

National Cycle Network Local Authority Funding Scheme 2012/13.

A limited amount of funding will be available over 2012 and 2013 to fund Local Authorities to deliver cycle routes in line with the vision set out in the National Cycle Network Scoping study (<http://smartertravel.ie/content/national-cycle-network>). As noted in the scoping study, routes do not necessarily need to be along the corridors identified in the study, however, funding proposals should make it clear how the proposed route will contribute to the overall long term goal of having an integrated National Cycle Network.

The funding available from the Department of Transport, Tourism and Sport will be in the region of €4.5m for 2012/13, and will be allocated to Local Authorities through the competitive process outlined in this document. Further funding for 2014 and beyond is planned, and this would be allocated through a new funding call.

Routes proposed for funding must provide a piece of infrastructure which will cater for local transport demand, attract significant recreational and tourism demand, and generate significant benefits for the local economy. Insofar as is possible, routes must be suitable for use by users of all ages, and route design must ensure the highest standards of safety for route users. Any proposed route seeking funding must have the potential to be a world class cycling route. Proposals should consider transport and tourism demand within the area, cycle routes already developed in the county/area, potential to link to routes within the county or adjoining counties, and be set in the context of future plans for development of cycling routes in the area.

On the basis of the limited funding availability Local Authorities are restricted to a maximum of two proposals. Where an extensive route is planned the project plans should adopt a phased approach, with funding proposals being put forwarded only for a specific phase or phases. (Bearing in mind the restriction of a maximum of two proposals per LA). It is hoped that over the period of the scheme (2012-13) 7-10 projects or phases of projects can be funded from the available allocation, and proposals should bear this in mind in terms of project scale.

Proposals will be assessed on the basis of the criteria outlined below. Projects will be ranked in order of assessment score, and funding provided on the basis of these scores and available funding. The project list will remain active until end-2013.

Subject to availability, it is planned that the assessment team will consist of Department of Transport, Tourism and Sport (1), Failte Ireland (1), National Transport Authority (1) and National Roads Authority (1). Should it be deemed necessary, a short interview process may be required in support of the completed application forms.

The assessment criteria are as follows

- Alignment with overall concept (e.g. quality of route, safety of route) (essential).
- Deliverability of the route in proposed timescale e.g. no land ownership issues (essential)
- Potential demand (as a transport corridor for local use and as a tourism & day trip attraction) and potential impacts on local economy (e.g. job creation). Evidence based assessment must be provided. (40).
- Total costs and costs per km taking into account route type, and the commitment from Local Authority including potential co-funding (40).
- Alignment with other transport, tourism and sports programmes/locations, for example, linkages to centres of employment, visitor attractions and centres, the Greenschools programmes, other cycling infrastructure etc. should be demonstrated. Route promotion and monitoring plans, and planned route management structure (20).

Should further funding become available within the Department for NCN project delivery in the period to end-2013, projects, or additional phases of projects, will be funded on the basis of their ranking on this list. In addition to this, funding opportunities with regard to agencies of the Department such as Fáilte Ireland and the National Transport Authority may also be explored in the future, should funding be available from agencies. In such cases selection of projects, or phases of projects, may refer to the specific remit of the agencies (e.g. international tourism potential, G.D.A based projects etc.). Co-funding opportunities may also be explored.

The closing date for applications is 5.00pm on Friday 27th April. Completed application forms should be emailed to Michael Falvey michaelfalvey@dtas.ie

To assist the assessment process, in addition to emailing the completed form, 4 hardcopies of each completed application should be sent to:

National Sustainable Travel Office
Department of Transport, Tourism and Sport
Leeson Lane
Dublin 2.

The assessment procedure will be completed as promptly as possible, and successful Local Authorities must be in a position to commence proposed projects immediately.

National Cycle Network Funding Scheme 2012/13 – Application Form

Section 1: Project Outline <i>Carlingford to Omeath Greenway, County Louth</i>	
Name and Address of Local Authority	Louth County Council County Hall, Millennium Centre, Dundalk, County Louth
Contact person/proposed project manager	Catherine Duff
Telephone	042 9392931
e-mail	catherine.duff@dundalktown.ie
Planned route start and end points (e.g. Newport to Mulranny). Detailed map to be included as appendix.	Dundalk to Carlingford toward Newry (via Omeath) [32 Km] <i>See Attached plan...</i> Greer's Quay to Carlingford Marina pilot project [3.7 Km] and Omeath to Greer's Quay [2.5 km]
Proposed route distance (km)	Phase 1A: 3.7Km (Greer's Quay to Carlingford) Phase 1B: 2.5 km (Greer's Quay to Omeath)
Estimated total project delivery costs (€)	€755,000
Total grant funding being sought (€)	€687,000
Planned duration of project/works (months)	15 month project including construction works 8 months
Planned start date and completion date	July 2012 to November 2013
Brief outline of planned project	<p>Development of old Dundalk Greenore, Newry Line as a Cycle Trail.</p> <p>The old railway line between Greer's Quay, Omeath and Carlingford Marina is largely remains in place and appears to be the desired route for a water main improvement scheme. By developing this route as a joint venture with our water services department we can simplify procurement and construction costs.</p> <p>This will form part of a plan to develop the old railway line as a separate cycle trail or road side cycle trail in places, from Dundalk to Carlingford to Omeath and toward Newry.</p>

Section 2: Project Detail	
Briefly outline how this route aligns with the corridors identified in the National Cycle Network scoping study, or links into or between the identified corridors.	This project closely aligns with the Dundalk Dublin section of the NCN and a strong match with Northern Ireland cycle networks.
Is this project proposal for a standalone route, or is it a single phase of a longer proposed route (outline details).	This “pilot” project of 6.2km will be part of a 32km section of development of the old Dundalk, Carlingford, Omeath railway line to a walking/cycling “Greenway”
What type of route will be delivered (i.e. on road or off road, usage of existing infrastructure such as abandoned rail lines, canal tow paths, state lands etc.)	This project will develop an off road cycle trail on the bed an abandoned railway.
Is the land necessary to develop the proposed route currently in public ownership? Are there any land ownership issues along any section of the proposed route, and if yes how is it planned to address them?	The land required is not in public ownership. Land agreements are progressing at the moment with no actual problem encountered to date.
Are there any other outstanding issues which could impact on deliverability of the proposed route (e.g. statutory requirements)?	The development of a trail along this section of old railway will involve Appropriate Assessment and “Part 8” process which is planned to be complete by Aug 2012 for Phase 1A. Appropriate Assessment and “Part 8” process which is planned to be complete by Jan 2013 for phase 1B.
What is the proposed width of the route? (metres)	Varies Phase 1A primarily 3.0m wide Phase 1B primarily 1.8m min road side
What is the proposed surfacing type for the route?	Phase 1A: clause 804 with fine limestone dust finish. Phase 1B: primarily existing road surfacing

Section 3: Project Costs			
Key costs/works (e.g. land purchasing, clearance works, compacting and placing of surface material, bridges, crossing barriers, fencing)	Estimated cost (€)	Requested contribution (€)	Planned drawdown date (e.g. Sept 2012)
Construction cost phase 1A	€370,000	€370,000	October 2013
Construction cost phase 1B	€250,000	€250,000	November 2013
Appropriate Assessment & Part 8 Phase 1A	€8,000	€8,000	September 2012
Appropriate Assessment & Part 8 Phase 1B	€8,000	€3,000	February 2013
Design Costs	€48,000	€21,000	January 2013
Site Supervision	€25,000	€25,000	November 2013
Marketing / Promotion	€12,000	€2,000	September 2013
Interpretive Signage	€10,000	€2,000	July 2013
Literature and Website	€12,000	€3,000	October 2013
Evaluation	€12,000	€3,000	November 2013
Total	€755,000.00	€687,000.00	

Section 4: Demand and benefit assessment: Provide an evidence based assessment of potential demand in terms of local users and potential visitor and tourist user numbers. Assessment should include evidence based estimate of annual user number, and impacts on local economy, including in terms of job creation.

The Carlingford and Feede Mountains in the Cooley Peninsula are designated an Area of Outstanding Natural Beauty in the Louth County Development Plan by reason of their unspoilt natural landscapes and spectacular scenic quality. The steep mountainous slopes are bounded by the coastline of Carlingford Lough and afford magnificent views over Carlingford Lough of the Mourne Mountains. The natural heritage in this region is afforded protection under both national and European legislation which include Special Areas of Conservation, Special Protection Areas and proposed Natural Heritage Areas.

Carlingford and the Cooley Peninsula have been selected as a European Destination of Excellence (EDEN), a project promoting sustainable tourism development models across the European Union. Carlingford, a historical, medieval wall town occupies an enviable position, located on Carlingford Lough and backed by the Cooley mountains. It is an ideal location for

walking, hiking, adventure tourism and festival/food events. Omeath has long been established as a summer tourism centre particularly for caravan holidays and day-trippers. Its range of tourist attractions extends from its coastal location and pier head, where a ferry connects the village to Warrenpoint during the summer months, to its key position on the Táin Way walking tour and the Táin Trail cycling Route.

It is considered that demand exists for a Greenway which would suit a particularly wide range of fitness levels including occasional walkers, families with young children to long distance cycle tourists. This will offer an exciting and safe cycling experience with gentle gradients throughout, within spectacular landscapes. This could be further developed and linked into a truly 'age friendly' product.

The Greenway would follow the line of the former Dundalk, Newry and Greenore Railway Line which opened between Greenore and Dundalk in 1873 and was extended to Newry in 1876. It provided a link between the towns in its title and the port at Greenore where from where a ferry service operated to Holyhead. The line was closed in 1951. Within Louth this route extends a distance of some 35 kilometres.

In addition to the capital cost of delivering such a route, there are a number of other constraints - engineering, etc., which will contribute to the timescale and phased delivery of this route. Hence it is proposed to focus on identifying sections which can be delivered. As well as maximising the use of this route, this will help communicate the overall vision of the full route to the wider public and help generate the local support necessary to deliver this project.

The focus of this report is thus on a 6.2 kilometre section of the route from Carlingford to Omeath. The reasons and motivation for this section are:

- This project would be developed as a joint venture with our water services department which is installing a truck watermain from Greenore to Omeath along this section of the railway line.
- Carlingford and the Cooley Peninsula are established tourist destinations attracting both domestic and overseas visitors.
- Provides the opportunity to focus and develop a new complementary tourism initiative and encourage further growth of tourism in Carlingford and the Cooley Peninsula.
- Can be developed as a looped walked walk linking into a section of the Táin Way Walking tour.
- Potential to link Carlingford and Omeath villages with a traffic free pedestrian and cyclist route, consistent with national and county policy in relation to sustainable transport.
- Allows users to explore and appreciate the rich railway heritage. Much of the railway embankment and Victorian coastal defences are intact while sections of wrought iron rails, stone walls and stone gate pillars which facilitated access to 'seaweed

rights' are apparent along this route.

- Permits the appreciation of two European designated Natura 2000 sites and two proposed Natural Heritage Areas.
- Helps raise the profile of the overall Greenway and to ensure the support of local communities and landowners.
- Will complement the establishment of a proposed coastal trail stretching between Omeath and Baltray which is a signature project of the Louth Economic Forum's Tourism and Heritage Plan.

Potential demand - Local Users

Local users would comprise both of residents of the Cooley Peninsula and Dundalk area and would extend into County Down to include Newry, Warrenpoint and Rostrevor.

Table 1 Local Population Figures

County Louth	
Dundalk and Hinterland	28,965
Cooley Peninsula	9,983
	38,948
County Down	
Newry	27,000
Warrenpoint	7,000
Rostrevor	2,444
	36,444
Total	75,392

Source CSO ROI 2011 & NICP 2001

This region has a population catchment of over 75,000 as detailed in table 1.

This category of users would avail of the Greenway to explore the heritage, landscape and enjoy the spectacular views across the Lough and of the Cooley mountain range. As a recreational amenity the Greenway will provide a traffic free environment for leisure walking and cycling for all persons of all age groups and abilities. Local residents will be able to avail of the route and loops as fitness trails for walking and running.

The proposal will also offer the commuting cyclist a direct, safe route for work and school travel needs. The proximity of Carlingford and Omeath will facilitate day to day travel between them even for the less experienced cyclist and children. This section of the Greenway will come within proximity of three schools in Carlingford and Omeath which have a catchment of some 200 students.

Potential demand –Visitors

Dundalk Institute of Technology undertook a study - entitled *Carlingford Visitor Survey* in 2011. Finding of this study include:

- 49% of surveyed visitors were from the Republic of Ireland, 32% overseas and 19% from Northern Ireland
- 54% of domestic visitors indicated that they were from Dublin.
- There were a large number of repeat visitors -21%
- 49% of respondents engaged in walking/trekking and 4% in cycling
- In a list of ‘Top 10 Attractions’, the overall scenery was cited as the favourite attraction and walking as second favourite
- 52% were travelling with a partner and 17% with their family

The main purpose of this Visitor Report is to lead to actions which will help lead Carlingford and the Cooley Peninsula to continue to be a sustainable and managed tourism destination. As a small destination it needs not only to maintain the main attractions of the area but also provide additional high quality of activities, services and amenities particularly for repeat visitors. The provision of the Greenway represents an opportunity to increase the attractiveness of this location for families and children and would have a positive implication increasing the length of stay and encouraging repeat visits.

According to Failte Ireland research as detailed by Table 2, 164,000 overseas visitors engaged in cycling while in Ireland in 2010. This confirms continued grow in participation. The most popular cycling regions visited were the south west, west and Dublin regions. It is recognised that cycling tourism represents a growing and valuable market, particularly for rural areas.

Table 2 Summary of Overseas Visitors Engaging in Activities in 2010

	Overseas Visitors (000s)	Spend in Ireland ¹ (€mn)	Activity Important in Choice of Ireland Overseas Holidaymakers (000s)
Hiking/Cross Country Walking	693	640	245
Golf	155	148	63
Angling	123	88	53
Cycling	164	180	54
Equestrian	60	62	20

Source: Bord Failte

The Failte Ireland report ‘*Strategy for the Development of Irish Cycle Tourism East Coast and Midlands Region*’ details proposals for a long distance east coast cycling route running from the Cooley Peninsula through Louth, Meath and Dublin. It identifies Dundalk as being an ideal ‘hub town’ where visitors might base themselves and explore the countryside. The Táin Cycling Route, 585km in length, runs from the Cooley Peninsula to County Roscommon.

Cycle tourists could complete the proposed Greenway route within half a day. The emphasis

on this group would be to extend their stay in the region. Together with the aforementioned cycle routes this proposal would provide a basis for increasing cycling tourism in the east of the country.

Walking tourism brings significant visitors to Ireland. As illustrated in Table 2, t 693,000 overseas visitors engaged in walking during their stay in Ireland in 2010. Research by Failte Ireland indicates that most walking visitors are occasional walkers with variable fitness levels and limited navigational skills and that they seeking quality off road walks in areas of outstanding natural beauty. The Carlingford and the Cooley Peninsula includes an extensive area of unspoilt natural landscapes, fabulous coastline and outstanding views. The '*Walking Strategy for the Cooley Peninsula, County Louth*' has been prepared to develop the walking product in this area and includes formal Walk Trails, informal hill walks and lowland walking routes. Furthermore the establishment of a proposed coastal trail stretching between Omeath and Baltray, a signature project of the Louth Economic Forum's Tourism and Heritage Plan. This project will complement both existing and proposed walking products.

To estimate annual user numbers it is considered appropriate to look at a similar existing development, the Great Western Greenway in Mayo. The first 18km of the Greenway, from Newport to Mulranny opened in 2010 while the two extensions linking south to West port and east to Achill opened in July 2011 lengthening the route to 42 km.

An Economic Impact Case Study undertaken in 2011 by Failte Ireland on the Great Western Greenway has drawn on information available through user count data and a survey of Greenway users. A summary of the key findings are detailed below.

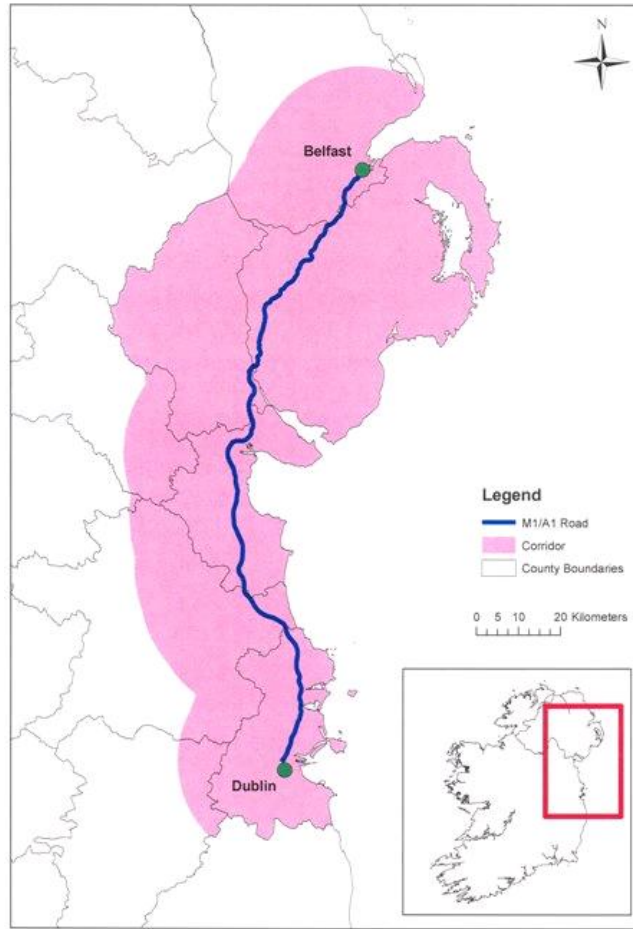
There was:

- 80,000 'visits' on a year basis (34,000 by local (Mayo) people; 26,600 domestic visitors and 16,000 overseas visitors to the local area)
- A projected €7.2 million in spend in the local economy over 2011
- A projected local economic impact of about €6.3 million
- 50% of business surveyed indicated that the Greenway has led to an increase in business turnover.
- The Greenway has helped to create an estimated 38 new full time equivalent jobs with a further 56 existing jobs being sustained.

The 2006 census showed that 240 people were employed in Carlingford village alone. It can be surmised that a major source of employment is within the tourism and leisure sector which can be seasonal. The proposed Greenway has the potential on completion, to attract similar spending in the local economy as the Great Western Greenway. This would sustain and create further employment opportunities.

Louth has a strategic advantage. Located within a little more than an hour's drive from Ireland's two major cities, from Dublin and Belfast. Along the M1 corridor as shown by Figure 1 there is a catchment population of almost 2.4 million. Thus it is envisaged that the number of visitors could easily achieve those as detailed above by the Great Western Greenway in Mayo.

Figure1 Population along the M1 corridor



Source: Indecon analysis based on CSO Small Area Population Statistics (SAPS) data for RoI

Geographic Area	Population
M1 Economic Corridor	2,312,784
RoI Part	1,437,426
NI Part	875,358

Section 5: Outline (i) alignment with other transport, tourism and sport programmes/locations (e.g. other infrastructure, green schools, work place travel plans, tourism visitor centres etc.) (ii) Route management and promotion plans and (iii) planned route user monitoring

(i) Alignment with other transport, tourism and sport programmes/locations (e.g. other infrastructure, green schools, work place travel plans, tourism visitor centres etc.)

In terms of transportation, the proposed Greenway aligns with:

- Omeath – Warrenpoint ferry would provide a link to the Northern Ireland National Cycle Network and the largely traffic free Newry Canal Towpath, which runs continuously through to Craigavon, Lisburn and onto Belfast along the Lagan Towpath.
- Rail Services to Dundalk
- Bus Éireann services within the County, long distance bus services operated by Bus Éireann and Ulster bus linking Dublin with Belfast and Dublin with Derry and private bus operators.
- Dublin and Belfast airports are located less than an hour from the proposed coastal attraction.
- Proposed Narrow Water Bridge from Cooley to Narrowwater, Warrenpoint, Co. Down.
- Proposed National Cycle Network and proposed Failte Ireland Network
- **The Táin Way** hiking route in the Cooley Mountains which is part of a long distance way marked walking routes. The Táin Way runs alongside a section of the proposed Greenway.
- There are numerous Sli na Sláinte marked walks managed by the Irish Heart Foundation in County Louth. There would appear to be an opportunity for the emerging Greenway to develop alongside new Sli na Sláinte Routes.
- There are ten ‘Walks in Carlingford’ that are specific routes supported by maps and related website data around the Cooley Peninsula. These trails have a clear Existing hill walks and lowland walking routes in Cooley Region

A number of schools in this area are currently participating part in the Green–School programme. The travel theme of this programme promotes sustainable transport modes including walking and cycling. This proposal will not only assist schools in meeting targets set in this area and will facilitate a sustainable mode for the entire local population for journeys to work, community services, facilities etc.

In terms of sports, tourism centres etc the proposed Greenway would align inter alia with:

- Historic towns of Dundalk and Carlingford
- Areas of Outstanding Natural Beauty
- Coastline and in proximity to two blue flag beaches (Shellinghill and Gyles Quay)
- Carlingford Marina, sailing club and adventure centre

- A number of archaeological sites and monuments
- Ballymascanlon and Greenore Golf Courses
- Quality hotels and other accommodation

(ii) Route management and Promotion plans

Louth Local Authorities would take the lead role in the development of the Greenway. It would also be promoted by Louth Local Authorities, Carlingford & Cooley Tourism Association, Carlingford & Mourne Ltd, Omeath & District Development Company, local stakeholders, local community and users.

Product development and promotion would focus on the delivery of a world class walking and cycling product, in particular with the development of the additional services, information, structure and marketing required to compliment the provision of the Greenway.

(iii) Route use monitoring

Annual user count data and a survey of Greenway Users would enable assessment of the success of the proposed route and would also highlight any areas where improvements or alterations could be made.

Terms and conditions:

Should funding be offered, general terms and conditions, in line with those outlined below would apply. In addition to these general terms and conditions specific conditions will apply. This will include, but may not be restricted to:

1. Funded local authorities are responsible for future maintenance of any funded route, and must ensure that the route quality, standard and integrity are fully maintained.
2. All projects must include provision for automated counters on the route. Annual updates of the number of users on the routes must be made to the Department, and data from counters made available to Department as requested.
3. If suitable, and as decided by the Department, routes must be branded as part of a National Cycle Network.

General Terms and Conditions:

The grantee is responsible for management and implementation of the project. A designated project manager will manage the project. This person will be the contact point for all matters relating to the project.

Payment of the Grant:

The grantee is responsible for ensuring that accurate accounts of all expenditure are maintained, including relevant invoices, and that any appropriate documentation, as may be specified by the Department or requested from time to time, is provided to the Department without undue delay.

Grants will be made in the form of reimbursement of eligible expenditure, where this expenditure has been adequately justified by the grantee.

Adequately justified claims, certified by an officer holding a rank not less than Director of Services, must be made to the Department of Transport, Tourism and Sport on completion of the projects. The claims must be accompanied by appropriate documentation, as may be specified by the Department, to support the claims (and must also be accompanied by a report as outlined in the next section).

For the purposes of this condition, “adequately justified” means (in addition to the material referred to under “Reporting Obligations” below) –

- A detailed description of the work to which the claim relates, photographic evidence of completion of the carrying out of the grant aided work and certification that the recoupment claimed is eligible under the terms of the grant and that all conditions of the grant are being complied with,
- Where services are provided by third parties or the project involves purchase of goods, duplicates of relevant receipts to which the claim relates, and
- Certification that no other funding has been or will be claimed or paid by any other State agency in respect of the work to which the claim relates.

Payment of grants is also subject to compliance by the grantee with the reporting obligations set out in the following section.

All accounts and financial/project management systems may be subject to examination and audit by the Department of Transport, Tourism and Sport and/or appointed representatives of the Department and the grantee will afford timely and unimpaired access to any record relevant to the project.

The grantee is required to report in its financial statement, where such a statement is produced, that a grant has been received from the Department of Transport, Tourism and Sport under the Smarter Travel Programme; the amount and term /period of the total grant and the amount accounted for in the financial statements (if less than the entire amount); where relevant, the amount of capital provided and the reporting policies being used in relation to present and future instalments; and whether and how the use of the grant is restricted (i.e. for the particular project).

Reporting obligations

The grantee is obliged to report on progress with the project to the Department of Transport, Tourism and Sport on request.

On completion of the project, the grantee must submit to a final report to the Department. The final report must quantitatively and critically evaluate the project achievements, with reference to the project deliverables and targets. The Department of Transport, Tourism and Sport will be free to circulate the interim and final reports freely, subject to acknowledgement of the grantee as author.

All reports may be published on the Department's websites. Where interim or final reports contain information of a confidential nature, the grantee must also provide a report suitable for publication.

Dissemination and Communication & Publicity

The grantee must ensure that all activities, publicity, and promotional events associated with the project make reference to the funding received from the Department of Transport, Tourism and Sport and publicise the *SmarterTravel* logo. This condition will apply should the Department re-title the Fund and amend the logo.

In the case of delivery of physical/infrastructural projects on the ground, the grantee is required to erect a Smarter Travel plaque or any other signage provided by the Department.

The grantee may, from time to time, be required to participate in meetings hosted by the Department to share knowledge and information on progress with the project.

The grantee is encouraged to publicise the project and raise public awareness of sustainable transport, and the Smarter Travel policy or any subsequent sustainable travel and transport policy, wherever possible. Where possible the Department should be notified in advance of any plans including any presentations, publicity, conferences, media releases etc. Reference to this aspect of work should also be made in reports to the Department.

Evaluation of Projects

The Department of Transport, Tourism and Sport, or its representatives, may wish to carry out independent evaluation of the projects at any stage of the project, or indeed beyond the lifetime of the project and prompt access to material related to the project must be afforded by the grantee.

Liability

The Minister for Transport, Tourism and Sport and his Department shall not be liable for any claims arising from the project. The grantee shall indemnify the Minister and his Department for and in respect of all and any losses, claims, demands, damages, or expenses suffered by the Minister arising from any cause whatsoever. For the avoidance of doubt, the terms of this condition shall survive termination of this agreement for any reason.

Deviations from the original proposal

Any proposals for deviations from the agreed project must be notified in advance, and agreed with the Department. The Department will consider such proposals, including any funding or other implications, on a case-by-case basis and reserves the right to discontinue funding.

Grant termination

Funding is provided by the Department of Transport, Tourism and Sport on a discretionary basis to the grantee and the Department of Transport, Tourism and Sport reserves the right, in the case of non-compliance by the grantee with these terms and conditions, to discontinue funding with one month's notice to the grantee without liability for the full grant.

Withdrawal from project by grantee

Should a grantee withdraw from a project in advance of completion, the Department of Transport, Tourism and Sport reserves the right to seek repayment in part or in full of any grant paid to the grantee.

General Additional Undertaking

The grantee undertakes to adhere to all relevant obligations (e.g. regarding procurement, employment law, usage of grant funding only for the purposes agreed to, Capital Appraisal Guidelines, relevant circulars etc.) which apply to the carrying out of the project.
