-efficient vehicles

The call also provides a number of integrated initiatives combining several of the priority or priorities of the EU, 27 million are available for these five initiatives:

- Energy-efficient Public Spending initiative;
- Local energy leadership;
- Mobilising local energy investment;
- Energy efficiency and renewable energy in buildings;
- Build-Up Skills.

Are eligible under this call, legal persons, public or private, established in one of the Member States of the EU, Norway, Iceland, Liechtenstein, Croatia and the Former Yugoslav Republic of Macedonia. The program is also open to DG JRC, international organizations and local and regional agencies for energy. To be eligible, applications must be submitted by at least three entities established in three different eligible countries.

More information on the website of the IEE program.

See the two annexes related to this call by clicking here or here.

UPDATE ON THE TEN-T GUIDELINES AND CONNECTING EUROPE FACILITY

Presentation and objectives of the new TEN-T Guidelines and the Connecting Europe Facility

The regulation on the Connecting Europe Facility (CEF) establishes the conditions, methods and procedures regarding the financial contribution of the European Union to the projects on the TEN-T network. It applies over the 2014-2020 period.

The regulation on the TEN-T Guidelines and the one on the Connecting Europe Facility have not been formally adopted by the European institutions. However, the inter-institutional negotiations are being finalised and the text is largely stabilised. This note takes account of the June agreement between the European Parliament and the Council on these two regulations. This agreement has to be formally approved by the European Parliament on 19th November and then by the Member States, before its publication in the Official Journal of the European Union by the end of the year.

The total budget of the Connecting Europe Facility (CEF) will also depend on the negotiations on the 2014-2020 Financial Framework. Nevertheless, the amount should more or less correspond to that agreed during the Transport Council held in February 2013. The CEF will have a total budget of €29.299 billion with €23 billion for the transport sector (2011 prices) which includes €10 billion from the Cohesion Fund. Just over €5 billion will go to the energy networks and €1 billion to telecoms networks.

As is currently the case, the EU aid will be distributed on the basis of regular calls for tenders by the Commission. The first call is expected in spring 2014. EU co-funding will amount to only a very small share of the investments needed to develop the TEN-T Network. According to the Commission, it will cost around €250 billion between 2014 and 2020. The difference will be made up by states, regions and possibly private investors.

Actions receiving priority funding

Two types of networks have been established:

- **Core network:** based on 9 transport corridors. It should be in place and operational by 2030. It will benefit from priority funding under the Connecting Europe Facility.

- **Comprehensive network:** feeds into the core network and consists of a range of lower priority connections programmed to be up and running by 2050. They should only receive 5% of the total TEN-T budget.

These two levels include all modes of transport as well as intermodal platforms.

Assignment to one category or the other has financial implications since 80% to 85% of the EU funds earmarked for TEN-T for the years 2014-2020 will co-finance projects in the core network and priority horizontal projects. These horizontal priorities include two types of **innovative measures**:

- Telematics applications for road, rail and boat (ITS, ERTMS, RIS, VTMIS)

- Ports of the core network, motorways of the sea and **airports**, safe and secure infrastructure.

In Recital 7 of the CEF regulation, an ambitious objective is set:

By 2050, all core network airports should be connected to the rail network and all seaports to the rail freight and, where possible, to the inland waterway system.

Note that a **last call for proposals**, financed by the 2007-2013 budget, will be launched at the beginning of 2013. The current guidelines[1] will apply, but with the new core and comprehensive network maps and a budget of about €350 million. Priorities for the next call will be:

- Intelligent Transport Systems (mostly road)
- Motorways of the Sea (to be confirmed)
- Rail bottlenecks

On 13 December, the TEN-T EA will organise a TEN-T Info Day for the 2013 Calls for proposals. The event will take place at the Albert Borschette Conference Centre in Brussels. The TEN-T EA will present the detailed priorities for the 2013 Calls (yet to be launched) and will provide participants with practical information about how to prepare a successful proposal.

Award criteria

TEN-T Guidelines

Economic viability based on a socio-economic analysis

Compliance with at least 2 of the 4 objectives of the TEN-T:[1] :

- Cohesion
- Efficiency
- Sustainability
- Increasing the benefits for users

General priorities of the comprehensive network[2]:

- **Ensuring enhanced accessibility and connectivity for all regions** of the Union while taking into consideration the specific case of islands, isolated networks and sparsely

1 Regulation 680/2007

populated, remote and outermost regions;

- Ensuring **optimal integration** of the transport modes and interoperability within transport modes;
- Promoting the efficient and **sustainable use of the infrastructure** and, where necessary, increasing capacity;
- Bridging missing links and removing bottlenecks;
- Improving or maintaining the quality of infrastructure in terms of safety, security, efficiency, **climate** and, where appropriate, disaster resilience, environmental performance, social conditions, accessibility for all users, including elderly people, persons with reduced mobility and disabled passengers, and the quality of services and continuity of traffic flows;
- Ensuring fuel security through increased energy efficiency, and promoting the use of alternative and, in particular, low or **zero** carbon energy sources and propulsion systems;
- Mitigating exposure of urban areas to negative effects of transiting rail and road transport;

Air transport priorities :

- **Improving multimodal interconnections between airports and infrastructure of other transport modes;**
- **Improving sustainability and mitigating the environmental impact from aviation.**
- **Capacity to make available alternative clean fuels**.

Rail transport priorities:

- Electrification (complete electrification)
- Deploying ERTMS (full deployment of ERTMS)
- Enhancing interoperability[4]

Road transport priorities[5]:

- Improvement and promotion of road safety;
- Use of ITS, in particular multimodal information and traffic management systems, and integrated communication and payment systems;
- **Introduction of new technologies and innovation for the promotion of low carbon transport;**
- **Mitigation of congestion on existin**g roads.
- Availability of alternative clean fuels;

Multimodal transport priorities[6]:

- **Providing for effective interconnection and integration of the infrastructure of the comprehensive network;**
- **Removing the main technical and administrative barriers to multimodal transport;**
- **Developing a smooth flow of information between the transport modes and enabling multimodal and single-mode services to be provided across the trans-European transport s**ystem.

MAXIMUM RATE OF EU'S FINANCIAL SUPPORT (CEF)

Costs	ELIGIBILITY AND COFUNDING RATES
Studies	**Up to 50%** of eligible costs
VAT	Reimbursement under **very strict conditions**
Works In general For better accessibility to transport infrastructure for disabled persons.	**Up to 20%** of eligible costs **30 %** of the eligible cost of adaptation works, not exceeding in any case 10 % of the total eligible cost of works;
For cross-border sections and interoperability	**Up to 40%** of eligible costs
For actions supporting new technologies and innovation for all modes of transport	**20 %** of the eligible costs;

CALENDAR FOR THE TEN-T GUIDELINES AND CEF AND FOR THE CALLS FOR PROPOSALS

TEN-T and CEF:

19 November: adoption of the texts by the plenary of the European Parliament

End November : adoption by the Council

By end 2013–beginning 2014: Publication in the Official Journal of the European Union.

Beginning 2014 : Delegated acts procedure

Call for proposals

Beginning spring 2014 : publication of the call for proposals

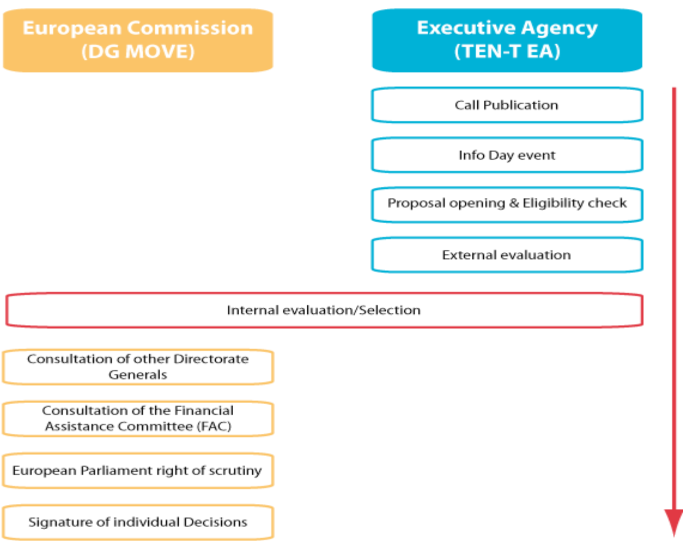
Before summer 2014 : deadline for the submission of projects

July 2014 : analysis by the Agency and the Commission

Before end 2014 : validation of the co-funding

Beginning spring 2015 : new call for proposals etc...

The Call Process



How to apply

Funding is primarily allocated to projects selected via calls for proposals **(Multi-Annual Call and Annual Call)** which are launched each year by DG MOVE and, as of 2009, by the TEN-T Executive Agency on its behalf.

Beneficiaries: all EU Member States or, with the agreement of the Member States concerned, international organisations, joint undertakings, or public/private undertakings or bodies.

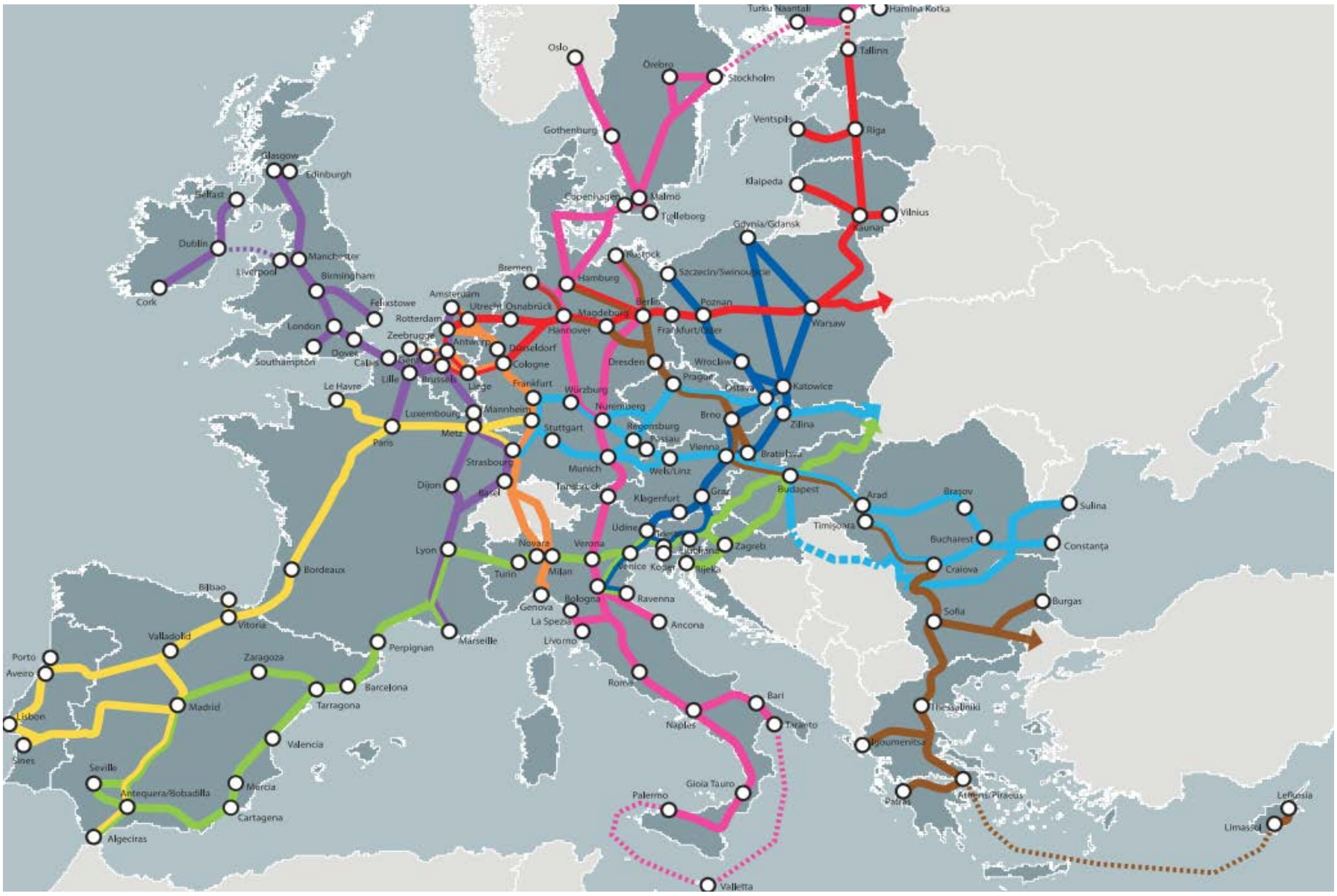
Eligibility rules: eligibility criteria are evaluated on the basis of the criteria defined in the relevant work programme and call texts. Essentially, these relate to:

- relevance to the TEN-T priorities and policy objectives
- maturity: is the Action ready to go?
- impact: anticipated socio-economic effects and impact on the environment
- quality: completeness, clarity, soundness and coherence

Tips to Applicants:

Start early: consult national environmental authorities early on. You need the approval of the Member States concerned.
Anticipate competition: calls are over-subscribed
Ensure that all parts of your application are fully completed (A, B1, and B2)
Submitting your proposal in English, or with an English translation, will greatly facilitate and speed up the evaluation process + eSubmission tool is available since 2011.

ANNEX I: MAP OF THE NINE CORRIDORS OF THE CORE NETWORK



ANNEX II: AIRPORTS OF THE CORE AND COMPREHENSIVE NETWORK

(source: TEN-T Guidelines)

Airports marked with * are the main airports falling under the obligation of Article 47(3):

The main airports indicated in Part 2 of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050, except where physical constraints prevent such connection. Taking into account potential traffic demand, such airports shall be integrated into the high-speed rail network wherever possible.

Aiports located within the territory of ARC members are highlighed in yellow

MS	NODE NAME	AIRPORT
BE	Bruxelles/Brussel Charleroi Liège Oostende, Zeebrugge	Core (National/Nationaal)* Compr. Core Compr. (Oostende)
BG	Burgas Gorna Orjahovitsa Plovdiv Sofia Varna	Compr. Compr. Compr. Core Compr.
CZ	Brno Ostrava Praha	Compr. Core Core (Václav Havel)*
DK	Aalborg Billund København Rønne	Compr. Compr. Core (Kastrup)* Compr.

DE	Berlin	Core (B.-Brandenburg Intl.)*
	Bremen, Bremerhaven	Core (Bremen)
	Dortmund	Compr.
	Dresden	Compr.
	Düsseldorf	Core*
	Erfurt	Compr.
	Frankfurt am Main	Core*
	Hahn	Compr.
	Hamburg	Core*
	Hannover	Core
	Heringsdorf	Compr.
	Hof, Plauen	Compr.
	Karlsruhe	Compr. (K. Baden-Baden)
	Köln	Core (Köln-Bonn)*
	Leipzig, Halle	Core
	Memmingen	Compr.
	München	Core*
	Münster	Compr. (Münster/Osnabrück)
	Nürnberg	Core
	Paderborn	Compr. (P. Lippstadt)
	Rostock	Compr.
	Stuttgart	Core*
	Weeze	Compr.
	Westerland-Sylt	Compr.
EE	Kärdla	Compr.
	Kuressaare	Compr.
	Pärnu	Compr.
	Tallinn	Core
	Tartu	Compr.
IE	Carraig Fhiáin/Carrickfin	Compr. (Dún na nGall/Donegal)
	Corcaigh/Cork	Core
	Baile Átha Cliath/Dublin	Core*
	Inis Mór/Inishmore	Compr.
	Ciarraí/Kerry - An Fearann Fuar/Farranfore	Compr.
	An Cnoc/Knock	Compr. (Cúige Chonnacht/Connaught)
	Luimneach/Limerick	Compr. (Sionainn/Shannon)
	Port Láirge/Waterford	Compr.
EL	Alexandroupolis	Compr.
	Araxos	Compr.
	Astipalaia	Compr.
	Athína	Core*
	Chania	Compr.
	Chios	Compr.
	Heraklion	Core
	Ikaria	Compr.
	Ioannina	Compr.
	Kalamata	Compr.
	Kalymnos	Compr.
	Karpathos	Compr.
	Kassos	Compr.
	Kastelorizo	Compr.
	Kastoria	Compr.
	Kavala	Compr.
	Kefalonia	Compr.
	Kerkyra	Compr.
	Kithira	Compr.
	Kos	Compr.
	Leros	Compr.
	Limnos	Compr.
	Milos	Compr.
	Mykonos	Compr.
	Mytilini	Compr.
	Naxos	Compr.
	Nea Anchialos	Compr.
	Paros	Compr.
	Preveza	Compr.
	Rodos	Compr.
	Samos	Compr.
	Santorini	Compr.
	Sitia	Compr.

	Skiathos	Compr.
	Skiros	Compr.
	Syros	Compr.
	Thessaloniki	Core (Makedonia)
	Zakinthos	Compr.
ES	A Coruña	Compr.
	Alicante	Core
	Almería	Compr.
	Arrecife	Compr. (Lanzarote)
	Avilés	Compr. (Asturias)
	Badajoz	Compr.
	Barcelona	Core*
	Bilbao	Core
	Burgos	Compr.
	El Hierro	Compr.
	Fuerteventura	Compr.
	Girona	Compr.
	Granada	Compr.
	Ibiza	Compr.
	Jerez	Compr.
	La Palma	Compr.
	Las Palmas	Core
	León	Compr.
	Madrid	Core (Barajas)*
	Mahón (Menorca)	Compr.
	Málaga	Core
	Melilla	Compr.
	Murcia	Compr. (San Javier)
	Palma de Mallorca	Core*
	Pamplona	Compr.
	Reus	Compr.
	Salamanca	Compr.
	San Sebastián	Compr.
	San Sebastián de la Gomera	Compr.
	Santander	Compr.
	Santiago de Compostela	Compr.
	Sevilla	Core
	Tenerife	Compr. (Norte: Los Rodeos) Core (Sur: Reina Sofía)
	Valencia	Core
	Valladolid	Compr.
	Vigo	Compr.
	Vitoria	Compr.
	Zaragoza	Compr.
FR	Ajaccio	Compr.
	Bastia	Compr.
	Beauvais	Compr.
	Biarritz	Compr.
	Bordeaux	Core (Merignac)
	Brest	Compr.
	Caen	Compr.
	Cayenne	Compr.
	Chalons-sur-Marne	Compr. (Paris-Vatry)
	Clermont-Ferrand	Compr.
	Fort de France	Compr.
	La Rochelle	Compr.
	Lille	Core (Lesquin)
	Limoges	Compr.
	Lyon	Core (St.Exupéry)*
	Marseille	Core (Provence)
	Mayotte	Compr.
	Montpellier	Compr.
	Mulhouse	Compr. (Mulhouse-Bale)
	Nantes Saint-Nazaire	Compr. (Nantes Atlantique)
	Nice	Core (Côte d'Azur)*
	Paris	Core (Charles de Gaulle)* Core (Orly)*
	Point-à-Pitre	Compr.
	Saint-Denis-Gillot	Compr.
	Strasbourg	Compr. (S. Entzheim)
	Toulouse	Core (Blagnac)
HR	Dubrovnik	Compr.
	Osijek	Compr.
	Pula	Compr.

	Rijeka	Compr.
	Split	Compr.
	Zadar	Compr.
	Zagreb	Core
IT	Alghero	Compr.
	Ancona	Compr.
	Bari	Compr.
	Bologna	Core
	Bolzano	Compr.
	Brescia	Compr.
	Brindisi	Compr.
	Cagliari	Core
	Catania	Compr. (Fontanarossa, Comiso emergency runway)
	Firenze	Compr.
	Foggia	Compr.
	Forlì	Compr.
	Genova	Core
	Lamezia Terme	Compr.
	Lampedusa	Compr.
	Milano	Core (Linate)*Core (Malpensa)*Core (Bergamo Orio al Serio)
	Napoli	Core (Capodichino)
	Olbia	Compr.
	Palermo	Core
	Pantelleria	Compr.
	Pescara	Compr.
	Pisa	Compr.
	Reggio Calabria	Compr.
	Roma	Core (Fiumicino)*Compr. (Ciampino)
	Torino	Core
	Trapani	Compr.
	Treviso	Compr.
	Trieste	Compr.
	Venezia	Core
	Verona	Compr.
CY	Larnaka	Core
	Pafos	Compr.
LV	Daugavpils	Compr.
	Liepāja	Compr.
	Rīga	Core (International)*
	Ventspils	Compr.
LT	Kaunas	Compr.
	Palanga	Compr.
	Vilnius	Core
LU	Luxembourg	Core
HU	Budapest	Core (Liszt Ferenc)*
	Debrecen	Compr.
	Sármellék	Compr.
MT	Valletta	Core (Malta - Luqa)
NL	Amsterdam	Core (Schiphol)*
	Eindhoven	Compr.
	Enschede	Compr.
	Groningen	Compr.
	Maastricht	Compr. (M. - Aachen)
	Rotterdam	Core
AT	Graz	Compr.
	Innsbruck	Compr.
	Klagenfurt - Villach	Compr. (Klagenfurt)
	Linz - Wels	Compr. (Linz)
	Salzburg	Compr.
	Wien	Core (Schwechat)*
PL	Bydgoszcz	Compr.

	Gdańsk,, Gdynia	Core (Gdańsk)
	Katowice	Core (Pyrzowice)
	Kraków	Core
	Łódź	Core
	Poznań	Core
	Rzeszów	Compr.
	Szczecin, Świnoujście	Core (Szczecin)
	Warszawa	Core*
	Wrocław	Core
PT	Bragança	Compr.
	Corvo	Compr.
	Faro	Compr.
	Flores	Compr.
	Funchal	Compr.
	Horta	Compr.
	Lajes (Terceira)	Compr.
	Lisboa	Core*
	Pico	Compr.
	Ponta Delgada	Compr.
	Porto	Core (Sá Carneiro)
	Porto Santo	Compr.
	Santa Maria	Compr.
	São Jorge	Compr.
	Vila Real	Compr.
RO	Bacău	Compr.
	Baia Mare	Compr.
	Bucureşti	Core (Henri Coandă)
	Cluj-Napoca	Compr.
	Constanța	Compr.
	Craiova	Compr.
	Iaşi	Compr.
	Oradea	Compr.
	Sibiu	Compr.
	Suceava	Compr.
	Timişoara	Core
	Tulcea	Compr.
SI	Ljubljana	Core
	Maribor	Compr.
	Portorož	Compr.
SK	Bratislava	Core
	Košice	Compr.
	Poprad Tatry	Compr.
FI	Enontekiö	Compr.
	Helsinki	Core (Vantaa)*
	Ivalo	Compr.
	Joensuu	Compr.
	Jyväskylä	Compr.
	Kajaani	Compr.
	Kemi	Compr. (Kemi-Tornio)
	Kittilä	Compr.
	Kruunupyy	Compr.
	Kuopio	Compr.
	Kuusamo	Compr.
	Lappeenranta	Compr.
	Maarianhamina	Compr.
	Oulu	Compr.
	Pori	Compr.
	Rovaniemi	Compr.
	Savonlinna	Compr.
	Tampere	Compr.
	Turku-Naantali	Core (Turku)
	Vaasa	Compr.
SE	Ängelholm	Compr.
	Arvidsjaur	Compr.
	Gällivare	Compr.
	Göteborg	Core (Landvetter)
	Hagfors	Compr.
	Hemavan	Compr.
	Jönköping	Compr.
	Kalmar	Compr.

	Kiruna	Compr.
	Luleå	Compr.
	Lycksele	Compr.
	Malmö	Core (Sturup)
	Mora	Compr.
	Nyköping	Compr. (Stockholm Skavsta)
	Örebro	Compr.
	Östersund	Compr.
	Pajala	Compr.
	Ronneby	Compr.
	Skellefteå	Compr.
	Stockholm	Core (Arlanda)*Compr. (Bromma)
	Sundsvall	Compr.
	Sveg	Compr.
	Umeå	Compr.
	Vilhelmina	Compr.
	Visby	Compr.
UK	Aberdeen	Compr.
	Barra	Compr.
	Belfast	Compr. (City) Compr. (International)
	Benbecula	Compr.
	Birmingham	Core*
	Bournemouth	Compr.
	Bristol	Core
	Campbeltown	Compr.
	Cardiff-Newport	Compr.
	Durham	Compr.
	Edinburgh	Core*
	Exeter	Compr.
	Glasgow	Core*
	Inverness	Compr.
	Islay	Compr.
	Kirkwall	Compr.
	Leeds	Core (Leeds/ Bradford)
	Liverpool	Compr.
	London	Core (City) Core (Gatwick)*Core (Heathrow)*Core (Luton)*Core (Stansted)*
	Londonderry	Compr.
	Manchester	Core*
	Newcastle	Compr.
	Newquay	Compr.
	Norwich	Compr.
	Nottingham	Core (East Midlands)
	Prestwick	Compr.
	Ramsgate	Compr. (Kent International)
	Scilly Isles	Compr.
	Sheffield	Compr. (Doncaster - Sheffield)
	Shetland Islands	Compr.
	Southampton, Portsmouth	Compr. (Southampton)
	Stornoway	Compr.
	Sumburgh	Compr.
	Tiree	Compr.
	Wick	Compr.

ANNEX III: LIST OF PRE-IDENTIFIED PROJECTS ON THE CORE NETWORK IN THE TRANSPORT SECTOR

(source: Connecting Europe Facility)

Projects relevant to ARC members are highlighed in yellow

Orient/East-Med

ALIGNMENT:

Hamburg – Berlin
Rostock – Berlin – Dresden
Bremerhaven/Wilhelmshaven – Magdeburg – Dresden
Dresden – Ústí nad Labem – Mělník/Praha - Kolín
Kolín – Pardubice – Brno – ***Wien/***Bratislava – Budapest – Arad – Timişoara – ***Craiova – Calafat – Vidin –*** Sofia
Sofia ***– Plovdiv*** – Burgas
Plovdiv – TR border
Sofia – Thessaloniki – ***Athína –*** Piraeus – ***Lemesos*** – Lefkosia
Athína – Patras/Igoumenitsa

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Dresden - Praha	Rail	Studies for high-speed rail
Praha	Rail	Upgrading, freight bypass; rail connection airport
Praha – Břeclav	Rail	Upgrading
Hamburg – Dresden – Praha – Pardubice	IWW	Elbe and Vltava studies, works for better navigability and upgrading
Děčín locks	IWW	Studies
Praha - Brno - Břeclav	Rail	Upgrading, including rail node Brno and multi-modal platform
Břeclav – Bratislava	Rail	Cross-border, upgrading
Bratislava – Hegyeshalom	Rail	Cross-border, upgrading
Mosonmagyaróvár – SK Border	Road	Cross-border upgrading
Tata – Biatorbágy	Rail	Upgrading
Budapest – Arad – Timişoara – Calafat	Rail	Upgrading in HU nearly completed, ongoing in RO

Scandinavian – Mediterranean

ALIGNMENT:
RU border – Hamina/Kotka – Helsinki – Turku***/Naantali*** – Stockholm – Malmö
Oslo – Göteborg – Malmö – Trelleborg
Malmö – København – ***Kolding/Lübeck*** – Hamburg – Hannover
Bremen – Hannover – Nürnberg
Rostock – Berlin – Leipzig – München
Nürnberg – München – Innsbruck – Verona – Bologna – ***Ancona/Firenze***
Livorno/La Spezia - Firenze – Roma – Napoli – Bari ***– Taranto – Valletta***
Napoli ***– Gioia Tauro*** – Palermo***/Augusta*** – Valletta

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Hamina/Kotka – Helsinki	Port, rail	Port interconnections, rail upgrading, icebreaking capacities
Helsinki	Rail	Airport-rail connection
RU border – Helsinki	Rail	Works ongoing
Helsinki – Turku	Rail	Upgrading
Turku/Naantali – Stockholm	Ports, MoS	Port interconnections, icebreaking capacity
Stockholm - Malmö (Nordic Triangle)	Rail	Works ongoing on specific sections
Trelleborg - Malmö – Göteborg – NO border	Rail, port, MoS	Works, multimodal platforms and port hinterland connections
Fehmarn	Rail	Studies ongoing, construction works Fehmarn Belt fixed link to start in 2015
København - Hamburg via Fehmarn: access routes	Rail	Access routes DK to be completed by 2020, access routes DE to be completed in 2 steps: one-track electrification with the completion of the fixed link and two-track seven years later
Rostock	Ports, MoS	Interconnections ports with rail; low-emission ferries; icebreaking capacity
Rostock - Berlin - Nürnberg	Rail	Studies and upgrading
Hamburg/Bremen - Hannover	Rail	Studies ongoing
Halle – Leipzig – Nürnberg	Rail	Works ongoing, to be completed by 2017
München – Wörgl	Rail	Access to Brenner Base tunnel and cross-border section: studies
Brenner Base Tunnel	Rail	Studies and works
Fortezza - Verona	Rail	Studies and works
Napoli - Bari	Rail	Studies and works
Napoli – Reggio Calabria	Rail	Upgrading
Verona – Bologna	Rail	Upgrading ongoing
Ancona, Napoli, Bari, La Spezia, Livorno	Ports	Port interconnections, (further) development of multimodal platforms
Messina - Catania – Augusta/Palermo	Rail	Upgrading (remaining sections)
Palermo/Taranto - Valletta/Marsaxlokk	Ports, MoS	Port interconnections
Valletta - Marsaxlokk	Port, airport	Upgrading of modal interconnection, including Marsaxlokk-Luqa-Valletta
Bologna – Ancona	Rail	Upgrading

Rhine – Alpine

ALIGNMENT:
Genova – Milano – ***Lugano – Basel***
Genova –Novara – ***Brig – Bern*** – Basel – ***Karlsruhe*** – Mannheim – ***Mainz – Koblenz*** – Köln
Köln – Düsseldorf – ***Duisburg – Nijmegen/Arnhem – Utrecht*** – Amsterdam
Nijmegen – Rotterdam – Vlissingen
Köln – Liège – Bruxelles/Brussel – ***Gent***
Liège – Antwerpen – Gent – Zeebrugge

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Genova	***Port***	***Port interconnections***
Genova - Milano/Novara - CH border	Rail	Studies; works starting before 2020
Basel – ***Antwerpen/***Rotterdam - Amsterdam	IWW	***Works for better navigability***
Karlsruhe - Basel	Rail	Works ***ongoing***
Frankfurt - Mannheim	Rail	Studies ongoing
Liège	***Rail***	***Port and airport rail connection***
Rotterdam – Zevenaar	***Rail***	***Studies ongoing, upgrading***
Zevenaar - Emmerich - Oberhausen	Rail	Works ***ongoing***
Zeebrugge – ***Gent – Antwerp - DE border***	***Rail***	***Upgrading***

(Footnotes)

1 Article 4 and 45, TEN-T Guidelines

2 Article 10, TEN-T Guidelines

3 Article 31, TEN-T Guidelines

4 Article 14 and 45, TEN-T Guidelines

5 Article 22 and 45, TEN-T Guidelines

6 Article 35, TEN-T Guidelines

UPDATE ON HORIZON 2020

Presentation and objectives of Horizon 2020

Horizon 2020 is the European Union's instrument for funding research and innovation in Europe. The total budget for the 2014-2020 period is € 70 billion (2011 prices).

Horizon 2020 is an integrated programme that will cover all research and innovation funding currently provided through the Framework Programme for Research and Technological Development, the Competitiveness and Innovation Framework Programme (CIP) and the European Institute of Innovation and Technology (EIT).

Horizon 2020 has three priorities:

- Excellent science: Researchers shall get access to the best infrastructures

- Industrial leadership:
o Strategic investments in key technologies
o Attracting more private investment
o Promoting innovative small and medium-sized enterprises (SMEs)

- Societal challenges: Breakthrough solutions come from multi-disciplinary collaborations, including social sciences & humanities

Funding for transport is available in the priority societal challenges, under the topic "SMART, GREEN and INTEGRATED TRANSPORT". The aim is to «achieve a European transport system that is resource-efficient, climate-and-environmentally-friendly, safe and seamless for the benefit of all citizens, the economy and society.»

This topic is structured in four broad lines of activities aiming at:

a) Resource efficient transport that respects the environment. The aim is to minimise transport's systems' impact on climate and the environment (including noise and air pollution) by improving its efficiency in the use of natural resources, and by reducing its dependence on fossil fuels.

b) Better mobility, less congestion, more safety and security. The aim is to reconcile the growing mobility needs with improved transport fluidity, through innovative solutions for seamless, inclusive, affordable, safe, secure and robust transport systems.

c) Global leadership for the European transport industry. The aim is to reinforce the competitiveness and performance of European transport manufacturing industries and related services including logistic processes and retain areas of European leadership

d) Socio-economic and behavioural research and forward looking activities for policy making. The aim is to support improved policy making which is necessary to promote innovation and meet the challenges raised by transport and the societal needs related to it.

Actions receiving priority funding

EU support to Research & Innovation in the transport sector focuses on:

• key enablers to innovation, growth and policy objectives
• strong replication potential and impact at EU level
• ability to palliate market failure

AVIATION
• Medium to long-term Research and Innovation actions with a bottom-up approach for innovative technologies, complementing those carried out under Clean Sky and SESAR JU
• Actions to improve the skills and knowledge base of European aviation, to support its R&I policy and to create durable links with targeted international cooperation partners

ROAD
Call on Green Vehicles :
• Improvement of energy efficiency of road transport vehicles
• Use of new types of non-conventional energies in road transport, such as electricity, CNG and LNG, bio-based fuels
Call Mobility for growth :
• R&I for road transport in complement to the 'Green Vehicles' call
• Activities in the field of: Internal combustion engines; support to air quality policy; safety of road transport; production technology; new vehicle concepts for road and urban transport

INTELLIGENT TRANSPORT SYSTEMS
• ITS and ICT technologies provide a set of strategies for addressing the challenges of: Assuring safety and reducing congestion; Delivering safe, efficient, sustainable and seamless transport options across Europe; Accommodating the growth in passenger and traffic; Safeguarding the competitiveness of the European industry
• Progress in the ITS area under H2020 shall contribute to decarbonizing the transport sector and materializing the «Zero» vision of road safety
• Topics adding value to mode-specific activities
URBAN MOBILITY
• Transformation towards a cleaner and better urban mobility and transport
• Five complementary challenge-topics
1. Transforming the use of conventionally fuelled vehicles in urban areas
2. Reducing impacts and costs of freight and service trips in urban areas
3. Tackling urban road congestion
4. Strengthening the knowledge and capacities of local authorities
5. Demonstrating and testing innovative solutions for cleaner and better urban transport and mobility
• Framework for coordinated evaluation, dissemination and information exchange
• Build on legacy (CIVITAS, STEER market take-up, ...)

The 2014 calls for proposals

EUR 578.91 million are available for the 2014 calls for proposals.

Mobility for Growth (EUR 374.50 million) – Some examples

Aviation

- Competitiveness of European aviation through cost efficiency and innovation
- Enhancing resource efficiency of aviation, ie accelerating the development of green technologies for the aircraft and its engines, including the impact of the use of alternative

and more sustainable energy sources than those currently used
- Seamless and customer oriented air mobility ie improved accessibility to airports and aircraft or an organised and efficient re-routing of passengers, making the best use of all transport modes
- Breakthrough innovation for European aviation, ie the way airports are organised and connected to other modes, the way information is shared, used and handled on the land-side part of the airport.

Road
- Technologies for low emission powertrains
- Advanced bus concepts for increased efficiency: challenge is to increase the modal share of public passenger transport, in particular by bus, and also promote co-modality
- Cooperative ITS for safe, congestion-free and sustainable mobility

Intelligent Transport Systems
- Connectivity and information sharing for intelligent mobility.
- Towards seamless mobility addressing fragmentation in ITS deployment in Europe

Urban Mobility
- Transforming the use of conventionally fuelled vehicles in urban areas. For example, exploring how changes in mobility behaviour, individual choices, and social norms can be catalysed, accelerated and guided towards modal shift, changing vehicle use or ownership, reducing the need for travel, new mobility patterns, or their combination. Relevant drivers and barriers could be identified. The research should gather, evaluate and disseminate techniques that can be employed, including approaches that use social media.
- Tackling urban road congestion. For instance, Exploring how a favourable environment can be created for a significant growth in public transport at limited extra costs.
- Strengthening the knowledge and capacities of local authorities. Proposals from large networked groups of local authorities should include instruments and mechanisms for information exchange to assist them in preparing and implementing Sustainable Urban Mobility Plans.
- Demonstrating and testing innovative solutions for cleaner and better urban transport and mobility

2. Green Vehicles (EUR 129.00 million)

- Next generation of competitive lithium ion batteries to meet customer expectations
- Optimised and systematic energy management in electric vehicles
- Future natural gas powertrains and components for cars and vans
- Hybrid light and heavy duty vehicles
- Electric two-wheelers and new light vehicle concepts
- Powertrain control for heavy-duty vehicles with optimised emissions
- Future natural gas powertrains and components for heavy duty vehicles
- Electric vehicles' enhanced performance and integration into the transport system and the grid

3. Small Business and Fast Track Innovation for Transport (EUR 35.87 million)

- Eurotran will provide more information after the adoption of the 2014 work programme and the publication of first calls for proposals.

4. Simplification of the rules for participation

a) A single set of rules:

- Adapted for the whole research and innovation cycle
- Covering all research programmes and funding bodies
- Aligned to the Financial Regulation, coherent with other new EU Programmes

b) One project – one funding rate

- Maximum of 100% of the total eligible costs (except for innovation actions, where a 70% maximum will apply for profit making entities). This is higher than previous funding rates under the 7th Framework Program for Research and Development.
- Indirect eligible costs: a flat rate of 25% of direct eligible costs

c) Simple evaluation criteria

- Excellence – Impact – Implementation

d) New forms of funding aimed at innovation

- pre-commercial procurement, inducement prizes, dedicated loan and equity instruments

e) International participation facilitated but better protection of EU interest

f) Partnership encouraged (private-public but also public-public)

g) Simpler rules for grants

- broader acceptance of participants accounting practices for direct costs, flat rate for indirect costs, no time-sheets for personnel working full time on a project, possibility of output-based grants

h) Fewer, better targeted controls and audits

- Lowest possible level of requirements for submission of audit certificates without undermining sound financial management
- Audit strategy focused on risk and fraud prevention

i) Improved rules on intellectual property

- Balance between legal security and flexibility
- Tailor-made Intellectual Property Rules provisions for new forms of funding
- New emphasis on open access to research publications

Tips and advice on preparing the proposals

- Read the documentation carefully (work programme, call fiche, guides for applicants)
- Check the eligibility criteria
- Align your proposal with the work programme
- Don't forget the «expected impact»
- Follow the structure in the Guide for applicants
- Make sure you properly address all criteria
- Ask a disinterested colleague to look at your proposal, using the Commission criteria
- Be clear and concise, and obey the page limits, font etc Revise your proposal once it's uploaded in the Electronic Proposal Submission Service (EPPS)
- Be clear and logical concerning progress beyond state of the art, impacts, methodology, resources, consortia and work planning.
- National Contact Points provide assistance and advice to potential applicants in their own language. For the list of National Contact Points (NCP) click here.

Calendar:

- 20 November 2013: plenary debate on Horizon 2020
- 21 November 2013: adoption in the plenary of the Parlia-

ment of the agreement on Horizon 2020

- 2 December 2013: adoption of Horizon 2020 by the Council
- 11 December 2013: adoption of the work programme and publication of first calls for proposals
- 18 December 2013: Horizon 2020 Transport Info Day organised by the European Commission
- End December 2013: publication in the Official Journal of the European Union
- Until February 2014: National Launch Events for Horizon 2020

Level of funding (in EUR m)

Health, demographic change and wellbeing	7 472
Food security, sustainable agriculture, marine and maritime research & the Bio-economy	3 851
Secure, clean and efficient energy	5 931
Smart, green and integrated transport	6 339
Climate action, resource efficiency and raw materials	3 081
Inclusive and reflective societies	309
Secure societies	1 695
Science with and for society	462
Spreading excellence and widening participation	816

AIRPORT REGIONS CONFERENCE

Airport Regions Conference
Rue du Luxembourg-3
B-1000 Brussels
Tel: +32 2 501 08 35
www.airportregions.org