

## S&E Regional OP 2007 – 2013 Draft Implementation Plan 3.1/2.2

<b>Operational Programme</b>	S&E Regional Operational Programme 2007 - 2013
<b>Priority</b>	Sustainable Urban Dimension
<b>Theme</b>	Gateways & Hub Challenge Fund
<b>Sub-Theme</b>	<b>Public Transport</b>
<b>Categorisation Code</b>	52
<b>ERDF Certifying Body</b>	Department of Finance
<b>Managing Authority</b>	S&E Regional Assembly
<b>Intermediate Body</b>	Department of Transport and the Marine
<b>Level 1 Public Body</b>	Iarnród Éireann
<b>Grant Rate</b>	Aid will be in accordance with Regional Aid rates 2007 - 2013
<b>EU Co-financing Rate</b>	40%

### Description

- Removal of speed restrictions at Limerick Junction
- Other Public Transport Measures to be determined

### Objectives

- increase in use of public transport on rail services through Limerick Junction
- decrease in journey times in respect of services through Limerick Junction

### Responsibilities of Intermediate Body

The Department will comply with its responsibilities as detailed in the administrative agreement between the Certifying Authority, Managing Authority and Intermediate Body.

The Department of Transport and the Marine, Rail Safety and CIE Investment / Corporate Affairs Division, examines and approves appropriate proposals received from Iarnród Éireann for Exchequer funding. The Department is responsible for the compilation of monitoring reports, ensuring information and publicity compliance, the verification of expenditure through desk-based and on-site checking. In addition, the Department has responsibility for ensuring the use of the IT system as specified by the Certifying Authority, the oversight of horizontal principle and the co-operation with OP-level evaluations.

The Department is responsible for ensuring that all payment claims for Structural Fund expenditure, submitted by the Level 1 Public Bodies are supported by receipted invoices and audit documents, and that a clear and sufficient audit trail exists. The Department is responsible for ensuring in respect of co-financed Intervention/projects, that only eligible expenditure actually incurred is submitted to the S&E Regional Assembly. The Department will be responsible for the certification of all expenditure incurred by the Level 1 Public Bodies.

The Department is responsible for submitting eligible expenditure in the format required by the Certifying Authority to the S&E Regional Assembly (Managing Authority) in order for payment claims to be prepared for submission to the Certifying Authority.

### **Responsibilities of Beneficiary Body**

The Level 1 Public Body of the theme will be Iarnród Éireann. Iarnród Éireann will be responsible for Project identification and scoping of proposals, the compliance with public procurement requirements and tax clearance requirements. Iarnród Éireann will also have responsibility for the compilation of progress reports and the use of the IT system as specified by the Certifying Authority.

Iarnród Éireann will be responsible for ensuring that only actual eligible expenditure incurred, and expenditure which comes under the terms of the project as approved, is certified. They will be required to ensure a clear audit trail exists in relation to EU co-funded expenditure and that all claims are supported by receipted invoices or, where this cannot be done, by accounting documents of equivalent probative value.

The contribution of the National Development Plan 2007-2013 and EU will be acknowledged in all promotional material, annual reports, letters of offer etc, by use of appropriate logo and text references as required.

Iarnród Éireann will be responsible for maintaining a list of final recipients of expenditure incurred.

### **Contribution to Horizontal Themes**

#### *Environmental Sustainability*

Projects will comply with all relevant National (issued by the Department of the Environment, Heritage and Local Government and the Department of Transport) and EU policy objectives in respect of Environmental Sustainability.

By its very nature, public transport is more environmentally sustainable than private transport. Moving people by bus or train promotes more efficient use of fuel.

#### *Gender Equality and Social Inclusion*

The Department of Transport is committed to the comprehensive development of accessible public transport services for the greatest number, and the largest categories as possible, of those people with mobility and sensory impairments in the shortest possible time having regard to resource, technical and other constraints.

The provision of a public transport alternative to the use of the private car invariably has a positive impact on women and older people, especially those who are economically disadvantaged and who, generally, have a higher dependency on the availability of public transport, particularly those living in rural areas.

### **Project Selection**

Projects will be submitted to the Intermediate Body by Level 1 Public Bodies. The Intermediate Body will examine them to see if they meet the stated criteria and normal Department of Finance Capital Appraisal guidelines, “Guidelines for the Appraisal and Management of Capital Expenditure Proposals in the Public Sector”, and if merited approve them on that basis.

#### Selection Process

Responsibility for project selection rests with the Level 1 Public Body, e.g. Iarnród Éireann, within the framework of the NDP/T21 and the Operational Programme. Proposals will be submitted to the Department of Transport, Rail Safety & CIE Investment/Corporate Affairs Division (Intermediary Body) by Iarnród Éireann where they will be examined according to the selection criteria.

#### Selection Criteria

Projects will be evaluated under the Department of Finance Capital Appraisal guidelines, “Guidelines for the Appraisal and Management of Capital Expenditure Proposals in the Public Sector”.

The Department of Finance guidelines require that in relation to the appraisal of capital projects the sponsoring Agency (Beneficiary Body) secure from the Sanctioning Authority (Department of Transport/Intermediary Body) (i) approval in principle following detailed appraisal, (ii) approval to invite tenders following detailed planning and (iii) that project be subjected to a preliminary appraisal by the Sponsoring Agency (Beneficiary Body).

### **Performance Indicators**

Class	Indicator	Baseline 2006	Mid-term Dec '09	Final 2013
Output	Journey Time Dublin-Limerick	Average minutes 141	Average minutes 139	Average minutes 137
Result	Additional services	10 daily	10	15
Impact	Increased use of public transport	720,000 journeys		

### **Financial Management**

The main functions and responsibilities of the Intermediate Body, Rail Safety & CIE Investment/Corporate Affairs Division of the Department of Transport, relate to:

- Approval of projects
- Co-funding of projects (when applicable)
- Monitoring of physical and financial progress, by means of both desk-based and on-site verification, including, but not limited to;
  - Publicity and Information requirements complied with
  - Eligibility rules met (EU and national)
  - Procurement requirements adhered to
  - Horizontal principles met
  - Tax clearance requirements met
  - Project expenditure
- Verification of completion of projects (including engagement of external consultants)

The Department will ensure that compliance checks are carried out at both Beneficiary and Intermediary body level in relation to procurement, information and publicity, tax clearance, eligibility rules (EU and national) to ensure all requirements are met.

Projects under this theme will generally be financed by a combination of beneficiary bodies own resources and capital grants paid to the bodies from funds provided from the Department of Transport’s Vote (Vote 32 - Subhead C2) as voted by Oireachtas Éireann. Funds will be paid by use of the new IT System as specified by the Certifying Authority.

### Document Retention

In accordance with Article 90 of the General Regulation (EC) 1083/2006, the Intermediary Body and Beneficiary Bodies will ensure that all supporting documents regarding expenditure, verification checks, certification and audits on the interventions concerned are kept available for the EU Commission and Court of

Auditors for a period of three years following the closure of the Operational Programme.

**Monitoring and Reporting arrangements**

The reporting arrangements will comply with those agreed by the Managing Authority.

**Information and Publicity**

A requirement to comply with articles 5 to 9 of Regulation (EC) 1828/2006 will be included in any approvals issued under the programme. All Information and Publicity will be undertaken in accordance with the Communications Plan.

**North/South Co-operation**

Applications that have a North-South aspect will be examined in a favourable light.