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HINTERLAND CONNECTIVITY

New and innovative impulses for the Flemish
hinterland / 6.11.2017

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In practical terms, the project proposals must have five main objectives:

1. To produce a positive impact on traffic flowing to, from and in the port;
2. To raise the efficiency of existing and new flows of goods (for example, by means of co-loading, avoiding empty trips, etc.);
3. To develop alternatives to ease the current congestion by focusing on a modal shift to rail/barge;
4. To develop innovative concepts to reinforce the logistic reputation of the region of Flanders and the Flemish seaports;
5. To produce a positive effect on environmental impacts.

With this open Request for Proposals the Flemish authorities and the port authorities seek to encourage all parties involved in the choice of transport and to give them the opportunity to implement new, sustainable mobility solutions or make improvements to existing solutions for land-side transport of maritime freight.

The Flemish authorities and the port authorities propose to offer temporary financial support to approximately twenty projects that make the greatest contribution to meeting the above objectives. With this open Request for Proposals, potential candidates are invited to submit a project proposal.

2.2 SCOPE OF THE REQUEST FOR PROPOSALS

Candidates are expected to submit a practical project proposal that clearly states the manner (period, maximum amount, any conditions, etc.) in which the objectives of the Request for Proposals will be attained (see section 2 above: Objectives and scope).

The support which the Flemish authorities and the port authorities are expected to provide must comply with the applicable regulations, in particular the EU regulations governing state support, in particular the "de minimis" regulation.¹

If several project proposals are favourably judged and furthermore are complementary to one another and opportune, then it is possible that it will be decided to support more than twenty projects, up to a maximum of twenty-five. However, candidates who submit a proposal cannot infer any rights from this possibility (see also section 3.2 below).

¹ Commission Regulation (EU) No 1407/2013 of 18 December 2013 on the application of Articles 107 and 108 of the Treaty on the Functioning of the European Union to de minimis aid. OJ L 352/1, 24 December 2013, p. 5.

3.3 SUBMISSION OF PROJECT PROPOSALS

Each candidate may submit only one project proposal. The project proposals must be submitted by mail, at the latest by 27 November 2017 at 12h00, send to the contact person of the concerned port authority and to the Port Commissioner (jan.blomme@mow.vlaanderen.be):

- Port of Ostend – jan.allaert@portofostende.be
- Port of Antwerp – pascale.pasmans@portofantwerp.com
- Port of Ghent – frederic.devreese@havengent.be
- Port of Zeebrugge – ja@mbz.be and pvc@mbz.be

The project proposals must include at least the following information and documents:

- A detailed proposal comprising among other things a financial plan, an implementation plan with a definite time path, and an explanation of the way in which support is expected;
- An explanation of the added value that the project proposal offers to the concerned port and its users;
- A signed declaration (see annex 1) to the effect that the candidate has not received any state support under the "de minimis" regulation² during the current and past two tax years (or, if such support has been received, the cumulative amount thereof), and where applicable a declaration of any other form of state support received for the project submitted, mentioning the government or authority which has granted the support and the amount thereof³;
- A list of references attesting the candidate's competency, experience and familiarity with truck transport and/or rail and barge transport;
- All information necessary for assessment of the minimum conditions and the adjudication criteria (see below).

² Commission Regulation (EU) No 1407/2013 of 18 December 2013 on the application of Articles 107 and 108 of the Treaty on the Functioning of the European Union to de minimis aid. OJ L 352/1, 24 December 2013, p. 5.

2. Quality of the project proposal (30/100)

Candidates are expected to present a complete and detailed project proposal. The project proposal should include among other things a realistic business plan that will be profitable in the medium term (within a maximum period of three years) and will continue to operate thereafter. The project proposal must also include a sufficiently detailed implementation plan (including commercialisation, timing, organisation, promotion etc.).

3. Sustainability (20/100)

Project proposals will be assessed more favourably for this criterion to the extent that they take greater account of sustainability aspects.

4. Competency, experience and familiarity with the transport mode involved, as well with mobility solutions for freight traffic (20/100)

Candidates are required to demonstrate their competency and experience in the intermodal transport method involved (road, rail or barge). They should preferably also demonstrate their familiarity with the concerned port. Candidates may call upon the competency, knowledge and experience of other persons (including artificial persons) if shown to be necessary for putting the project into practice. In such a case candidates must present evidence of the obligations that enable them to call upon such third parties for putting the project into practice.

The support expected from the Flemish authorities and the port authority must be employed as efficiently as possible in order to meet the objectives outlined above. In this connection, candidates must explain clearly what support is expected, and to what extent, specifying e.g. the period, any modalities, etc. To repeat: the support is offered for a maximum period of three years and is limited to a maximum of € 200,000 per project. It is further emphasised that the support must always comply with the applicable regulations, in particular the EU regulations concerning state support. The concerned port authority and the Flemish authorities will monitor the implementation of the project in detail, on the basis of the clear objectives and measurable criteria laid down in the agreements that shall be drawn up.



