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### Information and Notices

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<u>Notice No</u>	Contents	Page
II <i>Information</i>		
INFORMATION FROM EUROPEAN UNION INSTITUTIONS AND BODIES		
<b>Commission</b>		
2008/C 273/01	Authorisation for State aid pursuant to Articles 87 and 88 of the EC Treaty — Cases where the Commission raises no objections <sup>(1)</sup> .....	1
2008/C 273/02	Non-opposition to a notified concentration (Case COMP/M.5178 — OEP/Pfleiderer) <sup>(1)</sup> .....	5
2008/C 273/03	Non-opposition to a notified concentration (Case COMP/M.5296 — Deutsche Bank/ABN AMRO Assets) <sup>(1)</sup> .....	5
2008/C 273/04	Non-opposition to a notified concentration (Case COMP/M.5322 — Marfrig/OSI Group Companies) <sup>(1)</sup> .....	6
IV <i>Notices</i>		
NOTICES FROM EUROPEAN UNION INSTITUTIONS AND BODIES		
<b>Commission</b>		
2008/C 273/05	Euro exchange rates .....	7
2008/C 273/06	New national sides of euro circulation coins .....	8



<u>Notice No</u>	Contents (continued)	Page
NOTICES FROM MEMBER STATES		
2008/C 273/07	Amendment by France of the public service obligations imposed on scheduled air services between Ajaccio, Bastia, Calvi and Figari, and Paris-Orly <sup>(1)</sup> .....	10
2008/C 273/08	Amendment by France of the public service obligations imposed on scheduled air services between Ajaccio, Bastia, Calvi and Figari, and Marseille and Nice <sup>(1)</sup> .....	16
2008/C 273/09	Commission communication in the framework of the implementation of Directive 95/16/EC of the European Parliament and of the Council on the approximation of the laws of the Member States relating to lifts <sup>(1)</sup> .....	23

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V *Announcements*

ADMINISTRATIVE PROCEDURES

**Commission**

2008/C 273/10	Calls for proposals under 2009 work programme of the 7th EC Framework Programme for Research, Technological Development and Demonstration Activities .....	26
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PROCEDURES RELATING TO THE IMPLEMENTATION OF THE COMPETITION POLICY

**Commission**

2008/C 273/11	Prior notification of a concentration (Case COMP/M.5307 — Accueil Partenaires/CDC/RVHS 1% Logement/SGRHVS) — Candidate case for simplified procedure <sup>(1)</sup> .....	27
2008/C 273/12	Prior notification of a concentration (Case COMP/M.5332 — Ericsson/STM/JV) <sup>(1)</sup> .....	28
2008/C 273/13	Prior notification of a concentration (Case COMP/M.5352 — Omron/Ficosa/JV) — Candidate case for simplified procedure <sup>(1)</sup> .....	29

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**Note to the reader** (see page 3 of the cover)



<sup>(1)</sup> Text with EEA relevance

## II

*(Information)*

## INFORMATION FROM EUROPEAN UNION INSTITUTIONS AND BODIES

## COMMISSION

**Authorisation for State aid pursuant to Articles 87 and 88 of the EC Treaty****Cases where the Commission raises no objections***(Text with EEA relevance)**(2008/C 273/01)*

Date of adoption of the decision	20.6.2008
Reference number of the aid	N 494/07
Member State	Spain
Region	Andalucia
Title (and/or name of the beneficiary)	Ayudas de investigación y desarrollo tecnologico e innovacion que se conceden por la Administración de la Junta de Andalucia
Legal basis	Proyecto de Decreto XXX/2007 por el que se establece el marco regulador de las ayudas de investigación y desarrollo tecnológico e innovación que se concedan por la Junta de Andalucia
Type of measure	Aid scheme
Objective	Research and development
Form of aid	Direct grant Interest subsidy Guarantee
Budget	Overall budget: EUR 3 529,6 million
Intensity	—
Duration	2007-31.12.2013
Economic sectors	All sectors
Name and address of the granting authority	Junta de Andalucia
Other information	This decision supersedes the decision of 26 May 2008

The authentic text(s) of the decision, from which all confidential information has been removed, can be found at:

[http://ec.europa.eu/community\\_law/state\\_aids/](http://ec.europa.eu/community_law/state_aids/)

Date of adoption of the decision	10.10.2008
Reference number of the aid	NN 51/08
Member State	Denmark
Region	—
Title (and/or name of the beneficiary)	Guarantee scheme for banks in Denmark
Legal basis	Financial Stability Act
Type of measure	Aid scheme
Objective	Rescue of firms in difficulty
Form of aid	Guarantee
Budget	—
Intensity	—
Duration	10.10.2008-10.10.2010
Economic sectors	Financial intermediation
Name and address of the granting authority	Kingdom of Denmark
Other information	—

The authentic text(s) of the decision, from which all confidential information has been removed, can be found at:

[http://ec.europa.eu/community\\_law/state\\_aids/](http://ec.europa.eu/community_law/state_aids/)

Date of adoption of the decision	17.9.2008
Reference number of the aid	N 100/08
Member State	Germany
Region	Land Hamburg
Title (and/or name of the beneficiary)	Richtlinien für die Gewährung von Beihilfen als Projektförderung durch die Innovationsstiftung Hamburg
Legal basis	Richtlinien für die Gewährung von Beihilfen als Projektförderung durch die Innovationsstiftung Hamburg
Type of measure	Aid scheme
Objective	Research and development, Innovation
Form of aid	Direct grant Reimbursable grant
Budget	Annual budget: EUR 10 million Overall budget: EUR 60 million
Intensity	—
Duration	2008-2014

Economic sectors	—
Name and address of the granting authority	Innovationsstiftung Hamburg Habichtsraße 41 D-22305 Hamburg
Other information	—

The authentic text(s) of the decision, from which all confidential information has been removed, can be found at:

[http://ec.europa.eu/community\\_law/state\\_aids/](http://ec.europa.eu/community_law/state_aids/)

Date of adoption of the decision	16.7.2008
Reference number of the aid	N 202/08
Member State	Hungary
Region	—
Title (and/or name of the beneficiary)	Filmszakmai támogatási program
Legal basis	— A mozgóképről szóló 2004. évi II. törvény — A mozgóképről szóló 2004. évi II. törvény módosításáról szóló 2006. évi XLV törvény — A mozgóképről szóló 2004. évi II. törvény módosításáról szóló 2008. évi XXXVIII. törvény — A társasági adóról és osztalékadóról szóló 1996. évi LXXXI törvény — A mozgóképszakmai hatóság szervezetének, működésének és eljárásának részletes szabályairól 12/2008. (III. 29.) OKM-PM együttes rendelet — A nem filmgyártási célú mozgóképszakmai tevékenységek állami támogatásának szabályairól szóló .../2008. (...) OKM rendelet tervezete
Type of measure	Aid scheme
Objective	Culture Sectoral development
Form of aid	Direct grant Tax allowance Tax rate reduction
Budget	Overall budget: HUF 54 284 million
Intensity	50 %
Duration	Until 31.12.2013
Economic sectors	Recreational, cultural sporting activities
Name and address of the granting authority	Oktatási és Kulturális Minisztérium Szalay u. 10-14 H-1055 Budapest
Other information	—

The authentic text(s) of the decision, from which all confidential information has been removed, can be found at:

[http://ec.europa.eu/community\\_law/state\\_aids/](http://ec.europa.eu/community_law/state_aids/)

Date of adoption of the decision	17.9.2008
Reference number of the aid	N 283/08
Member State	Germany
Region	—
Title (and/or name of the beneficiary)	BMBF-Rahmenprogramm „Forschung für die Nachhaltigkeit II“
Legal basis	Bundeshaushaltsordnung (BHO, 23, 44), Verwaltungsverfahrensgesetz (VwVfG, 25 ff, 48-49a)
Type of measure	Aid scheme
Objective	Research and development
Form of aid	Direct grant
Budget	Annual budget: — EUR 334,1 million (2009), — EUR 455,5 million (2010), — EUR 438,5 million (2011), — EUR 414 million (2012), — EUR 419,7 million (2013), — EUR 429,7 million (2014). Overall budget: EUR 2 492 million
Intensity	—
Duration	1.9.2008-31.12.2014
Economic sectors	All sectors
Name and address of the granting authority	Das Bundesministerium für Bildung und Forschung (BMBF) Heinemannstr. 2 D-53175 Bonn
Other information	—

The authentic text(s) of the decision, from which all confidential information has been removed, can be found at:

[http://ec.europa.eu/community\\_law/state\\_aids/](http://ec.europa.eu/community_law/state_aids/)

**Non-opposition to a notified concentration****(Case COMP/M.5178 — OEP/Pfleiderer)**

(Text with EEA relevance)

(2008/C 273/02)

On 17 October 2008, the Commission decided not to oppose the above notified concentration and to declare it compatible with the common market. This decision is based on Article 6(1)(b) of Council Regulation (EC) No 139/2004. The full text of the decision is available only in English and will be made public after it is cleared of any business secrets it may contain. It will be available:

- from the Europa competition website (<http://ec.europa.eu/comm/competition/mergers/cases/>). This website provides various facilities to help locate individual merger decisions, including company, case number, date and sectoral indexes,
- in electronic form on the EUR-Lex website under document number 32008M5178. EUR-Lex is the on-line access to European law (<http://eur-lex.europa.eu>).

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**Non-opposition to a notified concentration****(Case COMP/M.5296 — Deutsche Bank/ABN AMRO Assets)**

(Text with EEA relevance)

(2008/C 273/03)

On 1 October 2008, the Commission decided not to oppose the above notified concentration and to declare it compatible with the common market. This decision is based on Article 6(1)(b) of Council Regulation (EC) No 139/2004. The full text of the decision is available only in English and will be made public after it is cleared of any business secrets it may contain. It will be available:

- from the Europa competition website (<http://ec.europa.eu/comm/competition/mergers/cases/>). This website provides various facilities to help locate individual merger decisions, including company, case number, date and sectoral indexes,
- in electronic form on the EUR-Lex website under document number 32008M5296. EUR-Lex is the on-line access to European law (<http://eur-lex.europa.eu>).

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**Non-opposition to a notified concentration**  
**(Case COMP/M.5322 — Marfrig/OSI Group Companies)**

(Text with EEA relevance)

(2008/C 273/04)

On 13 October 2008, the Commission decided not to oppose the above notified concentration and to declare it compatible with the common market. This decision is based on Article 6(1)(b) of Council Regulation (EC) No 139/2004. The full text of the decision is available only in English and will be made public after it is cleared of any business secrets it may contain. It will be available:

- from the Europa competition website (<http://ec.europa.eu/comm/competition/mergers/cases/>). This website provides various facilities to help locate individual merger decisions, including company, case number, date and sectoral indexes,
  - in electronic form on the EUR-Lex website under document number 32008M5322. EUR-Lex is the on-line access to European law (<http://eur-lex.europa.eu>).
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## IV

(Notices)

## NOTICES FROM EUROPEAN UNION INSTITUTIONS AND BODIES

## COMMISSION

Euro exchange rates <sup>(1)</sup>

27 October 2008

(2008/C 273/05)

1 euro =

Currency	Exchange rate	Currency	Exchange rate		
USD	US dollar	1,246	TRY	Turkish lira	2,0949
JPY	Japanese yen	115,75	AUD	Australian dollar	2,0396
DKK	Danish krone	7,4525	CAD	Canadian dollar	1,5969
GBP	Pound sterling	0,8063	HKD	Hong Kong dollar	9,6574
SEK	Swedish krona	10,096	NZD	New Zealand dollar	2,3002
CHF	Swiss franc	1,4438	SGD	Singapore dollar	1,8834
ISK	Iceland króna	305	KRW	South Korean won	1 791,25
NOK	Norwegian krone	8,815	ZAR	South African rand	13,8642
BGN	Bulgarian lev	1,9558	CNY	Chinese yuan renminbi	8,538
CZK	Czech koruna	24,668	HRK	Croatian kuna	7,2069
EEK	Estonian kroon	15,6466	IDR	Indonesian rupiah	13 643,7
HUF	Hungarian forint	271,03	MYR	Malaysian ringgit	4,4619
LTL	Lithuanian litas	3,4528	PHP	Philippine peso	61,55
LVL	Latvian lats	0,7093	RUB	Russian rouble	34,0985
PLN	Polish zloty	3,839	THB	Thai baht	43,33
RON	Romanian leu	3,697	BRL	Brazilian real	2,8469
SKK	Slovak koruna	30,53	MXN	Mexican peso	16,4285

<sup>(1)</sup> Source: reference exchange rate published by the ECB.

### New national sides of euro circulation coins

(2008/C 273/06)

On 8 July 2008, the Council of the European Union decided that the Slovak Republic fulfils the necessary conditions for the adoption of the euro on 1 January 2009 <sup>(1)</sup>.

From 1 January 2009 the Slovak Republic will therefore issue euro coins, subject to the approval by the ECB of the volume of the issue (cf. Article 106(2) of the Treaty establishing the European Community).

Euro circulation coins have legal tender status throughout the euro area. The Commission publishes all new euro coin designs <sup>(2)</sup> with a view to informing all parties required to handle coins in the course of their work as well as the public at large.

The 10-, 20- and 50-cent coins and the 1- and 2-euro coins will be issued by the Slovak Republic with the new common sides of the euro coins <sup>(3)</sup>. The smallest denomination coins (1-, 2- and 5-cent) will be issued with the original common side, since the common side of these denominations has not been modified.



1 EURO CENT



2 EURO CENT



5 EURO CENT



10 EURO CENT



20 EURO CENT



50 EURO CENT



1 EURO



2 EURO

**Issuing State:** Slovak Republic

**Start of issuing:** January 2009

**Description of the designs:**

1 EURO CENT — 2 EURO CENT — 5 EURO CENT

The centre of the coin depicts Tatra Mountains' peak, Kriváň. The name of the country 'SLOVENSKO' and the year mark are engraved under the mountain. Under the yearmark, the national emblem of Slovakia is flanked by the mintmark on the left hand side and initial 'Z' of the engraver Drahomír Zobek on the right hand side. The design is surrounded by the twelve stars of the European flag.

<sup>(1)</sup> Council Decision of 8 July 2008 in accordance with Article 122(2) of the Treaty on the adoption by Slovakia of the single currency on 1 January 2009 (OJ L 195, 24.7.2008, p. 24).

<sup>(2)</sup> See OJ C 373, 28.12.2001, p. 1, OJ C 254, 20.10.2006, p. 6 and OJ C 248, 23.10.2007, p. 8 for a reference to the other euro coins.

<sup>(3)</sup> See OJ C 225, 19.9.2006, p. 7.

10 EURO CENT — 20 EURO CENT — 50 EURO CENT

The centre of the coin shows the Bratislava castle with the national emblem of Slovakia in the left hand side foreground. The year mark appears under the castle. The name of the country 'SLOVENSKO' is engraved in an arch of circle along the bottom of the design. The mintmark can be seen on the left hand side of the emblem, and the initials JČ and PK of the artists Ján Černaj and Pavel Károly on the right hand side. The design is surrounded by the twelve stars of the European flag.

1 EURO — 2 EURO

The inner circle of the coin depicts a double cross on three hills (as featured in the national emblem of Slovakia), on a background of stylized rocks. The year mark and the name of the country 'SLOVENSKO' are engraved along the edge of the inner circle, respectively on the left and right hand sides. The mintmark and the initials IŘ of the artist Ivan Řehák appear on both sides at the bottom of the double cross.

The outer ring of the coin shows the twelve stars of the European flag.

**Edge lettering of the 2-euro coin:** SLOVENSKÁ REPUBLIKA, followed by three symbols (star — linden leaf — star).

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## NOTICES FROM MEMBER STATES

**Amendment by France of the public service obligations imposed on scheduled air services between Ajaccio, Bastia, Calvi and Figari, and Paris-Orly**

(Text with EEA relevance)

(2008/C 273/07)

1. Pursuant to the decisions of the Corsican regional authorities of 19 June 2008 and 9 October 2008, France has decided to amend, from 29 March 2009, the public service obligations imposed on scheduled air services between Ajaccio, Bastia, Calvi and Figari on the one hand and Paris (Orly) on the other, as published in the *Official Journal of the European Union* C 149 of 21.6.2005, pursuant to Article 4(1)(a) of Council Regulation (EEC) No 2408/92 of 23 July 1992 on access for Community air carriers to intra-Community air routes <sup>(1)</sup>.

In accordance with Article 9 of Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports <sup>(2)</sup>, the French authorities have decided to reserve certain slots at Orly airport for the operation of the above-mentioned services.

2. THE AMENDED PUBLIC SERVICE OBLIGATIONS TAKE ACCOUNT IN PARTICULAR OF CORSICA'S ISLAND STATUS AND ARE AS FOLLOWS:

**2.1. Minimum frequency, timetables, type of aircraft used and capacity provided:****(a) Between Paris-Orly and Ajaccio:**

— frequency:

(i) at least three round trips per day from Monday to Friday, except on public holidays, with the timetables enabling passengers to make a return trip on the same day and spend at least 11 hours in Paris or 7 hours in Ajaccio;

(ii) at least three round trips per day, evenly spread throughout the day, on Saturdays, Sundays and public holidays,

— services must be operated by turbojet aircraft,

— services must be non-stop between Paris-Orly and Ajaccio,

— the capacity offered must allow freight and/or post to be carried and enable passengers to be carried subject to the following conditions:

(i) throughout the year, the minimum basic capacity is 950 seats per day, of which at least 170 per leg are to be provided in the evening from 18.00.

In addition to this basic capacity:

— 1 200 seats per day for ten weeks from late June to early September,

— 500 seats per day from late March to late October (excluding the ten-week period referred to above);

(ii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (All Saints, Christmas, Easter, Ascension, Whitsun, bridging days, and departing and returning summer holidaymakers, etc.) the following minimum additional capacities must be offered (total capacity in both directions) and allocated primarily to:

— the first and last days of school holidays,

— a single-day holiday occurring on Tuesday, Wednesday or Thursday and the day before that holiday,

— on the day before and on the last day of long weekends where the day before Saturday and/or after Sunday is a public holiday.

The minimum additional capacity is as follows:

— 12 000 seats to be allocated to traffic peaks during the IATA winter scheduling season,

— during ten weeks from late June to early September: 2 800 seats, plus 11 500 seats in 2009 allocated according to the calendar each year to cover the extra demand at the following peak times: early July, mid-July, late July/early August, mid-August and late August/start of the school year, with a 5 % increase in capacity during 2010 and in 2011,

<sup>(1)</sup> OJL 240, 24.8.1992, p. 8.

<sup>(2)</sup> OJL 14, 22.1.1993, p. 1.

- during the rest of the IATA summer season, outside of the ten weeks mentioned above: 36 000 seats in 2009 to be allocated to the peak travel season, with capacity to be increased by 5 % in 2010 and 5 % in 2011.

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

- timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding, in advance of each IATA air season, with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of an agreement, the final decision will be taken by the Transport Board.

(b) *Between Paris-Orly and Bastia:*

- frequency:
  - (i) at least three round trips per day from Monday to Friday, except on public holidays, with the timetables enabling passengers to make a return trip the same day and spend at least 11 hours in Paris or 7 hours in Bastia;
  - (ii) at least three round trips per day, evenly spread throughout the day, on Saturdays, Sundays and public holidays,
- services must be operated by turbojet aircraft,
- services must be non-stop between Paris-Orly and Bastia,
- the capacity offered must allow freight and/or post to be carried and enable passengers to be carried subject to the following conditions:
  - (i) throughout the year, the minimal basic capacity is 950 seats per day, of which at least 170 per leg are to be provided in the evening from 18.00.

In addition to this basic capacity:

- 800 seats per day during a ten-week period from late June to early September,
- 250 seats per day from late March to late October (excluding the ten-week period referred to above);
- (ii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (All Saints, Christmas, Easter, Ascension, Whitsun, bridging days, and departing and

returning summer holidaymakers, etc.), the following minimum additional capacities must be offered (total capacity in both directions) and allocated primarily to:

- the first and last days of school holidays,
- a single-day holiday occurring on Tuesday, Wednesday or Thursday and the day before that holiday,
- on the day before and on the last day of long weekends where the day before Saturday and/or after Sunday is a public holiday.

The minimum additional capacity is as follows:

- 10 000 seats to be allocated to traffic peaks during the IATA winter scheduling season,
- during ten weeks from late June to early September: 2 000 seats per week, plus 11 500 seats in 2009 allocated according to the calendar each year to cover the extra demand at the following peak times: early July, mid-July, late July/early August, mid-August and late August/start of the school year, with a 5 % increase in capacity during 2010 and in 2011,
- during the rest of the IATA summer season, outside of the ten-week period referred to above: 36 000 seats in 2009 to be allocated to peak traffic periods, and a 5 % increase in capacity in 2010 and 2011.

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

- timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding, in advance of each IATA air season, with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of an agreement, the final decision will be taken by the Transport Board.

(c) *Between Paris-Orly and Calvi:*

- frequency:
  - (i) at least five round trips per week, including three from Friday to Sunday and one mid-week, with capacity to carry at least 140 passengers each way on each of the days in question, during the IATA winter scheduling season;

(ii) at least one round trip per day, with capacity to carry at least 140 passengers, during the IATA summer scheduling season,

- services must be operated by turbojet aircraft,
- services must be non-stop between Paris-Orly and Calvi,
- the capacity offered must allow freight and/or post to be carried and, with regard to the carriage of passengers, must meet the following conditions:

(i) a minimum basic capacity of 1 500 seats per week throughout the year.

From late March to late October, the minimum capacity must be at least 140 seats in the afternoon in the following cases:

- on Fridays from Paris to Calvi,
- on Sunday, unless the following Monday is a public holiday, from Calvi to Paris,
- where the day before Saturday and/or after Sunday is a public holiday, on the day before the long weekend from Paris to Calvi and on the last day of the long weekend from Calvi to Paris,
- on the day before a public holiday from Paris to Calvi and on the public holiday itself from Calvi to Paris in the case of a single-day public holiday occurring on Tuesday, Wednesday or Thursday.

In addition to this basic capacity:

- a minimum of 2 800 seats per week during a ten-week period from late June to early September,
- 650 seats per week from late March to late October, excluding the ten-week period referred to above;

(ii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (All Saints, Christmas, Easter, Ascension, Whitsun, bridging days, and departing and returning summer holidaymakers, etc.) the following minimum additional capacities must be offered (total capacity in both directions):

- the first and last days of school holidays,
- a single-day holiday occurring on Tuesday, Wednesday or Thursday and the day before that holiday,
- on the day before and on the last day of long weekends where the day before Saturday and/or after Sunday is a public holiday.

The minimum additional capacity is as follows:

- 2 000 seats to be allocated to traffic peaks during the IATA winter scheduling season,
- during ten weeks in the summer from late June to early September: 1 900 seats per week, plus 8 500 seats in 2009 allocated according to the calendar each year to cover the extra demand at the following peak times: early July, mid-July, late July/early August, mid-August and late August/start of the school year, with a 5 % increase in capacity during 2010 and in 2011,
- during the rest of the 2009 IATA summer season, outside of the ten-week period referred to above: 16 000 seats in 2009 to be allocated to peak traffic periods and a 5 % increase in capacity in 2010 and 2011.

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

- timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding, in advance of each IATA air season, with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the computer form indicated by the Transport Board. In the absence of an agreement, the final decision will be taken by the Transport Board.

(d) *Between Paris-Orly and Figari:*

- frequency:
  - (i) at least five round trips per week, including three from Friday to Sunday and one mid-week, with capacity to carry at least 140 passengers each way on each of the days in question, during the IATA winter scheduling season;
  - (ii) at least one round trip per day, with capacity to carry at least 140 passengers, during the IATA summer scheduling season,
- services must be operated by turbojet aircraft,
- services must be non-stop between Paris-Orly and Figari,

— the capacity offered must allow freight and/or post to be carried and, with regard to the carriage of passengers, must meet the following conditions:

- (i) throughout the year, a minimum basic capacity of 1 500 seats per week.

From late March to late October, the minimum capacity must be at least 140 passengers after 18.00 in the following cases:

- on Fridays from Paris to Figari,
- on Sunday, unless the following Monday is a public holiday, from Figari to Paris,
- where the day before Saturday and/or after Sunday is a public holiday, on the day before the long weekend from Paris to Figari and on the last day of the long weekend from Figari to Paris,
- on the day before a public holiday from Paris to Figari and on the public holiday itself from Figari to Paris in the case of a single-day public holiday occurring on Tuesday, Wednesday or Thursday.

In addition to this basic capacity:

- a minimum of 2 800 seats per week during a ten-week period from late June to early September,
  - 650 seats per week from late March to late October, excluding the ten-week period referred to above;
- (ii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (All Saints, Christmas, Easter, Ascension, Whitsun, bridging days, and departing and returning summer holidaymakers, etc.) the following minimum additional capacities must be offered (total capacity in both directions):
- the first and last days of school holidays,
  - a single-day holiday occurring on Tuesday, Wednesday or Thursday and the day before that holiday,
  - on the day before and on the last day of long weekends where the day before Saturday and/or after Sunday is a public holiday.

The minimum additional capacity is as follows:

- 2 000 seats to be allocated to traffic peaks during the IATA winter scheduling season,
- during ten weeks from late June to early September: 1 900 seats per week, plus 9 000 seats in 2009 allocated according to the calendar each year to cover the extra demand at the following peak times: early July, mid-July, late July/early August, mid-August and late August/start of the school year, with a 5 % increase in capacity during 2010 and in 2011,

— during the rest of the 2009 IATA summer season, outside of the ten-week period referred to above: 16 000 seats in 2009 to be allocated to peak traffic periods, and a 5 % increase in capacity in 2010 and 2011.

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

- timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding, in advance of each IATA air season, with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of an agreement, the final decision will be taken by the Transport Board.

## 2.2. Fares

The following fares exclude distribution costs and *per capita* taxes and duties levied by the State, local authorities and airport authorities, and identified as such on the air ticket, but include value added tax (VAT) on the mainland section of the route.

- the normal single fare on routes between Paris-Orly and Corsica must be no more than EUR 186 per leg, or EUR 216 during the ten-week period from late June to early September,
- passengers whose principal place of residence is in Corsica and who use tickets purchased in Corsica, the validity of which is restricted to a stay outside the island of less than 40 days, in order to make a round trip, other than resident students under 27 years of age, young residents educated on the mainland and minors who are children of divorced parents with one parent residing on Corsica, must be entitled to a return fare of no more than EUR 156 on Paris-Orly-Corsica routes all year round on all flights, without capacity restrictions,
- the following categories of passengers must be entitled to a fare of no more than EUR 91 per leg, or EUR 102 per leg during the ten-week period from late June to early September, on all flights on routes between Paris-Orly and Corsica:
  - (i) young persons (under 25 years old);
  - (ii) senior citizens (aged 60 years or over);
  - (iii) students under 27 years of age;
  - (iv) families (at least two members of the same family travelling together);
  - (v) disabled persons.

In respect of at least 50 % of daily capacity in each direction on each route, carriers must authorise the sale of tickets at the above fares to the five above categories of passenger without any restriction whatsoever until the last seat available has been sold.

For all categories of passengers, the carrier may require that a ticket be issued and paid for within a timeframe proportional to that which has elapsed since the reservation, on the basis of a table to be drawn up in agreement with the Corsican Transport Board.

Passengers charged on the basis of a 'resident' rate must be grouped together with those who have paid a full fare for boarding purposes.

In the event of an abnormal and unforeseeable increase in costs affecting the operation of the air routes, outside of the carrier's control, these maximum fares may be raised in proportion to the increase. The new maximum fares will be notified to the carriers operating the services and will apply within an appropriate period.

By contrast, if costs have increased, thereby causing a corresponding increase in fares but these costs subsequently revert to their previous level and all other factors, notably duration, are the same as before, the fare increase will be cancelled within the same timeframe once the carrier has been notified accordingly.

All fares offered to passengers must be accessible and sold on a permanent basis using at least one international reservation system or through one of the following methods: reservation centre, travel agencies, Internet, airport ticketing desk. In addition to each of these sales methods, users must also have access to clear and specific information in paper and electronic format, on current fare conditions, given in gross and net amounts, indicating distribution costs, depending on the methods in question.

Carriers must take appropriate measures to ensure that the following passengers are accepted on an unrestricted basis:

- unaccompanied minors (UMs) within the meaning of the IATA regulation, from the age of four years, with no fare surcharges applied,
- passengers whose mobility is reduced or who suffer from a recognised disability (WCHR, WCHS, WCHC) will be granted access on board in accordance with the IATA regulation. To this end, carriers will have to demonstrate that they have access to approved stretchers. The fare surcharges applied may not exceed the sum of the seats occupied in order to transport these passengers.

Carriers will grant each passenger a baggage allowance of 20 kg free of charge. The amount of excess baggage charged per passenger shall not exceed the sum of EUR 3 per kg under any circumstances.

The carrier may enter into an IATA inter-line agreement regarding, for each route, at least one carrier operating to domestic destinations from Paris (Orly) airport and governing fares and baggage handling, the rules of application of which may be specified in the periodic memoranda of understanding between the carrier and the Corsican Transport Board.

### 2.3. Continuity of service

Except in cases of *force majeure*, the number of flights cancelled for reasons directly attributable to the carrier must not exceed 1 % of the number of flights scheduled in any IATA scheduling season.

In accordance with Article 4(1)(c) of Regulation (EEC) No 2408/92, any carrier intending to operate any of these routes must undertake to do so for at least twelve consecutive months.

The carrier may discontinue these services only after giving at least six months' advance notice.

### 2.4. Conditions for the provision of services

Any Community carrier wishing to operate one or other of the routes subject to the public service obligations referred to above must provide a detailed description of how it intends to provide these services, by providing, in particular, the following pieces of information.

#### (a) Operating programs

Operating programs (frequency, timetables, types of aircraft used, etc.) will be notified for the various periods set out in the public service obligations. The conditions for providing additional flights will also be set out.

#### (b) Fares policy

The carrier will provide a detailed table setting out its rates (full rate, reduced rate and detailed rules for application).

#### (c) Commercial conditions of operation

The carrier will set out the provisions envisaged for the transport of freight and/or post, for sales and the reservation systems, and arrangements for unaccompanied minors (UM) and reduced-mobility passengers in accordance with the provisions of the public service agreements. It will also specify the services provided on board and the inter-line agreements allowing for possible transfers, irrespective of whether these occur on the domestic or international network.



(d) *Technical conditions of operation*

The particular conditions through which the possibility and regularity of flights (aircraft and replacement of crew members in particular) is ensured, will be set out.

Community carriers should be aware that operation of these routes without complying with the public service obligations mentioned above may, in addition to incurring the administrative and/or legal penalties provided for, lead to their being

banned from taking part in any tender procedures organised by the Corsican regional authorities for a period of at least 5 years.

(e) *Labour conditions*

In accordance with the provisions of the French labour code (Article L 1224-1), the carrier shall notify the labour conditions which it will implement in respect of its staff.

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**Amendment by France of the public service obligations imposed on scheduled air services between Ajaccio, Bastia, Calvi and Figari, and Marseille and Nice**

(Text with EEA relevance)

(2008/C 273/08)

1. Pursuant to the decisions of the Corsican regional authorities of 19 June 2008 and 9 October 2008, France has decided to amend, from 29 March 2009, the public service obligations imposed on scheduled air services between Ajaccio, Bastia, Calvi and Figari on the one hand and Marseille and Nice on the other, as published in the *Official Journal of the European Union* C 149 of 21.6.2005, pursuant to Article 4(1)(a) of Council Regulation (EEC) No 2408/92 of 23 July 1992 on access for Community air carriers to intra-Community air routes <sup>(1)</sup>.

2. THE AMENDED PUBLIC SERVICE OBLIGATIONS TAKE ACCOUNT IN PARTICULAR OF CORSICA'S ISLAND STATUS AND ARE AS FOLLOWS:

**2.1. Minimum frequency, timetables and capacity provided:**

(a) *Between Marseille and Ajaccio:*

— frequency:

- (i) at least three round trips per day from Monday to Friday, except on public holidays; morning and evening, to enable customers to make a return trip on the same day and to spend at least 8 hours in Ajaccio or 11 hours in Marseille, and one in the middle of the day;
- (ii) at least three round trips per day, evenly spread throughout the day, on Saturdays, Sundays and public holidays,

— services must be non-stop between Ajaccio and Marseille,

— the capacity offered must allow freight and/or post to be carried and, with regard to the carriage of passengers, must meet the following conditions:

- (i) from Monday to Friday at least 140 seats must be provided in each direction, morning and evening;
- (ii) the following minimum weekly capacities must be provided and indicated in the published timetables (combined capacity for both directions):

— throughout the year, a basic capacity of 5 250 seats per week, including 750 seats per day on Saturdays and Sundays,

— in addition to this basic capacity:

— 2 650 seats per week over a ten-week period from late June to early September,

— 1 600 seats per week during the IATA summer scheduling season (excluding the ten-week period referred to above);

(iii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (in particular All Saints, Christmas, Easter, Ascension, Whitsun, bridging days, and departing and returning summer holidaymakers, etc.) the following additional minimum capacities must be offered (total capacity in both directions):

— 6 300 seats to be allocated to peaks during the IATA winter scheduling season,

— 6 300 seats during a ten-week period from late June to early September,

— 6 300 seats to be allocated to peaks during the IATA summer scheduling season, excluding the ten-week period referred to above.

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

— timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding, in advance of each IATA air season, with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of an agreement, the final decision will be taken by the Transport Board.

(b) *Between Marseille and Bastia:*

— frequency:

- (i) at least three round trips per day from Monday to Friday, except on public holidays; morning and evening, to enable customers to make a return trip on the same day and spend at least 8 hours in Bastia or 11 hours in Marseille, and one in the middle of the day;

<sup>(1)</sup> OJL 240, 24.8.1992, p. 8.

(ii) at least three round trips per day, evenly spread throughout the day, on Saturdays, Sundays and public holidays,

- services must be non-stop between Bastia and Marseille,
- the capacity offered must allow freight and/or post to be carried and, with regard to the carriage of passengers, must meet the following conditions:

(i) from Monday to Friday at least 140 seats must be provided in each direction, morning and evening;

(ii) the following minimum weekly capacities must be provided and indicated in the published timetables (combined capacity for both directions):

- throughout the year, a basic capacity of 5 250 seats per week, including 750 seats per day on Saturdays and Sundays,

— in addition to this basic capacity:

- 2 650 seats per week over a ten-week period from late June to early September,

- 1 600 seats per week during the IATA summer scheduling season, excluding the ten-week period referred to above;

(iii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (in particular All Saints, Christmas, Easter, Ascension, bridging days, and departing and returning summer holidaymakers, etc.), the following additional minimum capacities (combined capacity for both directions) must be offered and agreed in advance of each IATA scheduling season in an explicit memorandum of understanding with the Corsican Transport Board:

- 6 300 seats to be allocated to peaks during the IATA winter scheduling season,

- 6 300 seats over a ten-week period from late June to early September,

- 6 300 seats to be allocated to peaks during the IATA summer scheduling season, excluding the ten-week period referred to above.

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

- timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding in advance of each

IATA air season with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of agreement, the final decision will be taken by the Transport Board.

(c) *Between Marseille and Calvi:*

— frequency:

(i) at least one round trip per day during the IATA winter scheduling season, with a minimum stay of between 7 and 10 hours in Marseille from Monday to Friday, excluding public holidays, depending on the opening hours of Calvi airport;

(ii) at least two round trips per day on Saturdays, Sundays and public holidays;

(iii) at least two round trips per day during the IATA summer scheduling season, with a minimum stay of between 7 and 10 hours in Marseille from Monday to Friday, excluding public holidays, depending on the opening hours of Calvi airport,

— services must be non-stop between Marseille and Calvi,

— the capacity offered must allow freight and/or post to be carried and, with regard to the carriage of passengers, must meet the following conditions:

(i) the following minimum weekly capacities must be provided and indicated in the published timetables (combined capacity for both directions):

- a basic capacity of 950 seats per week throughout the year, increased to 1 500 seats per week during the IATA summer scheduling season,

- in addition to this basic capacity, 550 seats per week during the ten-week period from late June to early September;

(ii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (in particular All Saints, Christmas, Easter, Ascension, bridging days, and departing and returning summer holidaymakers, etc.), the following additional minimum capacities (combined capacity for both directions) must be offered and agreed in advance of each IATA scheduling season in an explicit memorandum of understanding with the Corsican Transport Board:

- 1 050 seats to be allocated to peaks during the IATA winter scheduling season,

- 4 000 seats during a ten-week period from late June to early September,
- 5 500 seats to be allocated to peaks during the IATA summer scheduling season, excluding the ten-week period referred to above.

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These additional minimum capacities must be offered for sale at least two months before the dates of the flights concerned,

- timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding in advance of each IATA air season with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of agreement, the final decision will be taken by the Transport Board.

(d) *Between Marseille and Figari:*

- frequency:
  - (i) at least two round trips per day from Monday to Friday, except on public holidays, morning and evening, to enable customers to make a return trip on the same day and spend at least 10 hours in Marseille and at least seven hours in Figari;
  - (ii) at least two round trips per day on Saturdays, Sundays and public holidays,
- services must be non-stop between Marseille and Figari,
- the capacity offered must allow freight and/or post to be carried and, with regard to the carriage of passengers, must meet the following conditions:
  - (i) the following minimum weekly capacities must be provided and indicated in the published timetables (combined capacity for both directions):
    - throughout the year, a basic capacity of 1 500 seats per week increased to 1 700 seats per week during the IATA summer scheduling season,
    - in addition to this basic capacity, 1 300 seats per week during the ten-week period from late June to early September;
  - (ii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (in particular All Saints, Christmas, Easter, Ascension, bridging days, and departing

and returning summer holidaymakers, etc.), the following additional minimum capacities (combined capacity for both directions) must be offered and agreed in advance of each IATA scheduling season in a memorandum of understanding with the Corsican Transport Board:

- 1 050 seats to be allocated to peaks during the IATA winter scheduling season,
- 4 000 seats during a ten-week period from late June to early September,
- 5 500 seats to be allocated to peaks during the IATA summer scheduling season, excluding the ten-week period referred to above.

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

- timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding in advance of each IATA air season with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of agreement, the final decision will be taken by the Transport Board.

(e) *Between Nice and Ajaccio:*

- frequency:
  - (i) at least three round trips per day from Monday to Friday, except on public holidays; morning and evening, to enable customers to make a return trip on the same day and spend at least 8 hours in Ajaccio or 11 hours in Nice, and one in the middle of the day;
  - (ii) at least six round trips in total spread over Saturday and Sunday;
  - (iii) at least three round trips on public holidays, with the exception of Saturdays and Sundays falling on public holidays,
- services must be non-stop between Ajaccio and Nice,
- the capacity offered must allow freight and/or post to be transported and, with regard to the transport of passengers, must meet the following conditions:
  - (i) from Monday to Friday at least 60 seats must be provided in each direction, morning and evening;

(ii) the following minimum weekly capacities must be provided and indicated in the published timetables (combined capacity for both directions):

— throughout the year, a basic capacity of 2 650 seats per week,

— in addition to this basic capacity:

— 950 seats per week during a ten-week period from late June to early September,

— 450 seats per week during the IATA summer scheduling season (excluding the ten-week period referred to above);

(iii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (in particular All Saints, Christmas, Easter, Ascension, bridging days, and departing and returning summer holidaymakers, etc.), the following additional minimum capacities (combined capacity for both directions) must be offered and agreed in advance of each IATA scheduling season in a memorandum of understanding with the Corsican Transport Board:

— 1 600 seats to be allocated to peaks during the IATA winter scheduling season,

— 4 200 seats during a ten-week period from late June to early September,

— 3 200 seats to be allocated to peaks during the IATA summer scheduling season (excluding the ten-week period referred to above).

(f) *Between Nice and Bastia:*

— frequency:

(i) at least three round trips per day from Monday to Friday, except on public holidays; morning and evening, to enable customers to make a return trip on the same day and spend at least 8 hours in Bastia or 11 hours in Nice, and one in the middle of the day;

(ii) at least six round trips in total spread over Saturday and Sunday;

(iii) at least three round trips on public holidays, with the exception of Saturdays and Sundays falling on public holidays,

— services must be non-stop between Bastia and Nice,

— the capacity offered must allow freight and/or post to be carried and, with regard to the carriage of passengers, must meet the following conditions:

(i) from Monday to Friday at least 60 seats must be provided in each direction, morning and evening;

(ii) the following minimum weekly capacities must be provided and indicated in the published timetables (combined capacity for both directions):

— a basic capacity of 2 650 seats per week throughout the year,

— in addition to this basic capacity:

— 550 seats per week during a ten-week period from late June to early September,

— 300 seats per week during the IATA summer scheduling season (excluding the ten-week period referred to above);

(iii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (in particular All Saints, Christmas, Easter, Ascension, bridging days, and departing and returning summer holidaymakers, etc.), the following additional minimum capacities (combined capacity for both directions) must be offered and agreed in advance of each IATA scheduling season in a memorandum of understanding with the Corsican Transport Board:

— 1 600 seats to be allocated to peaks during the IATA winter scheduling season,

— 3 200 seats during a ten-week period from late June to early September,

— 3 200 seats to be allocated to peaks during the IATA summer scheduling season (excluding the ten-week period referred to above).

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

— timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding in advance of each IATA air season with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of agreement, the final decision will be taken by the Transport Board.

(g) *Between Nice and Calvi:*

— frequency: at least one round trip per day,

— services must be non-stop between Nice and Calvi,

— the capacity provided must meet the following conditions:

(i) the following minimum weekly capacities must be provided and indicated in the published timetables (combined capacity for both directions):

— a basic capacity of 600 seats per week throughout the year,

— in addition to this basic capacity:

— 1 400 seats per week during a ten-week period from late June to early September,

— 400 seats per week during the IATA summer scheduling season, excluding the ten-week period referred to above;

(ii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (in particular All Saints, Christmas, Easter, Ascension, bridging days, and departing and returning summer holidaymakers, etc.), the following additional minimum capacities (combined capacity for both directions) must be offered and agreed in advance of each IATA scheduling season in a memorandum of understanding with the Corsican Transport Board:

— 1 050 seats to be allocated to peaks during the IATA winter scheduling season,

— 1 600 seats during a ten-week period from late June to early September,

— 2 300 seats to be allocated to peaks during the IATA summer scheduling season (excluding the ten-week period referred to above).

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

— timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding in advance of each IATA air season with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of agreement, the final decision will be taken by the Transport Board.

(h) *Between Nice and Figari:*

— frequency: at least one round trip per day,

— services must be non-stop between Nice and Figari,

— the capacity offered must allow freight and/or post to be carried and, with regard to the carriage of passengers, must meet the following conditions:

(i) the following minimum weekly capacities must be provided and indicated in the published timetables (combined capacity for both directions):

— a basic capacity of 600 seats per week throughout the year,

— to this basic capacity should be added:

— 1 400 seats per week during a ten-week period from late June to early September,

— 400 seats per week during the IATA summer scheduling season (excluding the ten-week period referred to above);

(ii) in view of the distribution of traffic peaks throughout the year, due to school and public holiday dates (in particular All Saints, Christmas, Easter, Ascension, bridging days, and departing and returning summer holidaymakers, etc.), the following additional minimum capacities (combined capacity for both directions) must be offered and agreed in advance of each IATA scheduling season in a memorandum of understanding with the Corsican Transport Board:

— 1 050 seats to be allocated to peaks during the IATA winter scheduling season,

— 2 650 seats during a ten-week period from late June to early September,

— 2 300 seats to be allocated to peaks during the IATA summer scheduling season (excluding the ten-week period referred to above).

These additional capacities will not include any excess seats spontaneously offered over and above these basic capacities.

These minimum additional capacities must be offered for sale at least two months before the dates of the flights concerned,

— timetables and the distribution over the year of the various capacities will be the subject of an explicit memorandum of understanding in advance of each IATA air season with the Corsican Transport Board. In order to do this and prior to finalising this memorandum of understanding, the carrier shall submit programme proposals using the electronic form indicated by the Transport Board. In the absence of agreement, the final decision will be taken by the Transport Board.

## 2.2. Fares

The following fares exclude distribution costs and *per capita* taxes and duties charged by the State, local authorities and airport authorities, and identified as such on the air ticket:

- the normal single fare on Marseille-Corsica routes must be no more than EUR 115, or EUR 120 during the ten-week period from late June to early September; on Nice-Corsica routes, it must be no more than EUR 111, or EUR 116 during the ten-week period from late June to early September,
- passengers whose principal place of residence is in Corsica and who use tickets purchased in Corsica, the validity of which is restricted to a stay outside the island of less than 40 days, in order to make a round trip starting from Corsica, other than resident students under 27 years of age, young residents educated on the mainland and minors who are children of divorced parents with one parent residing on Corsica, must be entitled to a fare of no more than EUR 46 per leg on Marseille-Corsica routes and a fare of no more than EUR 43 per leg on Nice-Corsica routes all year round on all flights, without capacity restriction,
- the following categories of passengers must be entitled to a fare of no more than EUR 53 per leg, or no more than EUR 58 per leg during the ten-week period from late June to early September, on Marseille-Corsica routes, and to a fare of no more than EUR 50 per leg, or EUR 55 per leg during the ten-week period from late June to early September, on Nice-Corsica routes:
  - (i) young persons (under 25 years of age);
  - (ii) senior citizens (aged 60 years or over);
  - (iii) students under 27 years of age;
  - (iv) families (at least two members of the same family travelling together);
  - (v) disabled persons.

In respect of at least 50 % of daily capacity in each direction on each route, carriers must authorise the sale of tickets at the above fares to the above categories of passenger without any restriction whatsoever until the last seat available has been sold.

For all categories of passengers, the carrier may require that a ticket be issued and paid for within a timeframe proportional to that which has elapsed since the reservation, on the basis of a table to be drawn up in agreement with the Corsican transport office.

Passengers charged on the basis of a 'resident' rate must be grouped together with those who have paid a full fare for boarding purposes.

In the event of an abnormal and unforeseeable increase in costs affecting the operation of the air routes, outside of the carrier's control, these maximum fares may be raised in proportion to the increase. The new maximum fares will be notified to the carriers operating the services and will apply within an appropriate period.

By contrast, if costs have increased, thereby causing a corresponding increase in fares but these costs subsequently revert to their previous level and all other factors, notably duration, are the same as before, the fare increase will be cancelled within the same timeframe once the carrier has been notified accordingly.

All fares offered to passengers must be accessible and sold on a permanent basis using at least one international reservation system or through one of the following methods: reservation centre, travel agencies, Internet, airport ticketing desk. In addition to each of these sales methods, users must also have access to clear and specific information in paper and electronic format, on current fare conditions, expressed in gross and net amounts, indicating distribution costs, depending on the methods in question.

Carriers must take appropriate measures to ensure that the following passengers are accepted on an unrestricted basis:

- unaccompanied minors (UMs) within the meaning of the IATA regulation, from the age of four years, with no fare surcharges applied,
- passengers whose mobility is reduced or who suffer from a recognised disability (WCHR, WCHS, WCHC) will be granted access on board in accordance with the IATA regulation. To this end, carriers will have to demonstrate that they have access to approved stretchers. The fare surcharges applied may not exceed the sum of the seats occupied in order to transport these passengers.

Carriers will grant each passenger to a baggage allowance of 20 kg free of charge. The amount of excess baggage charged per passenger shall not exceed the sum of EUR 1 per kg under any circumstances.

The carrier may enter into an IATA inter-line agreement regarding, for each route, at least one carrier operating air services to domestic destinations, specifically Paris (Orly), from Marseille or Nice airports as appropriate, governing fares and baggage handling, the rules of application of which may be specified in the periodic memoranda of understanding between the carrier and the Corsican Transport Board.

## 2.3. Continuity of service

Except in cases of *force majeure*, the number of flights cancelled for reasons directly attributable to the carrier must not exceed 1 % of the number of flights, other than additional flights, scheduled in any IATA scheduling season.

In accordance with Article 4(1)(c) of Regulation (EEC) No 2408/92 referred to above, any carrier intending to operate any one of these routes must undertake to do so for at least twelve consecutive months.

The carrier may discontinue these services only after giving at least six months' advance notice.

#### 2.4. Conditions for the provision of services

Any Community carrier wishing to operate one or other of the routes subject to the public service obligations referred to above must provide a detailed description of the way in which it intends to provide these services, by providing, in particular, the following pieces of information.

(a) *Operating programs*

Operating programs (frequency, timetables, types of aircraft used, etc.) will be notified for the various periods set out in the public service obligations. The conditions for providing additional flights will also be set out.

(b) *Fares policy*

The carrier will provide a detailed table setting out its rates (full rate, reduced rate and detailed rules for application).

(c) *Commercial conditions of operation*

The carrier will set out the provisions envisaged for the transport of freight and/or post, for sales and reservation systems, and arrangements for unaccompanied minors (UM) and reduced-mobility passengers in accordance with the

provisions of the public service agreements. It will also specify the services provided on board and the inter-line agreements allowing for possible transfers, irrespective of whether these occur on the domestic or international network.

(d) *Technical conditions of operation*

The particular conditions through which the possibility and regularity of flights (aircraft and replacement of crew members in particular) is ensured, will be set out.

Community carriers should be aware that operation of these routes without complying with the public service obligations mentioned above may, in addition to incurring the administrative and/or legal penalties provided for, lead to their being banned from taking part in any tender procedures organised by the Corsican regional authorities for a period of at least 5 years.

(e) *Labour conditions*

In accordance with the provisions of the French labour code (Article L 1224-1), the carrier shall notify the labour conditions which it will implement in respect of its staff.



**Commission communication in the framework of the implementation of Directive 95/16/EC of the European Parliament and of the Council on the approximation of the laws of the Member States relating to lifts**

**(Text with EEA relevance)**

*(Publication of titles and references of harmonised standards under the directive)*

(2008/C 273/09)

ESO <sup>(1)</sup>	Reference and title of the harmonised standard (and reference document)	First publication OJ	Reference of superseded standard	Date of cessation of presumption of conformity of superseded standard (Note 1)
CEN	EN 81-1:1998 Safety rules for the construction and installation of lifts — Part 1: Electric lifts	31.3.1999	—	
	EN 81-1:1998/A2:2004	6.8.2005	Note 3	Date expired (6.8.2005)
	EN 81-1:1998/A1:2005	2.8.2006	Note 3	Date expired (2.8.2006)
	EN 81-1:1998/AC:1999			
CEN	EN 81-2:1998 Safety rules for the construction and installation of lifts — Part 2: Hydraulic lifts	31.3.1999	—	
	EN 81-2:1998/A2:2004	6.8.2005	Note 3	Date expired (6.8.2005)
	EN 81-2:1998/A1:2005	2.8.2006	Note 3	Date expired (2.8.2006)
	EN 81-2:1998/AC:1999			
CEN	EN 81-28:2003 Safety rules for the construction and installation of lifts — Lifts for the transport of persons and goods — Part 28: Remote alarm on passenger and goods passenger lifts	10.2.2004	—	
CEN	EN 81-58:2003 Safety rules for the construction and installation of lifts — Examination and tests — Part 58: Landing doors fire resistance test	10.2.2004	—	
CEN	EN 81-70:2003 Safety rules for the construction and installations of lifts — Particular applications for passenger and goods passenger lifts — Part 70: Accessibility to lifts for persons including persons with disability	6.8.2005	—	
	EN 81-70:2003/A1:2004	6.8.2005		
CEN	EN 81-71:2005 + A1:2005 Safety rules for the construction and installation of lifts — Particular applications to passenger lifts and goods passenger lifts — Part 71: Vandal resistant lifts	11.10.2007	—	
	EN 81-71:2005 + A1:2006	11.10.2007	Note 3	11.10.2007

ESO <sup>(1)</sup>	Reference and title of the harmonised standard (and reference document)	First publication OJ	Reference of superseded standard	Date of cessation of presumption of conformity of superseded standard (Note 1)
CEN	EN 81-72:2003 Safety rules for the construction and installation of lifts — Particular applications for passenger and goods passenger lifts — Part 72: Firefighters lifts	10.2.2004	—	
CEN	EN 81-73:2005 Safety rules for the construction and installation of lifts — Particular applications for passenger and goods passenger lifts — Part 73: Behaviour of lifts in the event of fire	2.8.2006	—	
CEN	EN 12016:2004 Electromagnetic compatibility — Product family standard for lifts, escalators and moving walks — Immunity	6.8.2005	EN 12016:1998	Date expired (30.6.2006)
	EN 12016:2004/A1:2008	This is the first publication	Note 3	28.12.2009
CEN	EN 12385-3:2004 Steel wire ropes — Safety — Part 3: Information for use and maintenance	11.10.2007	—	
	EN 12385-3:2004/A1:2008	This is the first publication	Note 3	28.12.2009
CEN	EN 12385-5:2002 Steel wire ropes — Safety — Part 5: Stranded ropes for lifts	6.8.2005	—	
	EN 12385-5:2002/AC:2005			
CEN	EN 13015:2001 Maintenance for lifts and escalators — Rules for maintenance instructions	10.2.2004	—	
	EN 13015:2001/A1:2008	This is the first publication	Note 3	28.12.2009
CEN	EN 13411-7:2006 Terminations for steel wire ropes — Safety — Part 7: Symmetric wedge socket	13.12.2006	—	

<sup>(1)</sup> ESO: European Standardisation Organisation:

— CEN: rue de Stassart 36, B-1050 Brussels, tel. (32-2) 550 08 11; fax (32-2) 550 08 19 (<http://www.cenorm.be>),

— Cenelec: rue de Stassart 35, B-1050 Brussels, tel. (32-2) 519 68 71; fax (32-2) 519 69 19 (<http://www.cenelec.org>),

— ETSI: 650, route des Lucioles, F-06921 Sophia Antipolis, tel. (33) 492 94 42 00; fax (33) 493 65 47 16 (<http://www.etsi.org>).

*Note 1* Generally the date of cessation of presumption of conformity will be the date of withdrawal ('dow'), set by the European Standardisation Organisation, but attention of users of these standards is drawn to the fact that in certain exceptional cases this can be otherwise.

*Note 3* In case of amendments, the referenced standard is EN CCCC:YYYY, its previous amendments, if any, and the new, quoted amendment. The superseded standard (column 3) therefore consists of EN CCCC:YYYY and its previous amendments, if any, but without the new quoted amendment. On the date stated, the superseded standard ceases to give presumption of conformity with the essential requirements of the directive.

## NOTE:

- any information concerning the availability of the standards can be obtained either from the European Standardisation Organisations or from the national standardisation bodies of which the list is annexed to the Directive 98/34/EC of the European Parliament and of the Council <sup>(1)</sup> amended by the Directive 98/48/EC <sup>(2)</sup>,
- publication of the references in the *Official Journal of the European Union* does not imply that the standards are available in all the Community languages,
- this list replaces all the previous lists published in the *Official Journal of the European Union*. The Commission ensures the updating of this list.

More information about harmonised standards on the Internet at:

<http://europa.eu.int/comm/enterprise/newapproach/standardization/harmstds>

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<sup>(1)</sup> OJL 204, 21.7.1998, p. 37.

<sup>(2)</sup> OJL 217, 5.8.1998, p. 18.

## V

*(Announcements)*

## ADMINISTRATIVE PROCEDURES

## COMMISSION

**Calls for proposals under 2009 work programme of the 7th EC Framework Programme for Research, Technological Development and Demonstration Activities***(2008/C 273/10)*

Notice is hereby given of the launch of calls for proposals under the 2009 Capacities work programme of the 7th Framework Programme of the European Community for Research, Technological Development and Demonstration Activities (2007 to 2013).

Proposals are invited for the following calls. Call deadlines and budgets are given in the call texts, which are published on the CORDIS website.

**Capacities Specific Programme**

Part	Call Identifier
4. Research potential	FP7-REGPOT-2009-1
	FP7-REGPOT-2009-2

**These calls for proposals relate to the work programme adopted by Commission Decision C(2008) 4566 of 26 August 2008.**

Information on the modalities of the calls, the work programme, and the guidance for applicants on how to submit proposals is available through the CORDIS website: <http://cordis.europa.eu/fp7/calls/>

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## PROCEDURES RELATING TO THE IMPLEMENTATION OF THE COMPETITION POLICY

### COMMISSION

#### **Prior notification of a concentration**

**(Case COMP/M.5307 — Accueil Partenaires/CDC/RVHS 1% Logement/SGRHVS)**

#### **Candidate case for simplified procedure**

**(Text with EEA relevance)**

(2008/C 273/11)

1. On 16 October 2008, the Commission received a notification of a proposed concentration pursuant to Article 4 of Council Regulation (EC) No 139/2004 <sup>(1)</sup> by which the undertakings Accueil Partenaires ('Accueil Partenaires', France), belonging to the group ACCOR ('Accor', France), and Caisse des Dépôts et Consignations ('CDC', France) and RHVS 1% Logements ('RHVS', France) controlled by a number of inter-professional committees in France, acquire within the meaning of Article 3(1)(b) of the Council Regulation joint control of the undertaking SGRHVS ('SGRHVS', France) by way of purchase of shares in a newly created company constituting a joint venture.

2. The business activities of the undertakings concerned are:

- for Accueil Partenaires: management and operation of temporary lodgings, hotel services and related services,
- for CDC: general public interest company, insurances, real estate, capital investment and services for public and private persons,
- for RHVS: structuring employers' efforts in building of homes,
- for SGRHVS: supply of lodging accomodations to modest income people.

3. On preliminary examination, the Commission finds that the notified transaction could fall within the scope of Regulation (EC) No 139/2004. However, the final decision on this point is reserved. Pursuant to the Commission Notice on a simplified procedure for treatment of certain concentrations under Council Regulation (EC) No 139/2004 <sup>(2)</sup> it should be noted that this case is a candidate for treatment under the procedure set out in the Notice.

4. The Commission invites interested third parties to submit their possible observations on the proposed operation to the Commission.

Observations must reach the Commission not later than 10 days following the date of this publication. Observations can be sent to the Commission by fax ((32-2) 296 43 01 or 296 72 44) or by post, under reference number COMP/M.5307 — Accueil Partenaires/CDC/RVHS 1% Logement/SGRHVS, to the following address:

European Commission  
Directorate-General for Competition  
Merger Registry  
J-70  
B-1049 Bruxelles/Brussel

<sup>(1)</sup> OJ L 24, 29.1.2004, p. 1.

<sup>(2)</sup> OJ C 56, 5.3.2005, p. 32.

**Prior notification of a concentration**  
**(Case COMP/M.5332 — Ericsson/STM/JV)**

(Text with EEA relevance)

(2008/C 273/12)

1. On 21 October 2008, the Commission received a notification of a proposed concentration pursuant to Article 4 of Council Regulation (EC) No 139/2004 <sup>(1)</sup> by which the undertakings STMicroelectronics NV ('STM', The Netherlands) and Telefonaktiebolaget LM Ericsson ('Ericsson', Sweden) acquire within the meaning of Article 3(1)(b) of the Council Regulation joint control of the undertakings JVD (Switzerland) and JVS (Switzerland) by way of purchase of shares in the newly created companies constituting a joint venture.

2. The business activities of the undertakings concerned are:

- for STM: semi-conductors, ranging from discrete diodes and transistors to complex system-on-chip devices, and complete electronic platform solutions,
- for Ericsson: telecommunication products, ranging from networks and multimedia solutions to professional services and other communication products such as mobile phones.

3. On preliminary examination, the Commission finds that the notified transaction could fall within the scope of Regulation (EC) No 139/2004. However, the final decision on this point is reserved.

4. The Commission invites interested third parties to submit their possible observations on the proposed operation to the Commission.

Observations must reach the Commission not later than 10 days following the date of this publication. Observations can be sent to the Commission by fax ((32-2) 296 43 01 or 296 72 44) or by post, under reference number COMP/M.5332 — Ericsson/STM/JV, to the following address:

European Commission  
Directorate-General for Competition  
Merger Registry  
J-70  
B-1049 Bruxelles/Brussel

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<sup>(1)</sup> OJL 24, 29.1.2004, p. 1.

**Prior notification of a concentration**  
**(Case COMP/M.5352 — Omron/Ficosa/JV)**  
**Candidate case for simplified procedure**

(Text with EEA relevance)

(2008/C 273/13)

1. On 17 October 2008, the Commission received a notification of a proposed concentration pursuant to Article 4 of Council Regulation (EC) No 139/2004 <sup>(1)</sup> by which the undertakings Omron Corporation ('Omron', Japan) and Ficosa International SA ('Ficosa', Spain) indirectly acquire within the meaning of Article 3(1)(b) of the Council Regulation joint control of a joint venture company ('JV', Germany) by way purchase of shares in a newly created company constituting a joint venture.

2. The business activities of the undertakings concerned are:

- for Omron: manufacture of control equipment, automation systems, electronic components, ticket vending machines, medical equipment, automotive electronic components,
- for Ficosa: research, development, production and commercialization of systems and parts for vehicles (such as rear-view mirrors),
- for JV: development, manufacture and sale of Advanced Driver Assistance Systems for automobiles.

3. On preliminary examination, the Commission finds that the notified transaction could fall within the scope of Regulation (EC) No 139/2004. However, the final decision on this point is reserved. Pursuant to the Commission Notice on a simplified procedure for treatment of certain concentrations under Council Regulation (EC) No 139/2004 <sup>(2)</sup> it should be noted that this case is a candidate for treatment under the procedure set out in the Notice.

4. The Commission invites interested third parties to submit their possible observations on the proposed operation to the Commission.

Observations must reach the Commission not later than 10 days following the date of this publication. Observations can be sent to the Commission by fax ((32-2) 296 43 01 or 296 72 44) or by post, under reference number COMP/M.5352 — Omron/Ficosa/JV, to the following address:

European Commission  
Directorate-General for Competition  
Merger Registry  
J-70  
B-1049 Bruxelles/Brussel

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<sup>(1)</sup> OJ L 24, 29.1.2004, p. 1.

<sup>(2)</sup> OJ C 56, 5.3.2005, p. 32.

**NOTE TO THE READER**

The institutions have decided no longer to quote in their texts the last amendment to cited acts.

Unless otherwise indicated, references to acts in the texts published here are to the version of those acts currently in force.