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Information and Notices

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I

(Information)

COMMISSION

Ecu (*)

24 June 1994

(94/C 173/01)

Currency amount for one unit:

Belgian and Luxembourg franc	39,6239	United States dollar	1,20694
Danish krone	7,55364	Canadian dollar	1,67705
German mark	1,92386	Japanese yen	121,177
Greek drachma	290,740	Swiss franc	1,61368
Spanish peseta	159,220	Norwegian krone	8,36954
French franc	6,58930	Swedish krona	9,25664
Irish pound	0,793205	Finnish markka	6,39377
Italian lira	1895,95	Austrian schilling	13,5322
Dutch guilder	2,15608	Icelandic krona	83,3755
Portuguese escudo	198,832	Australian dollar	1,64995
Pound sterling	0,779678	New Zealand dollar	2,04497
		South African rand	4,36002

The Commission has installed a telex with an automatic answering device which gives the conversion rates in a number of currencies. This service is available every day from 3.30 p.m. until 1 p.m. the following day. Users of the service should do as follows:

- call telex number Brussels 23789;
- give their own telex code;
- type the code 'cccc' which puts the automatic system into operation resulting in the transmission of the conversion rates of the ecu;
- the transmission should not be interrupted until the end of the message, which is marked by the code 'ffff'.

Note: The Commission also has an automatic telex answering service (No 21791) and an automatic fax answering service (No 296 10 97) providing daily data concerning calculation of the conversion rates applicable for the purposes of the common agricultural policy.

(*) Council Regulation (EEC) No 3180/78 of 18 December 1978 (OJ No L 379, 30. 12. 1978, p. 1), as last amended by Regulation (EEC) No 1971/89 (OJ No L 189, 4. 7. 1989, p. 1).

Council Decision 80/1184/EEC of 18 December 1980 (Convention of Lomé) (OJ No L 349, 23. 12. 1980, p. 34).

Commission Decision No 3334/80/ECSC of 19 December 1980 (OJ No L 349, 23. 12. 1980, p. 27).

Financial Regulation of 16 December 1980 concerning the general budget of the European Communities (OJ No L 345, 20. 12. 1980, p. 23).

Council Regulation (EEC) No 3308/80 of 16 December 1980 (OJ No L 345, 20. 12. 1980, p. 1).

Decision of the Council of Governors of the European Investment Bank of 13 May 1981 (OJ No L 311, 30. 10. 1981, p. 1).

Communication of Decisions under sundry tendering procedures in agriculture (cereals)

(94/C 173/02)

(See notice in Official Journal of the European Communities No L 360 of 21 December 1982,
page 43)

Standing invitation to tender	Weekly invitation to tender	
	Date of Commission Decision	Maximum refund
Commission Regulation (EC) No 1166/94 of 24 May 1994 opening an invitation to tender for the refund for the export of common wheat to all third countries (OJ No L 130, 25. 5. 1994, p. 15)	23. 6. 1994	Tenders rejected
Commission Regulation (EC) No 1081/94 of 10 May 1994 opening an invitation to tender for the refund for the export of barley to all third countries (OJ No L 120, 11. 5. 1994, p. 21)	23. 6. 1994	Tenders rejected
Commission Regulation (EC) No 1082/94 of 10 May 1994 on a special intervention measure for barley in Spain (OJ No L 120, 11. 5. 1994, p. 24)	23. 6. 1994	ECU 77,96/tonne
Commission Regulation (EC) No 1386/94 of 17 June 1994 on a special intervention measure for maize in Greece (OJ No L 152, 18. 6. 1994, p. 7)	23. 6. 1994	Tenders rejected

Composition of the Scientific Committee for Animal Nutrition

(94/C 173/03)

The Commission set up the Scientific Committee for Animal Nutrition by Decision 76/791/EEC of 24 September 1976.

The term of office of the current members of the Committee having expired, the Commission decided on 9 June 1994 that the new Committee should be made up as follows:

A. ANADÓN NAVARRO
Professor Dr.
Departamento de Toxicología
Facultad de Veterinaria
Universidad Complutense
Madrid (España)

G. V. BALJER
Professor Dr.
Institut für Hygiene und Infektionskrankheiten der Tiere
Justus-Liebig Universität
Gießen (Deutschland)

C. BERETTA
Professore Dott.
Istituto di farmacologia di tossicologia veterinaria
Facoltà di medicina veterinaria
Università di Milano (Italia)

G. BORIES
Docteur
Laboratoire des xénobiotiques
Institut national de la recherche agronomique
Toulouse (France)

J. W. BRIDGES
Professor
Robens Institute of Industrial and Environmental Health
and Safety
University of Surrey
Guildford (United Kingdom)

J. BRUFAU DE BARBERA
Doctor
Instituto de Investigación y Tecnología Agraria (IRTA)
Centro de Mas Bové
Reus, Tarragona (España)

T. H. FERNANDES
Professor
Escola Superior de Medicina Veterinária
Rua Gomes Freire
Lisboa (Portugal)

A. V. KOVATSI
Professor
Laboratory of Biochemistry and Toxicology
Faculty of Veterinary Medicine
Aristotelian University of Thessaloniki (Hellas)

D. KUTTER
Professor
Laboratoire d'analyses cliniques
Luxembourg (Luxembourg)

B. B. NIELSEN
Doktor
Landbrugsministeriet
Statens Veterinære Serumlaboratorium
København (Danmark)

A. MACRI
Professore
Laboratorio di medicina veterinaria
Istituto Superiore di Sanità
Roma (Italia)

D. M. PUGH
Doctor
Veterinary College of Ireland Ballsbridge
Dublin (Ireland)

A. J. PUIGSERVER
Professeur
Laboratoire de biochimie et de biologie de la nutrition
Faculté des sciences Saint-Gérôme
Marseille (France)

P. C. THOMAS
Professor
Scottish Agricultural College
Central Office
Edinburgh (United Kingdom)

F. R. UNGEMACH
Professor Dr.
Institut für Pharmakologie und Toxikologie
Fachbereich Veterinärmedizin
Freie Universität Berlin (Deutschland)

M. VANBELLE
Professeur Dr.
Université catholique de Louvain
Département de biologie animale appliquée
Laboratoire de biochimie de la nutrition
Louvain-la-Neuve (Belgique)

P. W. WESTER
Doctor
Laboratorium voor Pathologie
Rijksinstituut voor Volksgezondheid en Milieuhygiëne
Bilthoven (Nederland)

OPINION

of the Advisory Committee on concentrations given at the 16th meeting on 30th November 1993 concerning a preliminary draft decision relating to Case IV/M.358 — Pilkington-Techint/SIV

(94/C 173/04)

(Text with EEA relevance)

1. The Advisory Committee is of the opinion that the operation is a concentration and that it has Community dimension.
2. The majority of the Advisory Committee agrees with the definition of the relevant product and geographical markets analysed by the Commission in the preliminary draft decision.
3. The majority of the Advisory Committee shares the conclusion drawn by the Commission that a past position of collective dominance did not exist.
4. The majority of the Advisory Committee is of the opinion that the concentration will not create a position of collective dominance.

One delegation considers, however, that due to lack of sufficient information, it has not been demonstrated that the absence of a dominant position in the float glass market at level 1 also exists at level 2.

5. The Advisory Committee invites the Commission to take account of the other points raised during the course of the meeting.
6. The Advisory Committee recommends the publication of this opinion.

Commission communication pursuant to Article 4 (1) of Council Regulation (EEC) No 3831/90 of 20 December 1990 applying generalized tariff preferences for 1991 in respect of certain industrial products originating in developing countries, extended for 1994 by Regulation (EC) No 3668/93

(94/C 173/05)

Pursuant to Article 4 (1) of Council Regulation (EEC) No 3831/90 ⁽¹⁾, extended for 1994 by Regulation (EC) No 3668/93 ⁽²⁾, the Commission gives notice that the following fixed duty-free amounts, applicable from 1 January to 30 June 1994, have been exhausted:

Order No	Description	Origin	Fixed duty-free amount (ECU)	Date of exhaustion
10.0409	Ammonium nitrate, mixtures of nitrate and mixtures of urea and ammonium nitrate	Ukraine	750 000	30. 5. 1994

Imports beyond these amounts are liable to payment of the normal duties of the Common Customs Tariff.

⁽¹⁾ OJ No L 370, 31. 12. 1990, p. 1.

⁽²⁾ OJ No L 338, 31. 12. 1993, p. 22.

II

(Preparatory Acts)

COMMISSION

Proposal for a Council Decision on the continued application of remote sensing to agricultural statistics during the period 1994-98

(94/C 173/06)

COM(94) 227 final — 94/0139(CNS)

(Submitted by the Commission on 7 June 1994)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 43 thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Parliament,

Whereas the pilot project on remote sensing applied to agricultural statistics adopted by Decision 88/503/EEC, which expired on 31 December 1993, covered the first part of a development programme planned to last for 10 years;

Whereas the project was launched, in particular, because of the need to improve agricultural statistic systems in the Community; whereas there continues to be a need for this, particularly in the context of the new common agricultural policy;

Whereas the pilot project has fully met its objectives, particularly with regard to the development and integration of certain advanced methods into the Community's agricultural information system;

Whereas some of the actions developed under the project have reached the operational stage according to schedule; whereas, therefore these measures should be separated from those actions which require further research;

Whereas the operational actions to be continued during the period 1994-98 concern the application of remote sensing to provide early estimates of acreages and yields at European or national level and to improve the statistical systems of the Member States;

Whereas the activities which require further development during the second phase of the 10-year programme initially planned are covered by the Fourth Framework Programme for research and development;

Whereas, however, close complementarity must be ensured between the operational actions and those still being developed under the 10-year programme on the application of remote sensing to agricultural statistics;

Whereas the operational actions should benefit from the technical and methodological improvements resulting from the development work; whereas they will induce new research;

Whereas the actions concerning the application of remote sensing to agricultural statistics are consistent with the principle of subsidiarity, since the responsibility for and implementation of the various actions is shared between the Member States and the Commission in accordance with criteria of efficiency and feasibility;

Whereas these actions help to improve the Community's production of statistics and the management and control of the common agricultural policy,

HAS ADOPTED THIS DECISION:

Article 1

The Commission is hereby authorized to continue, for a period of five years starting on 1 January 1994, to apply remote sensing to agricultural statistics, particularly applications aiming:

- to provide estimates, before harvest, of acreages and potential production of the main crops at European or national level,
- to facilitate the use of remote sensing by interested Member States with a view to improving their agricultural statistics systems.

Article 2

The Commission shall be responsible for the execution of the measures and shall annually inform the Member States of the implementation methods and results obtained, in accordance with the procedure laid down in Article 3.

Article 3

1. Where the procedure laid down in this Article is to be followed, the chairman shall refer the matter to the Standing Committee on Agricultural Statistics, hereinafter referred to as the 'Committee', either on his own initiative or at the request of the representative of a Member State.

2. The representative of the Commission shall submit to the Committee a draft of the measures to be taken. The Committee shall deliver its opinion on the draft, within a time limit which the chairman may lay down according to the urgency of the matter, if necessary by taking a vote.

3. The opinion shall be recorded in the minutes. In addition, each Member State shall have the right to ask to have its position recorded in the minutes.

4. The Commission shall take the utmost account of the opinion delivered by the Committee. It shall inform the Committee of the manner in which its opinion has been taken into account.

Article 4

The Commission shall submit to the European Parliament and to the Council, by 31 July 1998, a report on the implementation of these actions and, where necessary, proposals on the continued application of remote sensing to agricultural statistics.

Article 5

This Decision shall enter into force on the day following its publication in the *Official Journal of the European Communities*.

ANNEX

The applications of remote sensing to agricultural statistics to be implemented or developed during 1994-98 are organized into the following groups:

OPERATIONAL ACTIVITIES

- Activity A: regional inventories
- Activity B: European rapid estimates

ACTIVITIES FOR DEVELOPMENT

- Activity C: integrated system
- Activity D: monitoring and prediction of harvests outside the Community
- Activity E: application of new methods or sensors.

I. OPERATIONAL ACTIVITIES

Activity A: regional inventories

At the end of the first phase of the pilot project, responsibility for the implementation of the regional inventories was mainly transferred to the Member States. This activity is currently carried out in the southern Member States and occasionally in the northern ones. The Member States are responsible for its continued application, extension and financing.

However, it is desirable for technical assistance and its financing to be financed from the Community budget. This mainly comprises assistance for statistical techniques, stratification, certain pilot studies of limited scope and the improvement of software.

Activity B: European rapid estimates

This activity is the continuation of Action 4 of the first phase of the pilot project in its operational stage. The objective is no longer to develop a method but to apply it at Community level for the purposes of the common agricultural policy (CAP).

Since the results were satisfactory at the end of phase 1, only minor adjustments to the method are needed. However, the following developments could be considered:

- extending the method to the new Member States,
- improving the representativeness of the sites selected at Community level and for certain Member States,
- improving methods for monitoring trends in set-aside areas,
- introducing analysis of radar images with a view to achieving greater security and reliability over time.

II. ACTIVITIES FOR DEVELOPMENT

Activity C: integrated system

This concerns the transition of Actions 2 and 3 of phase one to the operational stage, particularly their integration at the level of the Community and the Member States.

Activity C-1: transition of Action 2 to the operational stage. This involves the validation of the vegetation and surface temperature indices obtained at the end of the first phase. It also concerns a statistical model for selecting representative areas for the various crop types for targeted indices. Transition to the operational stage also involves improvements in the production chain in terms of lead time and data reliability.

Activity C-2: transition of the various components of Action 3 to the operational stage, an improved Eurostat Agromet model, an agrometeorological model for yield prediction and forecasting using the pollen method.

As in the case of Activity C-1, these different models must be validated and the processing chains made more reliable to meet the needs of the operational stage.

Activity C-3: advanced agricultural information system at Community level. This activity will involve cross-checking the information obtained from Activities C-2, C-3 and B. Activity B should be accurate for acreage but is likely to be less so for yields. Conversely, Activities C-2 and C-3 provide essential information regarding yields. Integration and checking of the results of several actions should help optimize the whole system.

Activity C-4: examining the possibility of applying Activity C-3 at regional or national level. However, the acreage component provided by Activity B currently exists only at Community level and the quality of the yield predictions suffers when the area studied is smaller. Activity C-4 is intended to overcome these difficulties in close collaboration with the Member States.

Activity D: monitoring and prediction of harvests outside the Community

The validation of Action 4 at Community level and the implementation of Actions 2 and 3 mean that it is now possible to envisage the monitoring and prediction of harvests outside the Community.

The purpose of Activity D is to develop a method by working on eastern Europe and possibly the Maghreb region. The countries in these two areas represent considerable export potential for the Community and sometimes also considerable import potential. In both cases, the Community is engaged in active cooperation policies.

In order to facilitate the implementation of this activity, the Commission will seek the necessary cooperation in connection with programmes having similar objectives, such as the Phare Mars programme. However, under this project the Commission's requirements will take priority.

Activity E: application of new methods or sensors

The first phase of the plan provided only for the use of the Landsat-TM, Spot and NOAA-AVHRR sensors (high-resolution or meteorological satellites) for the principal actions. The activities planned for the next five years will probably continue to be based on this type of sensor. However, information from other types of sensors, particularly radar, should be used wherever useful. Work carried out in this field to date shows that radar images can be used in the project. However, it remains necessary to test the feasibility and usefulness of this source of information on wider areas than those studied to date.

Data from the Meteosat satellite should also be integrated, so as to improve knowledge of certain agrometeorological parameters.

Lastly, in the context of Activity D, work already commenced in the field of processing and classification of data satellite images from the past 10 years should be continued. The volume of data concerned is very large and ways of computerizing the task should therefore be studied.

III

(Notices)

COMMISSION

Phare — provision of radio frequency spectrum monitoring and planning equipment**Phare, Tacis and countries of Central and Eastern Europe****Notice of invitation to tender issued by the Commission of the European Communities on behalf of the Government of Slovenia in the framework of the Phare programme**

(94/C 173/07)

Project title

Provision of radio frequency spectrum monitoring and planning equipment

1. Participation and origin

Participation is open on equal terms to all natural and legal persons of the Member States of the European Community or of Albania, Bulgaria, the Czech Republic, Estonia, Hungary, Latvia and Lithuania.

Offers must originate in the abovementioned countries.

2. Subject

The supply, delivery, bringing into service and support of the following:

— radio frequency spectrum monitoring equipment providing facilities for continuous monitoring and location of the radio frequency range specified in the tender documents on a 24-hour basis. The equipment will make provision for the measurement, display and recording of the time, frequency, signal strength, modulation, identification and other relevant parameters of transmissions;

- 1) 1 fixed, manned, monitoring station;
- 2) 3 or 4 unattended stations for frequency monitoring, providing measuring and direction finding for the complete territory of Slovenia;
- 3) 1 mobile unit with direction-finding capability;

— any necessary software, antennae with masts, cables and other parts necessary for the effective functioning of the equipment should also be supplied.

The equipment should be able to be integrated into a single, automated national system with facility for a centralized control, monitoring and recording function.

Tenders should include references to other, previously completed installations.

3. Invitation to tender dossier

The complete tender dossier may be obtained free of charge by interested principals of credible supply organizations from:

- a) Ministry for Transport and Communications, Telecommunications Authority, Kotnikova 19a, SI-61000 Ljubljana (for the attention of Mr Perpar).
- b) Commission of the European Communities, DG I Phare - for the attention of Mr Mike Coyle, rue de la Loi 200 (AN88-4/21), B-1049 Brussels, tel. (02) 296 80 89, facsimile (02) 295 75 02.
- c) Offices in the Community:
 - B-1040 Bruxelles, Archimedestraat 73 [tél. (32-2) 235 38 44; télécopieur (32-2) 235 01 66],
 - D-53113 Bonn, Zitellmannstraße 22 [Tel. (49-228) 53 00 90; Telefax (49-228) 530 09 50],
 - NL-2594 AG Den Haag, E.V.D., afdeling PPA, Bezuidenhoutseweg 151 [tel. (31-70) 379 88 11; telefax (31-70) 379 78 78],
 - L-2920 Luxembourg, bâtiment Jean Monnet, rue Alcide de Gasperi [tél. (352) 430 11; télécopieur (352) 43 01 44 33],
 - F-75007 Paris Cedex 16, 288, boulevard Saint-Germain [tél. (33-1) 40 63 38 38; télécopieur (33-1) 45 56 94 17],
 - I-00187 Roma, via Poli 29 [tel. (39-6) 678 97 22; telefax (39-6) 679 16 58],
 - DK-1787 København V, Dansk Industri, Projekt- og Licitationskontoret, afd. EMI [tlf. (45-33) 77 33 77; telefax (45-33) 77 33 00],
 - UK-London SW1P 3AT, Jean Monnet House, 8 Storey's Gate [tel. (44-71) 973 19 92; facsimile (44-71) 973 19 00],
 - IRL-Dublin 2, 39 Molesworth Street [tel. (353-1) 71 22 44; facsimile (353-1) 71 26 57],

GR-10674 Athens, Vassilissis Sofias 2 [τηλ. (30-1) 724 39 82, τηλεφάξ (30-1) 724 46 20],

E-28001 Madrid, calle de Serrano, 41, 5a planta [tel. (34-1) 435 17 00, 435 15 28; telefax (34-1) 576 03 87, 577 29 23],

P-1200 Lisboa, Centro Europeu Jean Monnet, Largo Jean Monnet 1-10º [tel. (351-1) 54 11 44; telefax (351-1) 55 43 97].

4. Tenders

The closing date for receipt of tenders is 24. 8. 1994. If this should fall on a Saturday or Sunday then

the Monday shall be taken as the closing date.

The closing time on the day will be 12.00, local time. Tenders, in 2 copies and clearly marked 'Frequency Management Equipment Tender, Phare', should arrive no later than the closing date and time at Room 30, Floor 4, rue d'Arlon 88, B-1049 Brussels, with 1 additional copy to the Ministry of Transport and Communications, Telecommunications Authority, Kotnikova 19 a, SI-61000 Ljubljana.

Phare — supply of services and equipment

Notice of invitation to tender issued by the European Commission on behalf of the Government of Poland for a project financed in the framework of the Phare programme

(94/C 173/08)

Project title and number

Technical assistance, software implementation, supply and installation of hardware for the National Depository/Fiscal Agent Operation.

Invitation to tender No: P 91100102-L007

1. Participation and origin

Participation is open on equal terms to all natural and legal persons of the Member States of the European Economic Community, and of Albania, Bulgaria, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Romania, the Slovak Republic and Slovenia.

Supplies must originate in above the states.

2. Subject

Provision of the following services and equipment for the National Depository of Securities/Fiscal Agent in Warsaw:

— technical assistance, development of software and training;

— supply, installation, commissioning and running of computer hardware and software; and

— other related services,

towards the building of a fiscal agent facility designed for:

a) the dematerialization of millions of physical share certificates issued under the mass privatization programme and

b) operations relating to receiving, investing and distributing dividends payable to share certificates holders.

3. Invitation to tender dossier

3.1. Terms on which tender documents may be obtained:

The complete dossier may be obtained free of charge by sending the request by facsimile to:

a) The President of the Foundation for Privatization in the Republic of Poland, Krucza 36/Wspólna 6 Street, PL-00522 Warsaw, facsimile (48-2) 628 22 90.

3.2. Further information

The tender dossier is available for consultation only at the address under a) above and:

b) Commission of the European Communities, DG I - Operational Service Phare, for the attention of Mrs Simona GATTI - Sc 29 - 1/32, rue de la Loi 200, B-1049 Brussels, facsimile (02) 296 42 51.

c) Offices in the Community:

D-5300 Bonn, Zitelmannstraße 22 [Tel. (49) 228 53 00 90; Telefax (49) 22 85 30 09 50],

NL-2594 AG Den Haag, E.V.D., afdeling PPA, Bezuidenhoutseweg 151 [tel. (31-70) 379 88 11; telefax (31-70) 379 78 78],

L-2920 Luxembourg, bâtiment Jean Monnet, rue Alcide de Gasperi [tél. (352) 43 01 1; télécopieur (352) 43 01 44 33],

F-75007 Paris Cedex 16, 288, boulevard Saint-Germain [tél. (33) 1 40 63 38 38; télécopieur (33) 1 45 56 94 17],

I-00187 Roma, via Poli 29 [tel. (39-6) 678 97 22; telefax (39-6) 679 16 58],

DK-1787 København V, Dansk Industri, Projekt- og Licitationskontoret, afd. EMI [tlf. (45) 33 77 33 77; telefax (45) 33 77 33 00],

UK-London SW1P 3AT, Jean Monnet House, 8 Storey's Gate [tel. (44) 71 973 19 92; facsimile (44) 71 973 19 00/19 10],

IRL-Dublin 2, 39 Molesworth Street [tel. (353) 1 71 22 44; facsimile (353) 1 71 26 57],

GR-10674 Athens, Vassilissis Sofias 2 [τηλ. (30) 1 724 39 82, τηλεφάξ (30) 1 724 46 20],

E-28001 Madrid, calle de Serrano, 41, 5a planta [tel. (34-1) 435 17 00, 435 15 28; telefax (34-1) 576 03 87, 577 29 23],

P-1200 Lisboa, Centro Europeu Jean Monnet, Largo Jean Monnet 1-10º [tel. (351) 1 54 11 44; telefax (351) 1 55 43 97].

4. Site visit

An information meeting, followed by a site visite, will be organized by the Foundation for Privatization on 8. 7. 1994 (10.00), local time, at the address given under 3.1. a).

Participation of tenderers at this meeting is optional.

5. Tenders

Should arrive, at the latest, on 29. 7. 1994 (15.00), local time, at the following address:

— The President of the Foundation for Privatization in the Republic of Poland, Krucza 36/Wspólna 6 Street, PL-00522 Warsaw, facsimile (48-2) 628 22 90,

with a copy to the:

— Delegation of the EC in Poland, Aleje Ujazdowskie 14, PL-00478 Warsaw.

They will be opened in public session on 2. 8. 1994 (10.00), local time, at the address of the Foundation for Privatization.

Commission communication in the field of information technology and telecommunications

Call for proposals for the development of infrastructural tools in information technology and telecommunications facilitating the establishment of conformance testing services

Restricted procedure

(94/C 173/09)

1. **Awarding authority:** European Commission, Directorate General III, Industry, Unit B3-RP3 5/30, Testing and Certification Secretariat, rue de la Loi 200, B-1049 Brussels.

Tel. (02) 296 82 86. Facsimile (02) 295 38 77.

2. **Category:** 8, provision of R & D services, CPC ref. No: 85.

The Commission herewith launches a restricted call for proposals for the development of infrastructural tools in limited and specified technical areas which will complement the existing CTS (Conformance Testing Services) programme. This programme aimed at establishing 'conformity to standards' testing services in telecommunications and information technology.

The restricted procedure comprises 2 phases. The first, which is triggered by this notice, requires potential bidders to submit (declaration of interest) applications following Articles 10. b) and 10. c). The credentials of the applicants are examined according to Article 13 and, in the start of the second phase, invitations to submit proposals are sent to those who are acceptable (Article 11). Proposals conforming to the criteria specified (Article 14) must then be submitted by a date specified in the information package.

The abbreviated titles of technical domains which will be covered by this call comprise the following:

1. CATG: Computer-Aided Test Generation.

2. GCI: Generic Compilers or Interpreters.
3. OTE: Open Test Environment.
- 3., 4.
5. Consortia may submit proposals addressing 1 or more of the technical domains identified in Article 2. However, each proposal submitted must address only 1 technical domain.
6. Following receipt of applications, it is expected that 5 to 10 consortia will be invited to submit proposals.
7. Technical and financial variants of proposals are acceptable.
- 8., 9.
10. a) There is an urgent requirement for test tools and services in the information technology and telecommunications sectors, so the accelerated call procedure is being used.
- b) *Deadline for receipt of (declaration of interest) applications: 11. 7. 1994.*
- c) Applications must be sent to the address specified in Article 1.
- d)
11. *The invitations to submit a proposal, together with an information package, will be sent out by: 18. 7. 1994.*
12. Where the funding requested from the Commission for a proposal exceeds 300 000 Ecu, a bank guarantee will be required before advance payments can be made.
13. Applicants must supply proof of expertise in the domains specified in Article 1.
14. The criteria used for the award of contracts are specified in the information package referred to in Article 11.
- 15.
16. 15. 6. 1994.
17. 15. 6. 1994.

Operation of scheduled air services

Invitation to tender issued by the Irish Government in accordance with Article 4.1 d) of Council Regulation No 2408/92 for the operation of scheduled air services on the route Dublin/Donegal/Dublin

(94/C 173/10)

1. Introduction

Pursuant to Article 4.1 a) of Council Regulation (EEC) No 2408/92 of 23. 7. 1992 on access for Community air carriers to intra-Community air routes, the Irish Government has decided to impose a public service obligation in respect of scheduled air services on the route Dublin/Donegal/Dublin. The standards required by the public service obligation were published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

No air carrier having commenced or being about to commence scheduled air services on the route in accordance with the public service obligation imposed, the Irish Government has decided, in the framework of the procedure provided for in Article 4.1.d) of the same

Regulation, to limit access to that route to a single carrier and to offer the right to operate such services by public tender.

2. Subject

Supply of scheduled air services on the Dublin/Donegal/Dublin route in accordance with the public service obligation imposed as published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

3. Participation to tender

Participation is open to any air carrier with a valid operating licence granted by a Member State in accordance with Council Regulation (EEC) No 2407/92 of 23. 7. 1992 on licensing of air carriers. However,

because Ireland is applying Article 3.2 of Regulation No 2408/92, air carriers with an operating licence granted by a Member State other than Ireland will have to limit its capacity in Ireland, for the cabotage service, to 50 % of the carrier's seasonal capacity on the same service of which the cabotage service must constitute the extension or the preliminary leg.

4. Tender procedure

The present tender is submitted to the provisions of points d), e), f), g), h) and i) of Article 4.1 of Regulation No 2408/92.

5. Details on invitation to tender

The complete tendering details, including application forms, a note on demographic and socio-economic features of Donegal airport catchment area, a note on Donegal airport (past passenger numbers, landing fees, technical facilities, etc.) and the full conditions of the contract, may be obtained free of charge from:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2, tel. (01) 678 95 22-15 06.

6. Reimbursement

Tenders must explicitly mention the amount of the reimbursement required for the operation of services on the route. The definite amount of the reimbursement will be established ex-post in accordance with the actual costs and revenue generated by the service, within the limit of the amount mentioned in the tender.

7. Fares to be set

The 70 Irish pounds full return fare mentioned in the Commission's communication published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994 has to be considered as a maximum fare and a range of lower fares may be freely set by the selected air carrier. However, 'through' fares applied by the selected air carrier for indirect routes linking Donegal to any destination outside Ireland via Dublin cannot be lower than those applied in the same fare category by carriers operating, if applicable, directly the same routes.

8. Period of validity, amendment and termination of the contract

The contract will be valid for a period of 1 year from the date of commencement of scheduled air services on the route in accordance with the public service obligation

imposed. The performance of the contract will be reviewed during the period of 2 months before the expiry date in consultation with the air carrier. In the light of this review, the contract may be renewed for a further period of 12 months. In any case, a new invitation to tender will be made, if applicable, before the end of a period of 3 years maximum from the date of the beginning of the limited access to a single carrier.

9. Penalties in the event of the carrier failing to comply with the contract

In the event of the carrier failing to operate a service because of:

- dangerous weather conditions;
- closure of either of the airports;
- security reasons;
- strikes;
- reasons related to safety;
- force majeure;

the compensation payable will be reduced on a pro rata basis for each occasion on which a flight is not operated.

In the event of the carrier failing to operate a flight otherwise than because of 1 of the abovementioned cases, the Minister for Transport, Energy and Communications may:

- (i) reduce the compensation payable on a pro rata basis for each occasion on which a flight is not operated;
- (ii) seek an explanation from the carrier for such non-operation. If the Minister is not satisfied with the carrier's explanation, he may terminate the agreement.

10. Deadline for submission of bids

16. 8. 1994.

11. Application procedure

Bids must be submitted by registered letter, date as post-marked, or delivered to:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2

before 16. 8. 1994 (17.00).

Operation of scheduled air services

Invitation to tender issued by the Irish Government in accordance with Article 4.1 d) of Council Regulation No 2408/92 for the operation of scheduled air services on the route Dublin/Kerry/Dublin

(94/C 173/11)

1. Introduction

Pursuant to Article 4.1 a) of Council Regulation (EEC) No 2408/92 of 23. 7. 1992 on access for Community air carriers to intra-Community air routes, the Irish Government has decided to impose a public service obligation in respect of scheduled air services on the route Dublin/Kerry/Dublin. The standards required by the public service obligation were published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

No air carrier having commenced or being about to commence scheduled air services on the route in accordance with the public service obligation imposed, the Irish Government has decided, in the framework of the procedure provided for in Article 4.1.d) of the same Regulation, to limit access to that route to a single carrier and to offer the right to operate such services by public tender.

2. Subject

Supply of scheduled air services on the Dublin/Kerry/Dublin route in accordance with the public service obligation imposed as published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

3. Participation to tender

Participation is open to any air carrier with a valid operating licence granted by a Member State in accordance with Council Regulation (EEC) No 2407/92 of 23. 7. 1992 on licensing of air carriers. However, because Ireland is applying Article 3.2 of Regulation No 2408/92, air carriers with an operating licence granted by a Member State other than Ireland will have to limit its capacity in Ireland, for the cabotage service, to 50 % of the carrier's seasonal capacity on the same service of which the cabotage service must constitute the extension or the preliminary leg.

4. Tender procedure

The present tender is submitted to the provisions of points d), e), f), g), h) and i) of Article 4.1 of Regulation No 2408/92.

5. Details on invitation to tender

The complete tendering details, including application forms, a note on demographic and socio-economic features of Kerry airport catchment area, a note on Kerry airport (past passenger numbers, landing fees, technical facilities, etc.) and the full conditions of the contract, may be obtained free of charge from:

— Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2, tel. (01) 678 95 22-15 06.

6. Reimbursement

Tenders must explicitly mention the amount of the reimbursement required for the operation of services on the route. The definite amount of the reimbursement will be established ex-post in accordance with the actual costs and revenue generated by the service, within the limit of the amount mentioned in the tender.

7. Fares to be set

The 70 Irish pounds full return fare mentioned in the Commission's communication published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994 has to be considered as a maximum fare and a range of lower fares may be freely set by the selected air carrier. However, 'through' fares applied by the selected air carrier for indirect routes linking Kerry to any destination outside Ireland via Dublin cannot be lower than those applied in the same fare category by carriers operating, if applicable, directly the same routes.

8. Period of validity, amendment and termination of the contract

The contract will be valid for a period of 1 year from the date of commencement of scheduled air services on the route in accordance with the public service obligation imposed. The performance of the contract will be reviewed during the period of 2 months before the expiry date in consultation with the air carrier. In the light of this review, the contract may be renewed for a further period of 12 months. In any case, a new invitation to tender will be made, if applicable, before the end of a period of 3 years maximum from the date of the beginning of the limited access to a single carrier.

9. Penalties in the event of the carrier failing to comply with the contract

In the event of the carrier failing to operate a service because of:

- dangerous weather conditions;
- closure of either of the airports;
- security reasons;
- strikes;
- reasons related to safety;
- force majeure;

the compensation payable will be reduced on a pro rata basis for each occasion on which a flight is not operated.

In the event of the carrier failing to operate a flight otherwise than because of 1 of the abovementioned cases, the Minister for Transport, Energy and Communications may:

- (i) reduce the compensation payable on a pro rata basis for each occasion on which a flight is not operated;
- (ii) seek an explanation from the carrier for such non-operation. If the Minister is not satisfied with the carrier's explanation, he may terminate the agreement.

10. Deadline for submission of bids

16. 8. 1994.

11. Application procedure

Bids must be submitted by registered letter, date as post-marked, or delivered to:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2

before 16. 8. 1994 (17.00).

Operation of scheduled air services

Invitation to tender issued by the Irish Government in accordance with Article 4.1 d) of Council Regulation No 2408/92 for the operation of scheduled air services on the route Dublin/Galway/Dublin

(94/C 173/12)

1. Introduction

Pursuant to Article 4.1 a) of Council Regulation (EEC) No 2408/92 of 23. 7. 1992 on access for Community air carriers to intra-Community air routes, the Irish Government has decided to impose a public service obligation in respect of scheduled air services on the route Dublin/Galway/Dublin. The standards required by the public service obligation were published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

No air carrier having commenced or being about to commence scheduled air services on the route in accordance with the public service obligation imposed, the Irish Government has decided, in the framework of the procedure provided for in Article 4.1.d) of the same Regulation, to limit access to that route to a single carrier and to offer the right to operate such services by public tender.

2. Subject

Supply of scheduled air services on the Dublin/Galway/Dublin route in accordance with the public service obli-

gation imposed as published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

3. Participation to tender

Participation is open to any air carrier with a valid operating licence granted by a Member State in accordance with Council Regulation (EEC) No 2407/92 of 23. 7. 1992 on licensing of air carriers. However, because Ireland is applying Article 3.2 of Regulation No 2408/92, air carriers with an operating licence granted by a Member State other than Ireland will have to limit its capacity in Ireland, for the cabotage service, to 50 % of the carrier's seasonal capacity on the same service of which the cabotage service must constitute the extension or the preliminary leg.

4. Tender procedure

The present tender is submitted to the provisions of points d), e), f), g), h) and i) of Article 4.1 of Regulation No 2408/92.

5. Details on invitation to tender

The complete tendering details, including application forms, a note on demographic and socio-economic features of Galway airport catchment area, a note on Galway airport (past passenger numbers, landing fees, technical facilities, etc.) and the full conditions of the contract, may be obtained free of charge from:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2, tel. (01) 678 95 22-15 06.

6. Reimbursement

Tenders must explicitly mention the amount of the reimbursement required for the operation of services on the route. The definite amount of the reimbursement will be established ex-post in accordance with the actual costs and revenue generated by the service, within the limit of the amount mentioned in the tender.

7. Fares to be set

The 70 Irish pounds full return fare mentioned in the Commission's communication published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994 has to be considered as a maximum fare and a range of lower fares may be freely set by the selected air carrier. However, 'through' fares applied by the selected air carrier for indirect routes linking Galway to any destination outside Ireland via Dublin cannot be lower than those applied in the same fare category by carriers operating, if applicable, directly the same routes.

8. Period of validity, amendment and termination of the contract

The contract will be valid for a period of 1 year from the date of commencement of scheduled air services on the route in accordance with the public service obligation imposed. The performance of the contract will be reviewed during the period of 2 months before the expiry date in consultation with the air carrier. In the light of this review, the contract may be renewed for a further period of 12 months. In any case, a new invitation to tender will be made, if applicable, before the end of a period of 3 years maximum from the date of the beginning of the limited access to a single carrier.

9. Penalties in the event of the carrier failing to comply with the contract

In the event of the carrier failing to operate a service because of:

- dangerous weather conditions;
- closure of either of the airports;
- security reasons;
- strikes;
- reasons related to safety;
- force majeure;

the compensation payable will be reduced on a pro rata basis for each occasion on which a flight is not operated.

In the event of the carrier failing to operate a flight otherwise than because of 1 of the abovementioned cases, the Minister for Transport, Energy and Communications may:

- (i) reduce the compensation payable on a pro rata basis for each occasion on which a flight is not operated;
- (ii) seek an explanation from the carrier for such non-operation. If the Minister is not satisfied with the carrier's explanation, he may terminate the agreement.

10. Deadline for submission of bids

16. 8. 1994.

11. Application procedure

Bids must be submitted by registered letter, date as post-marked, or delivered to:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2

before 16. 8. 1994 (17.00).

Operation of scheduled air services

Invitation to tender issued by the Irish Government in accordance with Article 4.1 d) of Council Regulation No 2408/92 for the operation of scheduled air services on the route Dublin/Waterford/Dublin

(94/C 173/13)

1. Introduction

Pursuant to Article 4.1 a) of Council Regulation (EEC) No 2408/92 of 23.7.1992 on access for Community air carriers to intra-Community air routes, the Irish Government has decided to impose a public service obligation in respect of scheduled air services on the route Dublin/Waterford/Dublin. The standards required by the public service obligation were published in the *Official Journal of the European Communities* No C 3 of 5.1.1994.

No air carrier having commenced or being about to commence scheduled air services on the route in accordance with the public service obligation imposed, the Irish Government has decided, in the framework of the procedure provided for in Article 4.1.d) of the same Regulation, to limit access to that route to a single carrier and to offer the right to operate such services by public tender.

2. Subject

Supply of scheduled air services on the Dublin/Waterford/Dublin route in accordance with the public service obligation imposed as published in the *Official Journal of the European Communities* No C 3 of 5.1.1994.

3. Participation to tender

Participation is open to any air carrier with a valid operating licence granted by a Member State in accordance with Council Regulation (EEC) No 2407/92 of 23.7.1992 on licensing of air carriers. However, because Ireland is applying Article 3.2 of Regulation No 2408/92, air carriers with an operating licence granted by a Member State other than Ireland will have to limit its capacity in Ireland, for the cabotage service, to 50 % of the carrier's seasonal capacity on the same service of which the cabotage service must constitute the extension or the preliminary leg.

4. Tender procedure

The present tender is submitted to the provisions of points d), e), f), g), h) and i) of Article 4.1 of Regulation No 2408/92.

5. Details on invitation to tender

The complete tendering details, including application forms, a note on demographic and socio-economic features of Waterford airport catchment area, a note on Waterford airport (past passenger numbers, landing fees, technical facilities, etc.) and the full conditions of the contract, may be obtained free of charge from:

— Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2, tel. (01) 678 95 22-15 06.

6. Reimbursement

Tenders must explicitly mention the amount of the reimbursement required for the operation of services on the route. The definite amount of the reimbursement will be established ex-post in accordance with the actual costs and revenue generated by the service, within the limit of the amount mentioned in the tender.

7. Fares to be set

The 60 Irish pounds full return fare mentioned in the Commission's communication published in the *Official Journal of the European Communities* No C 3 of 5.1.1994 has to be considered as a maximum fare and a range of lower fares may be freely set by the selected air carrier. However, 'through' fares applied by the selected air carrier for indirect routes linking Waterford to any destination outside Ireland via Dublin cannot be lower than those applied in the same fare category by carriers operating, if applicable, directly the same routes.

8. Period of validity, amendment and termination of the contract

The contract will be valid for a period of 1 year from the date of commencement of scheduled air services on the route in accordance with the public service obligation imposed. The performance of the contract will be reviewed during the period of 2 months before the expiry date in consultation with the air carrier. In the light of this review, the contract may be renewed for a further period of 12 months. In any case, a new invitation to tender will be made, if applicable, before the end of a period of 3 years maximum from the date of the beginning of the limited access to a single carrier.

9. Penalties in the event of the carrier failing to comply with the contract

In the event of the carrier failing to operate a service because of:

- dangerous weather conditions;
- closure of either of the airports;
- security reasons;
- strikes;
- reasons related to safety;
- force majeure;

the compensation payable will be reduced on a pro rata basis for each occasion on which a flight is not operated.

In the event of the carrier failing to operate a flight otherwise than because of 1 of the abovementioned cases, the Minister for Transport, Energy and Communications may:

- (i) reduce the compensation payable on a pro rata basis for each occasion on which a flight is not operated;
- (ii) seek an explanation from the carrier for such non-operation. If the Minister is not satisfied with the carrier's explanation, he may terminate the agreement.

10. Deadline for submission of bids

16. 8. 1994.

11. Application procedure

Bids must be submitted by registered letter, date as post-marked, or delivered to:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2

before 16. 8. 1994 (17.00).

Operation of scheduled air services

Invitation to tender issued by the Irish Government in accordance with Article 4.1 d) of Council Regulation No 2408/92 for the operation of scheduled air services on the route Dublin/Connaught/Dublin

(94/C 173/14)

1. Introduction

Pursuant to Article 4.1 a) of Council Regulation (EEC) No 2408/92 of 23. 7. 1992 on access for Community air carriers to intra-Community air routes, the Irish Government has decided to impose a public service obligation in respect of scheduled air services on the route Dublin/Connaught/Dublin. The standards required by the public service obligation were published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

No air carrier having commenced or being about to commence scheduled air services on the route in accordance with the public service obligation imposed, the Irish Government has decided, in the framework of the procedure provided for in Article 4.1.d) of the same Regulation, to limit access to that route to a single carrier and to offer the right to operate such services by public tender.

2. Subject

Supply of scheduled air services on the Dublin/Connaught/Dublin route in accordance with the public

service obligation imposed as published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

3. Participation to tender

Participation is open to any air carrier with a valid operating licence granted by a Member State in accordance with Council Regulation (EEC) No 2407/92 of 23. 7. 1992 on licensing of air carriers. However, because Ireland is applying Article 3.2 of Regulation No 2408/92, air carriers with an operating licence granted by a Member State other than Ireland will have to limit its capacity in Ireland, for the cabotage service, to 50 % of the carrier's seasonal capacity on the same service of which the cabotage service must constitute the extension or the preliminary leg.

4. Tender procedure

The present tender is submitted to the provisions of points d), e), f), g), h) and i) of Article 4.1 of Regulation No 2408/92.

5. Details on invitation to tender

The complete tendering details, including application forms, a note on demographic and socio-economic features of Connaught airport catchment area, a note on Connaught airport (past passenger numbers, landing fees, technical facilities, etc.) and the full conditions of the contract, may be obtained free of charge from:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2, tel. (01) 678 95 22-15 06.

6. Reimbursement

Tenders must explicitly mention the amount of the reimbursement required for the operation of services on the route. The definite amount of the reimbursement will be established ex-post in accordance with the actual costs and revenue generated by the service, within the limit of the amount mentioned in the tender.

7. Fares to be set

The 70 Irish pounds full return fare mentioned in the Commission's communication published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994 has to be considered as a maximum fare and a range of lower fares may be freely set by the selected air carrier. However, 'through' fares applied by the selected air carrier for indirect routes linking Connaught to any destination outside Ireland via Dublin cannot be lower than those applied in the same fare category by carriers operating, if applicable, directly the same routes.

8. Period of validity, amendment and termination of the contract

The contract will be valid for a period of 1 year from the date of commencement of scheduled air services on the route in accordance with the public service obligation imposed. The performance of the contract will be reviewed during the period of 2 months before the expiry date in consultation with the air carrier. In the light of this review, the contract may be renewed for a further period of 12 months. In any case, a new invitation to tender will be made, if applicable, before the end of a period of 3 years maximum from the date of the beginning of the limited access to a single carrier.

9. Penalties in the event of the carrier failing to comply with the contract

In the event of the carrier failing to operate a service because of:

- dangerous weather conditions;
- closure of either of the airports;
- security reasons;
- strikes;
- reasons related to safety;
- force majeure;

the compensation payable will be reduced on a pro rata basis for each occasion on which a flight is not operated.

In the event of the carrier failing to operate a flight otherwise than because of 1 of the abovementioned cases, the Minister for Transport, Energy and Communications may:

- (i) reduce the compensation payable on a pro rata basis for each occasion on which a flight is not operated;
- (ii) see an explanation from the carrier for such non-operation. If the Minister is not satisfied with the carrier's explanation, he may terminate the agreement.

10. Deadline for submission of bids

16. 8. 1994.

11. Application procedure

Bids must be submitted by registered letter, date as post-marked, or delivered to:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2

before 16. 8. 1994 (17.00).

Operation of scheduled air services

Invitation to tender issued by the Irish Government in accordance with Article 4.1 d) of Council Regulation No 2408/92 for the operation of scheduled air services on the route Dublin/Sligo/Dublin

(94/C 173/15)

1. Introduction

Pursuant to Article 4.1 a) of Council Regulation (EEC) No 2408/92 of 23. 7. 1992 on access for Community air carriers to intra-Community air routes, the Irish Government has decided to impose a public service obligation in respect of scheduled air services on the route Dublin/Sligo/Dublin. The standards required by the public service obligation were published in *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

No air carrier having commenced or being about to commence scheduled air services on the route in accordance with the public service obligation imposed, the Irish Government has decided, in the framework of the procedure provided for in Article 4.1.d) of the same Regulation, to limit access to that route to a single carrier and to offer the right to operate such services by public tender.

2. Subject

Supply of scheduled air services on the Dublin/Sligo/Dublin route in accordance with the public service obligation imposed as published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

3. Participation to tender

Participation is open to any air carrier with a valid operating licence granted by a Member State in accordance with Council Regulation (EEC) No 2407/92 of 23. 7. 1992 on licensing of air carriers. However, because Ireland is applying Article 3.2 of Regulation No 2408/92, air carriers with an operating licence granted by a Member State other than Ireland will have to limit its capacity in Ireland, for the cabotage service, to 50 % of the carrier's seasonal capacity on the same service of which the cabotage service must constitute the extension or the preliminary leg.

4. Tender procedure

The present tender is submitted to the provisions of points d), e), f), g), h) and i) of Article 4.1 of Regulation No 2408/92.

5. Details on invitation to tender

The complete tendering details, including application forms, a note on demographic and socio-economic features of Sligo airport catchment area, a note on Sligo airport (past passenger numbers, landing fees, technical facilities, etc.) and the full conditions of the contract, may be obtained free of charge from:

— Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2, tel. (01) 678 95 22-15 06.

6. Reimbursement

Tenders must explicitly mention the amount of the reimbursement required for the operation of services on the route. The definite amount of the reimbursement will be established ex-post in accordance with the actual costs and revenue generated by the service, within the limit of the amount mentioned in the tender.

7. Fares to be set

The 70 Irish pounds full return fare mentioned in the Commission's communication published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994 has to be considered as a maximum fare and a range of lower fares may be freely set by the selected air carrier. However, 'through' fares applied by the selected air carrier for indirect routes linking Sligo to any destination outside Ireland via Dublin cannot be lower than those applied in the same fare category by carriers operating, if applicable, directly the same routes.

8. Period of validity, amendment and termination of the contract

The contract will be valid for a period of 1 year from the date of commencement of scheduled air services on the route in accordance with the public service obligation imposed. The performance of the contract will be reviewed during the period of 2 months before the expiry date in consultation with the air carrier. In the light of this review, the contract may be renewed for a further period of 12 months. In any case, a new invitation to tender will be made, if applicable, before the end of a period of 3 years maximum from the date of the beginning of the limited access to a single carrier.

9. Penalties in the event of the carrier failing to comply with the contract

In the event of the carrier failing to operate a service because of:

- dangerous weather conditions;
- closure of either of the airports;
- security reasons;
- strikes;
- reasons related to safety;
- force majeure;

the compensation payable will be reduced on a pro rata basis for each occasion on which a flight is not operated.

In the event of the carrier failing to operate a flight otherwise than because of 1 of the abovementioned cases, the Minister for Transport, Energy and Communications may:

- (i) reduce the compensation payable on a pro rata basis for each occasion on which a flight is not operated;
- (ii) seek an explanation from the carrier for such non-operation. If the Minister is not satisfied with the carrier's explanation, he may terminate the agreement.

10. Deadline for submission of bids

16. 8. 1994.

11. Application procedure

Bids must be submitted by registered letter, date as post-marked, or delivered to:

— Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2

before 16. 8. 1994 (17.00).

Operation of scheduled air services

Invitation to tender issued by the Irish Government in accordance with Article 4.1 d) of Council Regulation No 2408/92 for the operation of scheduled air services on the route Waterford/Galway/Sligo/Galway/Waterford

(94/C 173/16)

1. Introduction

Pursuant to Article 4.1 a) of Council Regulation (EEC) No 2408/92 of 23. 7. 1992 on access for Community air carriers to intra-Community air routes, the Irish Government has decided to impose a public service obligation in respect of scheduled air services on the route Waterford/Galway/Sligo/Galway/Waterford. The standards required by the public service obligation were published in *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

No air carrier having commenced or being about to commence scheduled air services on the route in accordance with the public service obligation imposed, the Irish Government has decided, in the framework of the procedure provided for in Article 4.1. d) of the same Regulation, to limit access to that route to a single carrier and to offer the right to operate such services by public tender.

2. Subject

Supply of scheduled air services on the Waterford/Galway/Sligo/Galway/Waterford route in accordance

with the public service obligation imposed as published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994.

3. Participation to tender

Participation is open to any air carrier with a valid operating licence granted by a Member State in accordance with Council Regulation (EEC) No 2407/92 of 23. 7. 1992 on licensing of air carriers. However, because Ireland is applying Article 3.2 of Regulation No 2408/92, air carriers with an operating licence granted by a Member State other than Ireland will have to limit its capacity in Ireland, for the cabotage service, to 50 % of the carrier's seasonal capacity on the same service of which the cabotage service must constitute the extension or the preliminary leg.

4. Tender procedure

The present tender is submitted to the provisions of points d), e), f), g), h) and i) of Article 4.1 of Regulation No 2408/92.

5. Details on invitation to tender

The complete tendering details, including application forms, a note on demographic and socio-economic features of airports' catchment areas, a note on airports (past passenger numbers, landing fees, technical facilities, etc.) and the full conditions of the contract, may be obtained free of charge from:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2, tel. (01) 678 95 22-15 06.

6. Reimbursement

Tenders must explicitly mention the amount of the reimbursement required for the operation of services on the route. The definite amount of the reimbursement will be established ex-post in accordance with the actual costs and revenue generated by the service, within the limit of the amount mentioned in the tender.

7. Fares to be set

The 60 Irish pounds full return fare mentioned in the Commission's communication published in the *Official Journal of the European Communities* No C 3 of 5. 1. 1994 has to be considered as a maximum fare and a range of lower fares may be freely set by the selected air carrier.

8. Period of validity, amendment and termination of the contract

The contract will be valid for a period of 1 year from the date of commencement of scheduled air services on the route in accordance with the public service obligation imposed. The performance of the contract will be reviewed during the period of 2 months before the expiry date in consultation with the air carrier. In the light of this review, the contract may be renewed for a further period of 12 months. In any case, a new invitation to tender will be made, if applicable, before the end of a period of 3 years maximum from the date of the beginning of the limited access to a single carrier.

9. Penalties in the event of the carrier failing to comply with the contract

In the event of the carrier failing to operate a service because of:

- dangerous weather conditions;
- closure of any of the airports;
- security reasons;
- strikes;
- reasons related to safety;
- force majeure;

the compensation payable will be reduced on a pro rata basis for each occasion on which a flight is not operated. In the event of the carrier failing to operate a flight otherwise than because of 1 of the abovementioned cases, the Minister for Transport, Energy and Communications may:

- (i) reduce the compensation payable on a pro rata basis for each occasion on which a flight is not operated;
- (ii) seek an explanation from the carrier for such non-operation. If the Minister is not satisfied with the carrier's explanation, he may terminate the agreement.

10. Deadline for submission of bids

16. 8. 1994.

11. Application procedure

Bids must be submitted by registered letter, date as post-marked, or delivered to:

- Department of Transport, Energy and Communications, Room 503, Kildare Street, IRL-Dublin 2

before 16. 8. 1994 (17.00).

Operational studies, consultancy and technical assistance services**Tender for service contracts****Restricted invitation**

(94/C 173/17)

1. **Contracting authority:** European Commission, Directorate-General for External Economic Relations, North-South relations, Sc 14 - 4/86, rue de la Loi 200, B-1049 Brussels.

Tel. (02) 299 23 29. Facsimile (02) 296 11 01.

(For the attention of Mr F. Cardesa Garcia.)

2. **Type of services:** Operational studies, consultancy and technical assistance services under Community development cooperation schemes for certain non-member countries (in Latin America, Asia, the Mediterranean, Central and Eastern Europe, and the Independent States of the former Soviet Union).

Reference CPC 85.

3. **Place of performance:** The studies, consultancy work and technical assistance will be carried out mainly in the non-member countries concerned.

4. a) This invitation to tender is for the short-term studies and consultancy work only, with particular reference to urgent operations.

They cover the provision of all services linked to development cooperation schemes, projects or programmes.

- b) Prequalification is open to any natural or legal person, firm, group or consortium from the Member States of the European Union.

- c) Applicants must prove (see also 9) that they:

- work in a professional consultancy or advisory capacity, or as a specialized company, research and training institute (or other similar body);
- have individually (or collectively in the case of groups and consortia) at least 12 professionals (or permanent staff) in each of the relevant sectors;
- have extensive professional experience in each of these sectors.

- d) Each applicant may apply for 1 only of the 2 fields below; applications may, however, cover 1 or more or all of the geographical areas (Latin America, Asia, Mediterranean, Independent States of the former Soviet Union, Central and Eastern Europe).

- e) Activity areas and sectors

The activity sectors vary in size and scope and have been grouped into 2 categories:

Field A: development cooperation

- agriculture,
- stock breeding,
- fisheries,
- forestry,
- water engineering,
- land economy,
- roads,
- environment,
- social infrastructure,
- health,
- training,
- rehabilitation and reconstruction.

Field B: economic cooperation

- industry,
- trade,
- welfare,
- transport,
- telecommunications,
- energy,
- finance,
- training,
- environment,
- science and technologies,
- standards,
- management and overhaul of public bodies.

5. **Special rules for groups or consortia:** No natural or legal person may take part in more than 1 prequalification round either as an individual or as a member of a group or consortium. Failure to comply will result in disqualification of the group or consortium.

No changes may be made to the composition of a group or consortium after prequalification. Failure to comply will result in the disqualification of the group or consortium as an entity from the bid.

6., 7.

8. **Length of contract:** At least 3 years.

9. **Prequalification documents:** Applications must include:

- a) a statement of intent to bid for the restricted invitation to tender, with the name(s) and address(es) of the applicant and the associated partners (in the case of groups or consortia);
- b) the address, registration number, and owners or main shareholders;
- c) evidence that applicants are nationals of a Member State of the European Union. This must take the form of a certificate of nationality (1 for each associated party in the case of groups or consortia) in accordance with the relevant national law;
- d) full particulars of the applicant's articles of association and constitution, together with duly certified documents attesting to their establishment, with:
 - 1) a description of the applicant(s) and their experience, and, in the case of a group or consortium, a statement of intent signed by all members establishing or undertaking to establish it, with agreement on its leader;
 - 2) the choice of field and geographical area(s) for which the applicant claims to be qualified (as in 4. (d) and 4. (e)),
 - 3) the declaration referred to in Article 31.1. (c) of Directive 92/50/EEC;

- 4) an indication of the form of organization envisaged for performance of the contract;

- 5) a table giving particulars of the applicant's specialized (permanent) staff, including their names, the companies or institutes to which they belong, their age, nationality, qualifications, specialist fields, work experience and time spent in the relevant non-member countries, and language skills;

- 6) a list of references and experience relating to the most important studies or consultancy work carried out by the applicant in each of the sectors or in the previous 3 years.

10. Prequalification applications should be submitted in 1 of the Community languages.

In performing the contract, the Community language most widely spoken in the country concerned must normally be used.

11. Applications must arrive in a sealed envelope on 12.9.1994 (16.00), local time, at the following address:

— European Commission, Directorate-General for External Economic Relations, North-South relations (Sc 14 - 4/86), for the attention of Mr F. Cardesa Garcia, rue de la Loi, 200, B-1049 Brussels.

The envelope must be marked: 'Invitation to tender No ...'

An acknowledgement will be sent out on receipt of applications.

- 12., 13., 14.

15. Applications will be assessed on the basis of the criteria in this invitation, their technical quality and the applicant's track record in providing the services covered by the contract.

16. **Invitation sent on:** 20. 6. 1994.

17. **Invitation received by OOEPEC on:** 20. 6. 1994.