Alternative Fuels Infrastructure Facility (CEF)

Virtual Info Day

8 April 2024

CINEA

Agenda

1 - Why?

- Welcome & introduction
- Policy context
- Cooperation with Financial Institutions

2 - What?

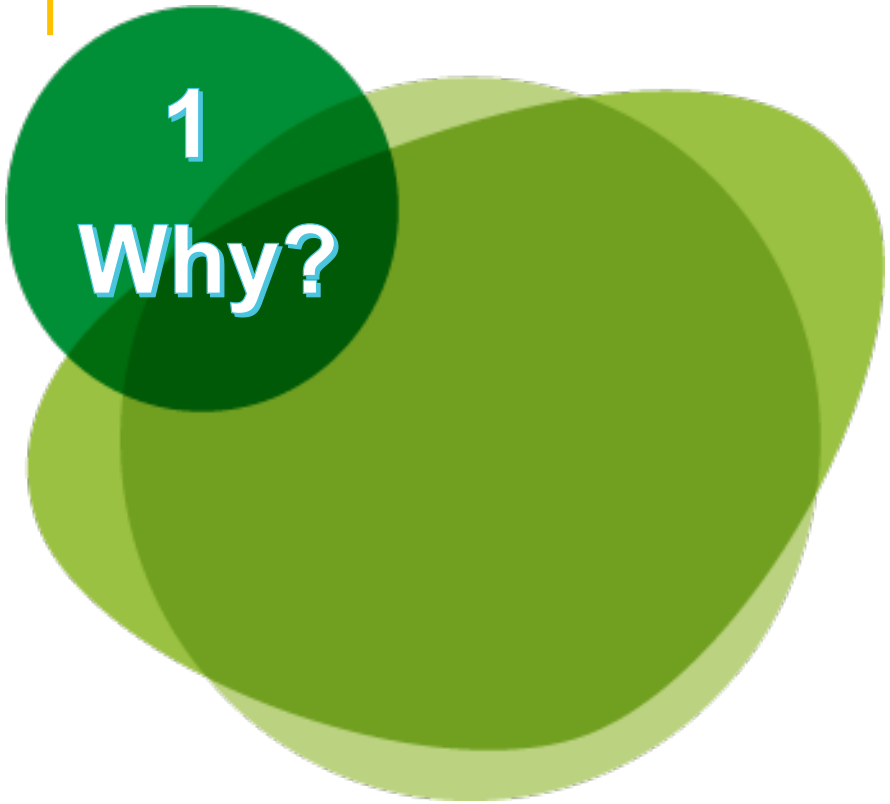
- Priorities of the call:
  - **Road Transport** (including Q&A)
  - **Waterborne Transport** (including Q&A)
  - **Air Transport** (including Q&A)
  - **Rail Transport** (including Q&A)

3 - How?

- Application process in eGrants
- Evaluation process & Tips & tricks for a good application
- Simplified Cost-Benefit Analysis (CBA)
- Questions and Answers

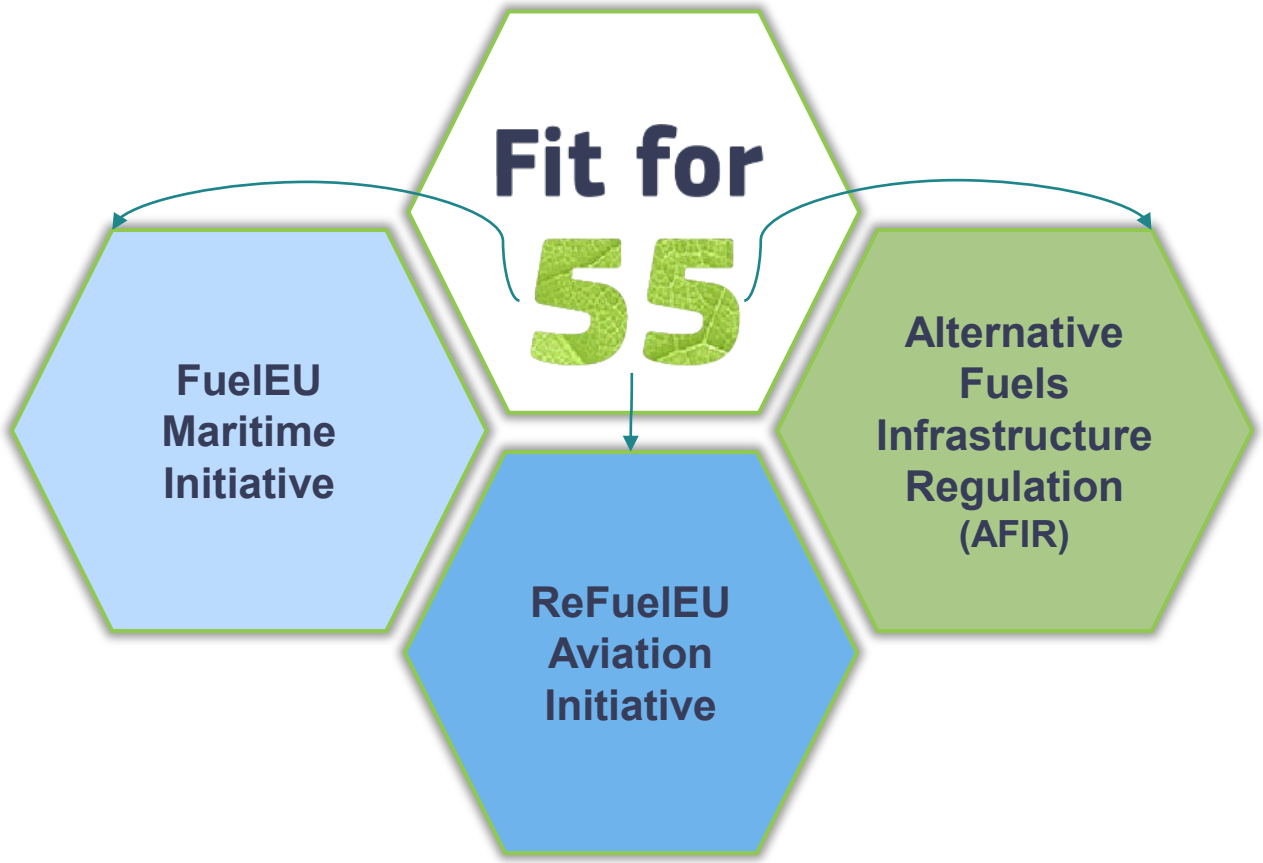
European Commission

European Commission



Policy context

EU policy objectives



CEF policy objectives

- Contribute to:
  - **Green Deal**
  - **Sustainable and Smart Mobility Strategy**
  - **TEN-T** network

Cooperation with Financial Institutions

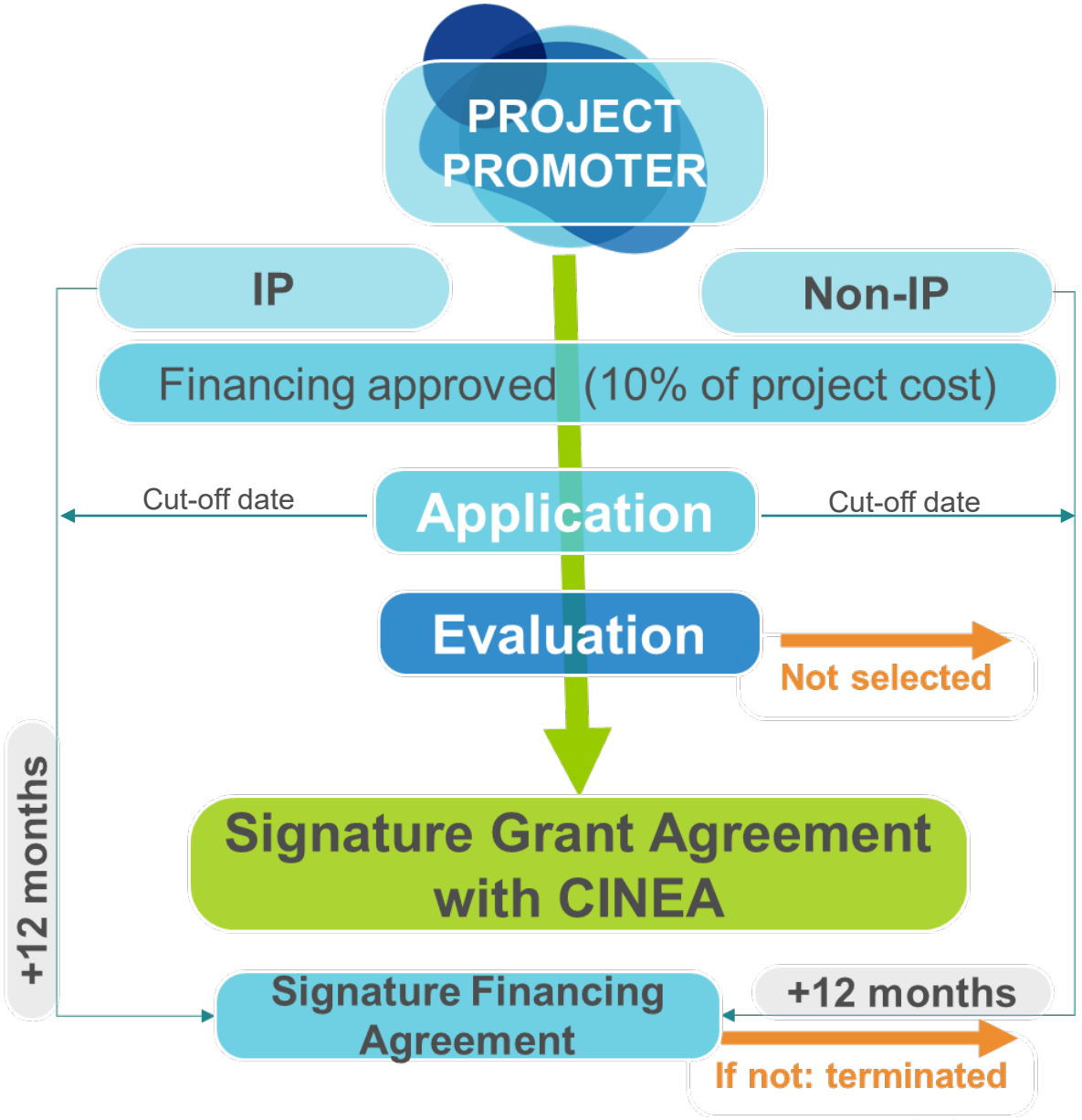
Blending Facility

2/3rd

1/3rd

Implementing Partners (certain National Promotional banks or intern. FI who have signed an Administrative Agreement with DG Move)

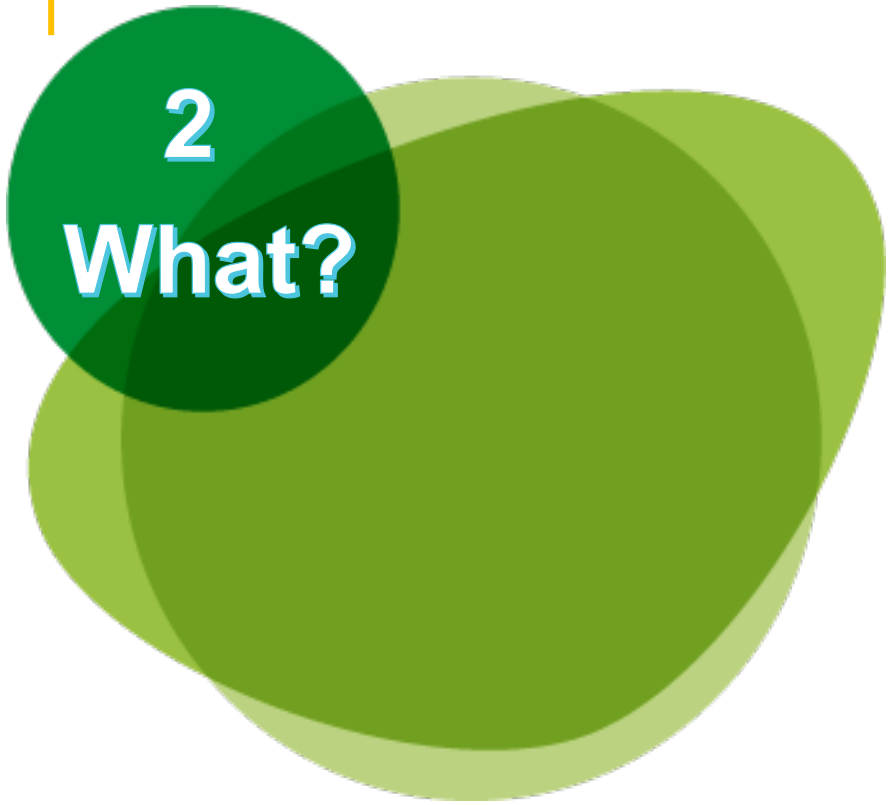
or any other Public or Private FI (Non-IP) established in EU



European Commission

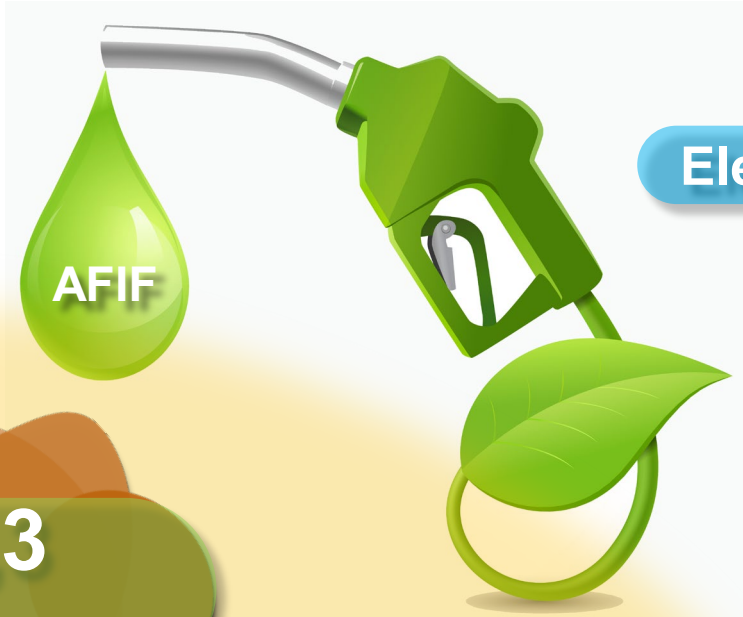
Implementing Partners under AFIF 2021-2023

- EU — European Investment Bank – **EIB**
- EU — The European Bank for Reconstruction and Development -**EBRD**
- SI — Slovenska Izvozna In Razvojna Banka - **SID**
- MT — Malta Development Bank - **MDB**
- HU — Hungarian Development Bank - **MFB**
- NL — **Invest-NL**
- BE — Participatiemaatschappij Vlaanderen - **PMV**
- BG — Bank Gospodarstwa Krajowego - **BGK**
- FI — **Finnvera** Plc.
- ES — Instituto de Crédito Oficial - **ICO**
- IT — Cassa depositi e prestiti - **CDP**
- FR — Caisse des dépôts et consignations - **CDC**



Alternative Fuels Infrastructure Facility

AFIF support 2021-2023



€1,3 Billions

131 projects

Electricity

Recharging points 150kW
24,000

Recharging points 350kW
2,500

63 Electrification Airports

23 Electrification Bus depots

5 Maritime Ports (OPS)

Hydrogen

Hydrogen Refuelling Stations
200

Electrolysers
32

European Commission

AFIF call priorities

- **Electricity recharging infra.** ***(unit contributions)***
- **Electricity & Hydrogen infra.** ***(co-funding rate)***
- **Ammonia & Methanol infra.** ***(co-funding rate)***

Road Transport

Legislative context – road transport

TRANSITION TO ZERO EMISSION VEHICLES

- Regulation (EU) 2023/851 on CO2 emissions standards for **cars and vans** –

Strengthened CO2 emission targets applying from 2030 and set a 100% emission reduction target for both cars and vans from 2035 onwards

- February 2024 - the Council and EP political agreement on the revision of the Regulation on CO2 emission standards for **heavy-duty vehicles**

Strengthened emission reduction targets for 2030, 2035 and 2040

Alternative Fuels Infrastructure Regulation

- fleet, distance and location-based targets for recharging infrastructure
- distance and location-based targets for hydrogen refuelling infrastructure

Recharging infra

Energy Performance of Buildings Directive

1. Recharging at private premises (home, office)

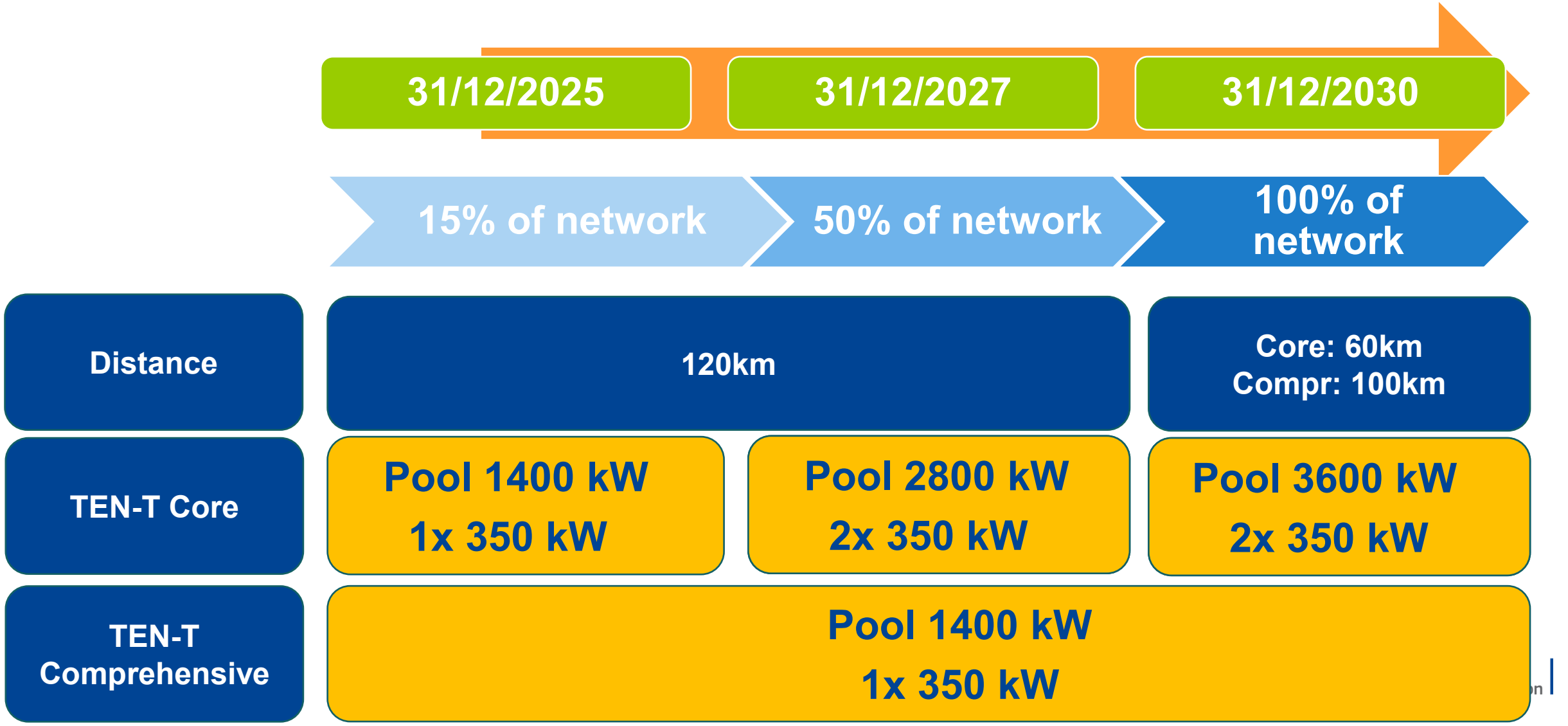
2. Recharging at publicly accessible recharging points at private premises (semi-public)

3. Public recharging (public domain)

Alternative Fuels Infrastructure Regulation

European Commission

Example of targets - TEN-T distance-based targets for HDV CPs



Unit Contribution
Publicly accessible recharging points

LDV => 150 kW

HDV => 350 kW

HDV => 150 kW

TEN-T network

Up to 3km Driving distance

Urban nodes

Safe & Secure Parkings

European Commission

Support rate
Publicly accessible recharging points

HDV 1 MW
(MCS)

+ 

HDV => 150 kW
HDV => 350 kW

- **TEN-T network** — Up to 3km Driving distance
- **Safe & Secure Parkings**
- **Urban nodes**

Support rate
Publicly accessible HRS

Eligible

- HRS 350/700 bar in open access
- 1 tonne supply capacity

Location

TEN-T network +/-10 km & urban nodes

European Commission

Zero emission for road public transport

Hydrogen

Hydrogen Refueling Stations (HRS)

Eligible

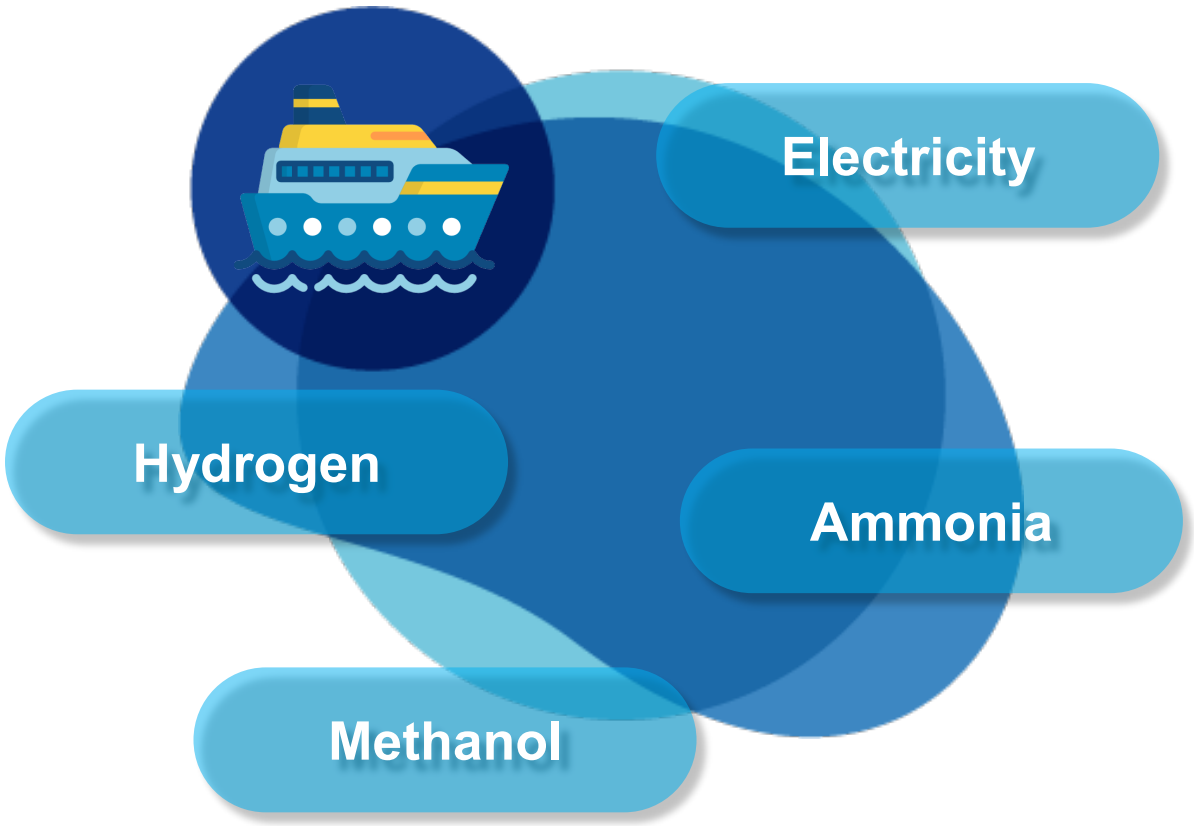
- HRS at 700 bar, or 350 & 700

Location

- Urban nodes, listed in TEN-T Regulation

Q & A

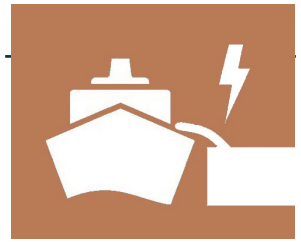
European Commission



Maritime & inland waterway transport

AFIR

Alternative Fuel infrastructure Regulation - AFIR (Regulation (EU) 2023/1804)

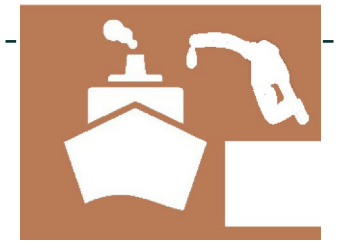


Shore-Side Electricity Infrastructure in Maritime and IWT Ports

- AFIR Article 9 – TEN-T ports with meeting port call thresholds for containerships and passenger ships (above 5,000GT) to deploy Shore Side Electricity infrastructure for 90% of port calls.
- Port call thresholds: Containerships: 100/ RO-PAX/ferries: 40/ Cruiseships: 25
- Port calls not considered: port calls under 2 hours, ships using zero-emission technologies, unscheduled calls for safety or saving life at sea, exceptional risk to grid stability, or emergency situations
- Exemption for islands, outermost regions and Ceuta and Melilla not connected to mainland grid
- **TEN-T inland ports**: at least one installation for inland waterway vessels by 31 December 2024 (core) or 31 December 2029 (comprehensive)

AFIR

Alternative Fuel infrastructure Regulation - AFIR (Regulation (EU) 2023/1804)



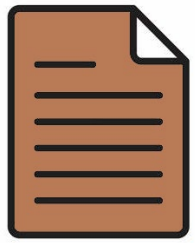
Refuelling infrastructure in Maritime Ports

Targets for supply of liquefied methane in maritime ports: appropriate number of refuelling points for liquefied methane in place at TEN-T core maritime ports by 31 December 2024

European Commission

AFIR

Alternative Fuel infrastructure Regulation - AFIR (Regulation (EU) 2023/1804)



AFIR Implementation - National Policy Framework

National policy frameworks: Member States to submit drafts by 31 December 2024

Main points for maritime transport:

- national targets and objectives in respect of the deployment of alternative fuels infrastructure in maritime ports for liquefied methane and shore-side electricity supply for use by seagoing vessels
- policies and measures necessary to ensure that mandatory targets and objectives are reached
- overview of the state of play, perspectives and planned measures in respect of the deployment of other alternative fuels infrastructure in **maritime ports**, such as for hydrogen, ammonia, methanol and electricity
- overview of the state of play, perspectives, and planned measures in respect of deployment of alternative fuels infrastructure in **inland navigation**, such as for electricity and hydrogen

Final national policy frameworks by 31 December 2025

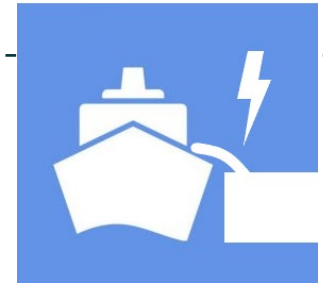
European Commission

FuelEU Maritime

FuelEU Maritime (Regulation (EU) 2023/1805)

Reduction of GHG intensity of the energy Used onboard ships

- Target Reduction for GHG intensity of energy used onboard (from 2% in 2025, up to 80% in 2050) – Applies form 1JAN2025
- Designed to promote use of renewable and low-carbon fuels in shipping.
- Scope based on Well-to-Wake (Life Cycle) assessment
- Technology neutral.
- Same scope as MRV (ships above 5,000GT)



Mitigation of air pollution (direct) emissions at berth

- Obligation for containerships and passenger ships to connect to OPS in AFIR ports, as from 1JAN2030.
- Same Obligation in all non-AFIR ports if they have the capacity form 2035.
- Zero Emission Technologies are an alternative.

European Commission

Zero emission for inland & maritime ports

Electricity

Eligible

- On-shore Power Systems (OPS)
- Recharging stations for port services
- Batterie charging systems
- Related grid connection

Hydrogen

Eligible

- Hydrogen Refueling Stations (HRS)

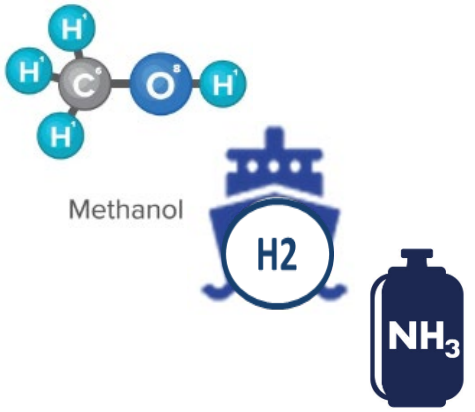
- Vessels & port equipment
- Transshipment equipment

Location

- In TEN-T inland waterway and maritime ports areas.

European Commission

Zero emission for inland & maritime ports



Ammonia

Ammonia Refueling facilities

Eligible

- Ammonia Refueling Stations (HRS)
- Ammonia Bunkering vessels 10,000m³

Methanol

Methanol Refueling facilities

Eligible

- Methanol Refueling Stations (HRS)
- Methanol Bunkering vessels 10,000m³

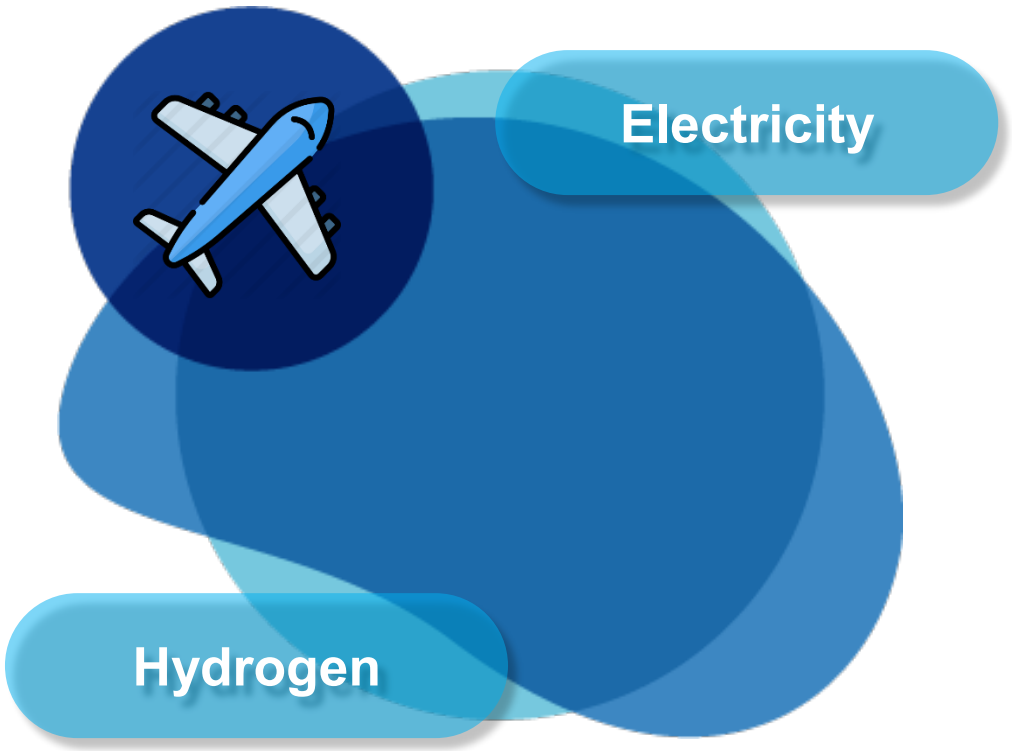
- Vessels & port equipment

Location

- In TEN-T inland waterway and maritime ports areas.

Q & A

European Commission



Air transport

Policy context

Sustainable and Smart Mobility Strategy - Zero-Emission Airports

- **feeding stationary aircraft with renewable power** instead of fossil energy
- **greening ground movements at airports**
- deployment of renewable and low-carbon fuels
- incentivising the development and use of new, cleaner and quieter aircraft

Policy context

Regulatory framework [Member State actions and EU support, notably through the Connecting Europe Facility (CEF)].

- The revised ***TEN-T Guidelines*** – pre-conditioned air supply to stationary aircraft
- ***Alternative Fuels Infrastructure Regulation*** – electricity supply to stationary aircraft

Support initiative

- **Alliance for Zero-Emission Aviation (AZEA):** a public-private partnership to prepare the market for the entry into service of hydrogen-powered and electric aircraft.

Zero emission for other transport modes

Eligible

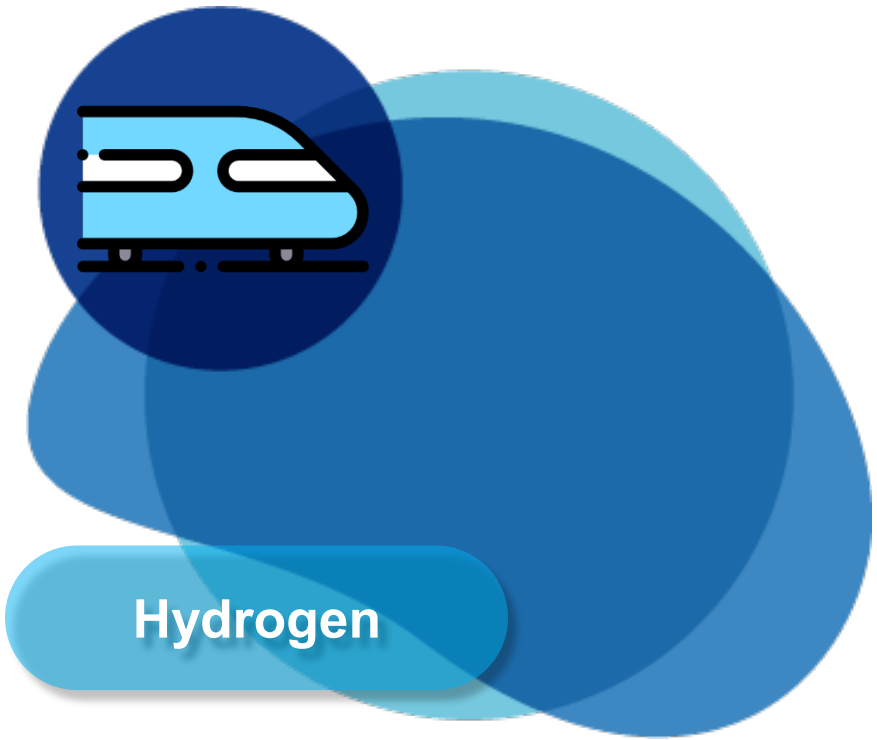
- Electricity and H2 to supply stationary aircrafts & airships
- Electricity & H2 to supply ground operations

Location

TEN-T airports / Annex II.2 of TEN-T Regulation

Q & A

European Commission



Rail transport

TEN-T Regulation 1315/2013

- Article 12 - Transport infrastructure requirements

Paragraph 2(d): save in the case of isolated networks, is **fully electrified** as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;

Paragraph 3: At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission in respect of requirements that go beyond the requirements of Directive 2008/57/EC concerning ERTMS and electrification.

Zero emission for other transport modes

Eligible

- HRS supplying railways

Location

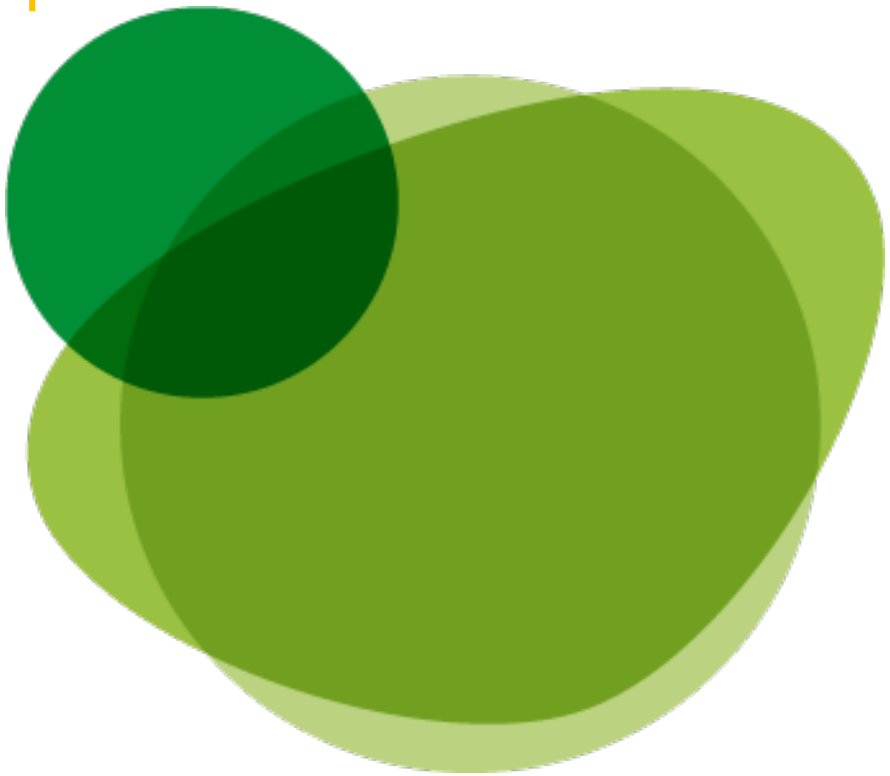
Non-electrified network sections (derogation)

Terminals for shunting locomotives

Isolated network

Q & A

European Commission



Cofinancing principles

Financial support

Unit Contribution

Electric Charging points			
Min 150 kW		Min 350 kW	
General	Cohesion	General	Cohesion
20.000 €	30.000 €	40.000 €	60.000 €

Maps: **TENtec Public Viewer**

http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/maps.html

Support rate

Electrification 1MW / Hydrogen / Ammonia / Methanol	
General	Cohesion
30%	**50%**

Outermost Regions 70%

Synergetic element

Eligible

- On-site electricity production RES (solar, etc…)
- On-site hydrogen production from RES (electrolysers)
- On-site electricity storage
- Grid connection

Synergetic element up to 20% of total project budget

Specific conditions apply to each transport mode

Eligibility matrix

ELIGIBILTY BY TOPIC & LOCATION *(amounts in K€ & %)*		Topic		Financial Support per location (*) (**)								Synergetic Element				Associated eligible costs				
		Unit Cost	Co-funding rate	TEN-T road network	Safe & Secure Parkings	Urban nodes	TEN-T Airports	TEN-T Maritime ports	TEN-T Inland ports	TEN-T Rail network under specific conditions	Railway Shunting terminals	Grid connection	On-site electricity storage	On-site Electricity production (Solar panels, ...)	On-site Hydrogen prodcution by Electrolyser	Grid connection	Battery charging system	Short Sea Shipping vessels	Port operation vessels	Zero emission transhipment equipement
Electricity	Road: HPC 150kW - LDV (CCS)	x		20-30 K€																
	Road: HPC 150kW - HDV (CCS)	x			20-30 K€															
	Road: HPC 350kW - HDV (CCS)	x		40-60 K€	40-60 K€	40-60 K€														
	Road: HPC 1MW only (MCS)		x	30-50%	30-50%	30-50%						x	x	x						
	Road: HPC 1MW mixed with 350kW/150kW (***)		x	30-50%	30-50%	30-50%						x	x	x						
	Waterborne: OPS IWW & maritime vessels		x					30-50%	30-50%					x		x	x	x		
	Waterborne: OPS for Port operation vessels		x					30-50%	30-50%					x		x	x		x	
	Waterborne: Recharging stations for port services		x					30-50%	30-50%					x		x	x			x
	Air: Electricity for stationary aircrafts & airships		x				30-50%							x		x	x			
	Air: Electricity for airport ground operations		x				30-50%							x		x	x			
H2 Hydrogen	Road: HRS 1T supply at 700 bar for road LDV/HDV		x	30-50%		30-50%									x					
	Road: HRS 350/700 bar for Public Transport		x			30-50%									x					
	Waterborne: HRS for waterborne transport		x					30-50%	30-50%						x			x	x	x
	Air: HRS supplying airports		x				30-50%								x	x				
	Railway: HRS for railway transport		x							30-50%	30-50%				x					
NH3 Ammonia	Waterborne: Shore-based ammonia stations		x					30-50%	30-50%									x	x	
	Waterborne: Bunkering barges/vessels (10,000m³)		x					30-50%	30-50%									x	x	
CH_3OH Methanol	Waterborne: Shore-based methanol stationst		x					30-50%	30-50%									x	x	
	Waterborne: Bunkering barges/vessels (10,000m³)		x					30-50%	30-50%									x	x	

(*) for HPC, ony on eligible sections with a bufer of 3km from the nearest exit of the TEN-T network / For Hydrogen locations a buffer of 10km is accepted

(**) Minimum applies to the General Call , maximum to the Cohesion Call . For outermost regions , co-funding rate is 70%

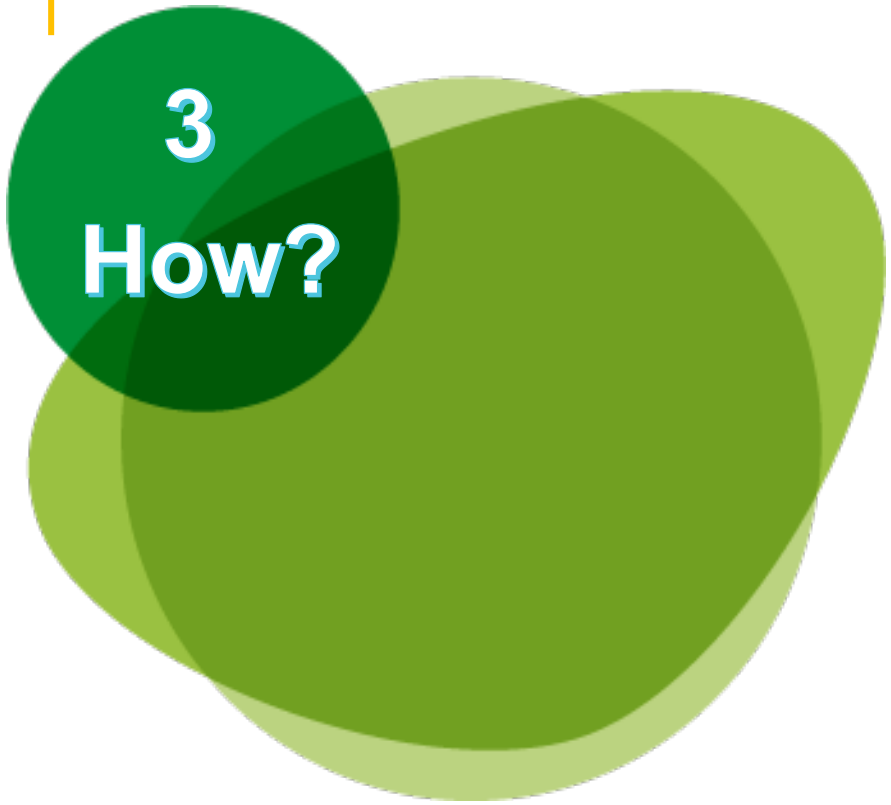
(***) for "mixed" pools the grant for 350kW & /150kW is capped at the maximum provided in the Unit Contribution topic

Timetables and deadlines

	1st cut-off	2nd cut-off	3rd cut-off
Deadline for submission	**24 September 2024**	**11 June 2025**	**17 December 2025**
Information on results	*January 2025*	*October 2025*	*April 2026*
GA signature	*May-Jun 2025*	*Feb-Mar 2026*	*Aug-Sep 2026*

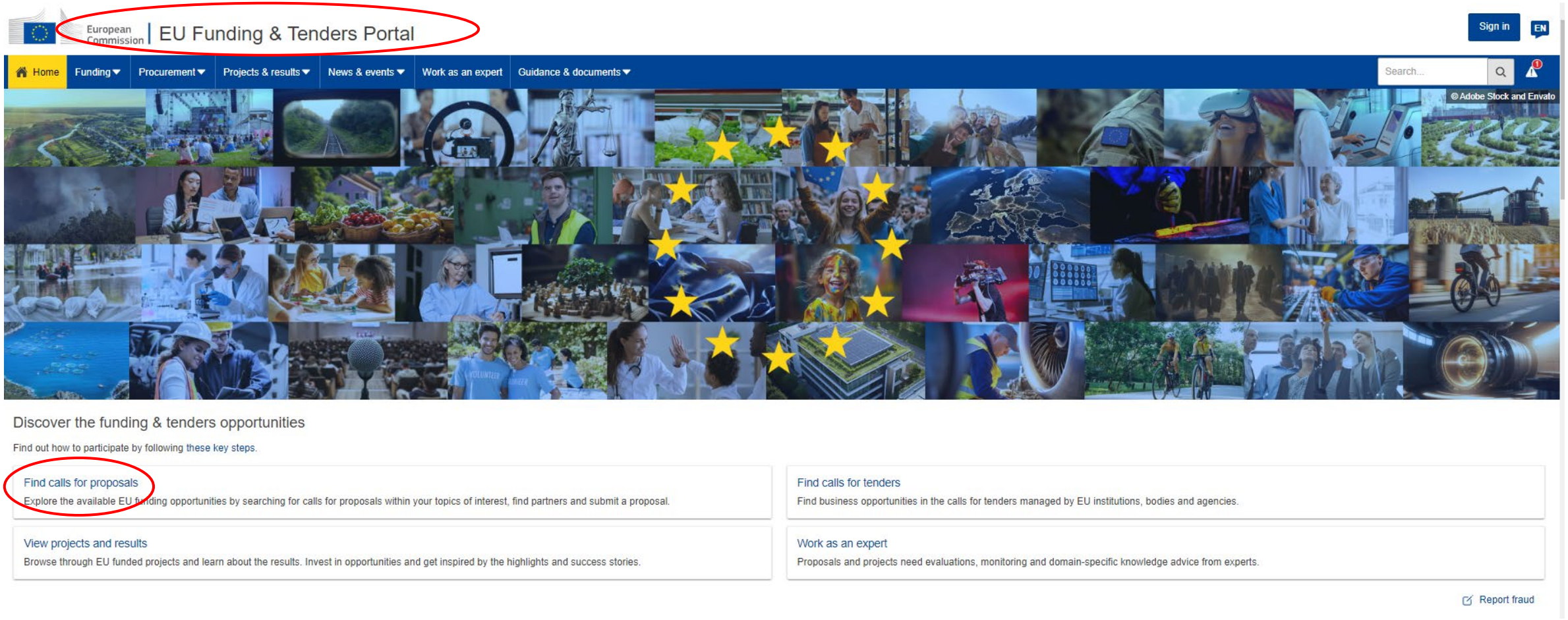
Financial Agreement with banks to be signed within 12 months after the cut-off date

Project duration up to 39 months



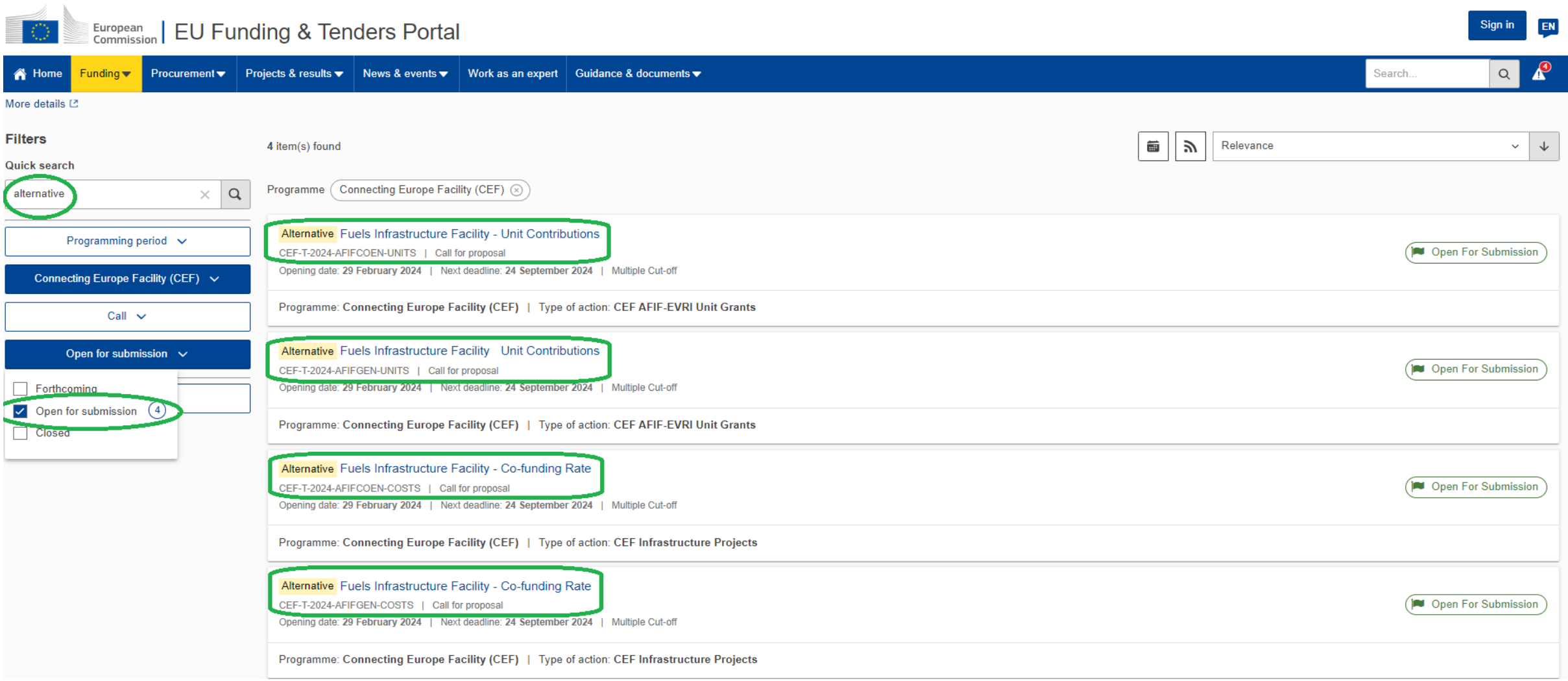
The application process (e-Grants)

Funding & Tender Opportunities Portal

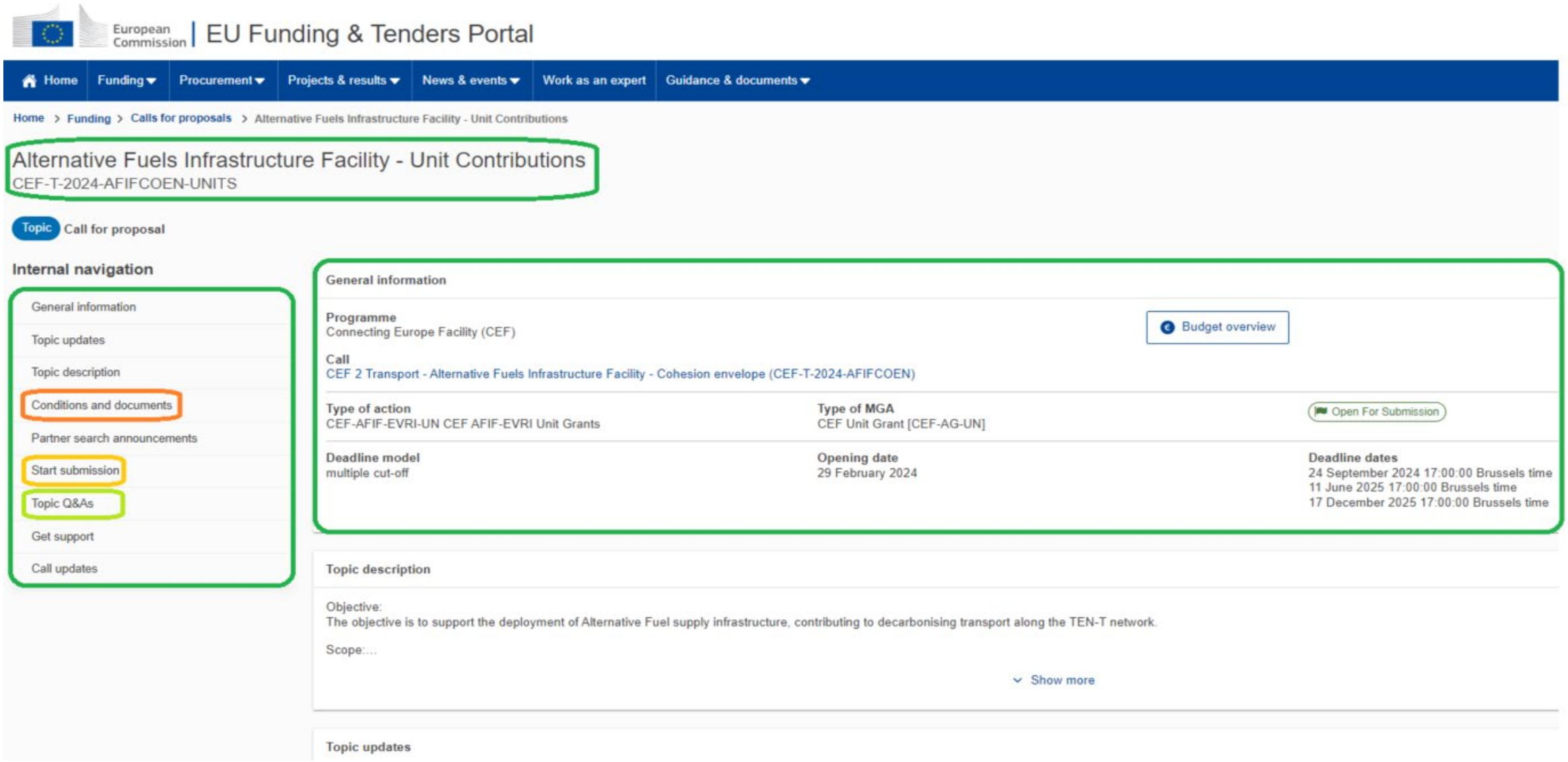


European Commission

Information by topic (AFIF II: 4 topics)



Topic page


European Commission | EU Funding & Tenders Portal
Home
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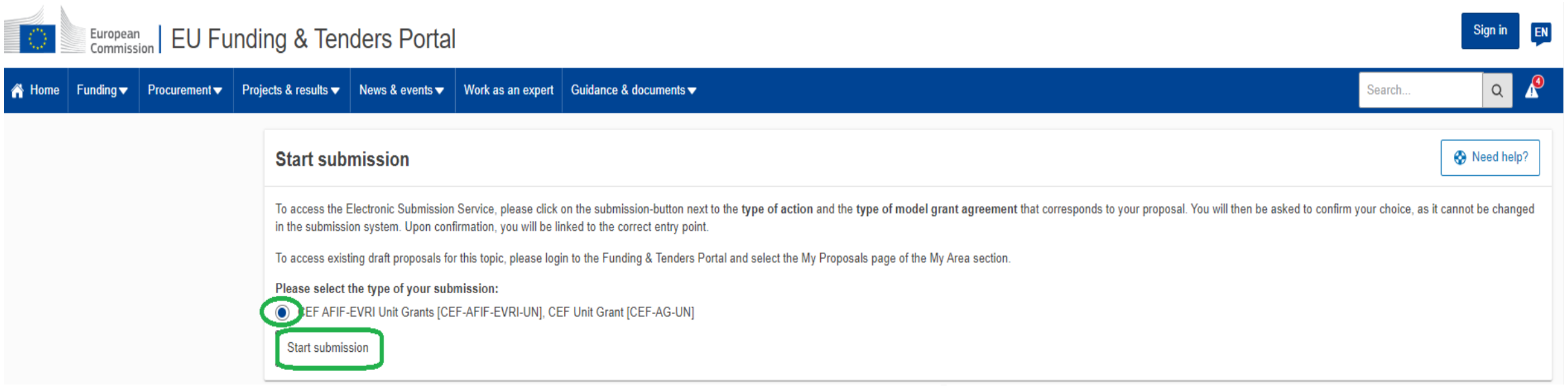
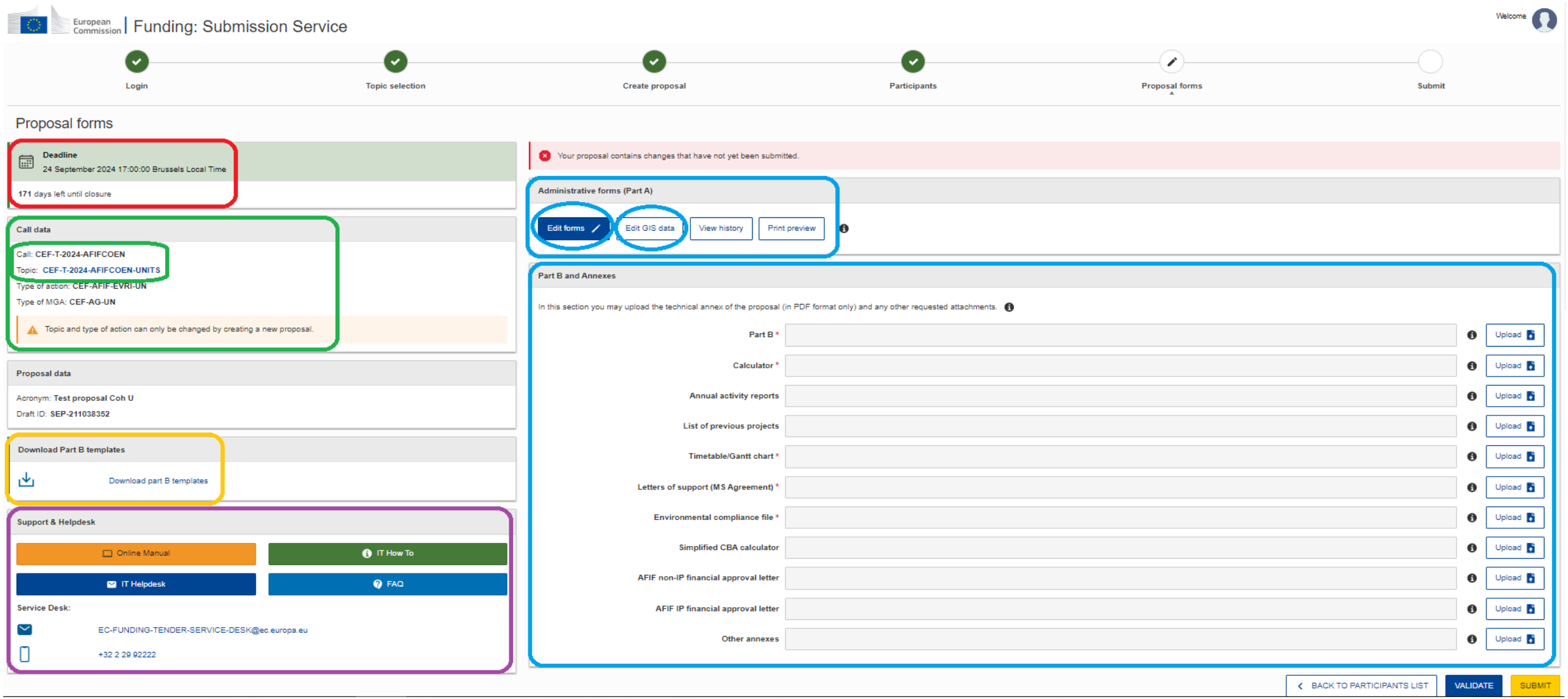
Guidance & documents
Home > Funding > Calls for proposals > Alternative Fuels Infrastructure Facility - Unit Contributions
Alternative Fuels Infrastructure Facility - Unit Contributions
CEF-T-2024-AFIFCOEN-UNITS
Topic
Call for proposal
Internal navigation
General information
Topic updates
Topic description
Conditions and documents
Partner search announcements
Start submission
Topic Q&As
Get support
Call updates
General information
Programme
Connecting Europe Facility (CEF)
Budget overview
Call
CEF 2 Transport - Alternative Fuels Infrastructure Facility - Cohesion envelope (CEF-T-2024-AFIFCOEN)
Type of action
CEF-AFIF-EVRI-UN CEF AFIF-EVRI Unit Grants
Type of MGA
CEF Unit Grant [CEF-AG-UN]
Open For Submission
Deadline model
multiple cut-off
Opening date
29 February 2024
Deadline dates
24 September 2024 17:00:00 Brussels time
11 June 2025 17:00:00 Brussels time
17 December 2025 17:00:00 Brussels time
Topic description
Objective:
The objective is to support the deployment of Alternative Fuel supply infrastructure, contributing to decarbonising transport along the TEN-T network.
Scope:...
Show more
Topic updates

Starting a submission



European Commission

Electronic Submission System



Submitting a complete application

Before submitting the application, make sure to:

- Submit the application under the **correct topic**.
- Encode all sections of application form **part A** directly in the Electronic Submission System - **administrative information about the participants** and the **summarised budget** for the project.
- Indicate the location of the action through the **GIS data button**.
- Complete and upload application form **part B** - **technical description of the project** (limited to max. 120 pages - any additional pages will be made invisible to the evaluators by the system).
- Complete and upload all **mandatory annexes**.
- Use the **forms provided inside the Electronic Submission System**.
- Forms/templates **should not be modified**.

Mandatory annexes and supporting documents

- **Detailed budget table per Work Package** (co-funding rate) or **Calculator** (unit contributions)
- **Financing Approval Letter** (from IP or from other FI)
- **Member State's letter of support** (from each MS where the project is implemented)
- **Timetable/Gantt chart**
- **Environmental Compliance File**
- **Simplified cost-benefit analysis (CBA) calculator**
- **Activity reports of last year**
- **List of previous projects – key projects for the last 4 years** (template available in Part B)

Check section 5 of the call text for more information!

European Commission

Pay attention to!

- Proposals must be **submitted electronically via the Electronic Submission system**. Paper or e-mail submissions are NOT possible.
- **Proposals must be complete**, i.e. include all documents and mandatory annexes. After call closure the application can no longer be edited.
- **Proof read your proposal**:
  - Evaluators can only assess your proposal on the basis of provided information – no assumptions will be made.
  - Make sure that key information is available in English in the application.
- **Complete** your application **sufficiently in advance** to avoid any last minute technical problems. Don't leave the submission for the last day!

Useful information

- All beneficiaries must be registered in the Participant Register and have a Participant Identification Code (PIC) before submitting an application.

- To access a draft or submitted proposal → log in to the Funding & Tenders Portal and go to “My Proposals”.

- **Who can edit a proposal?** The creator of a proposal becomes by default the coordinator who determines the access rights of other participants to the proposal.
  - Contacts of the coordinating organisation with full access rights can edit all parts of the proposal, upload the technical annexes, and submit the proposal.
  - Contacts of the other participating organisations can edit their parts of the administrative form and can read other parts.

Q&A and FAQ

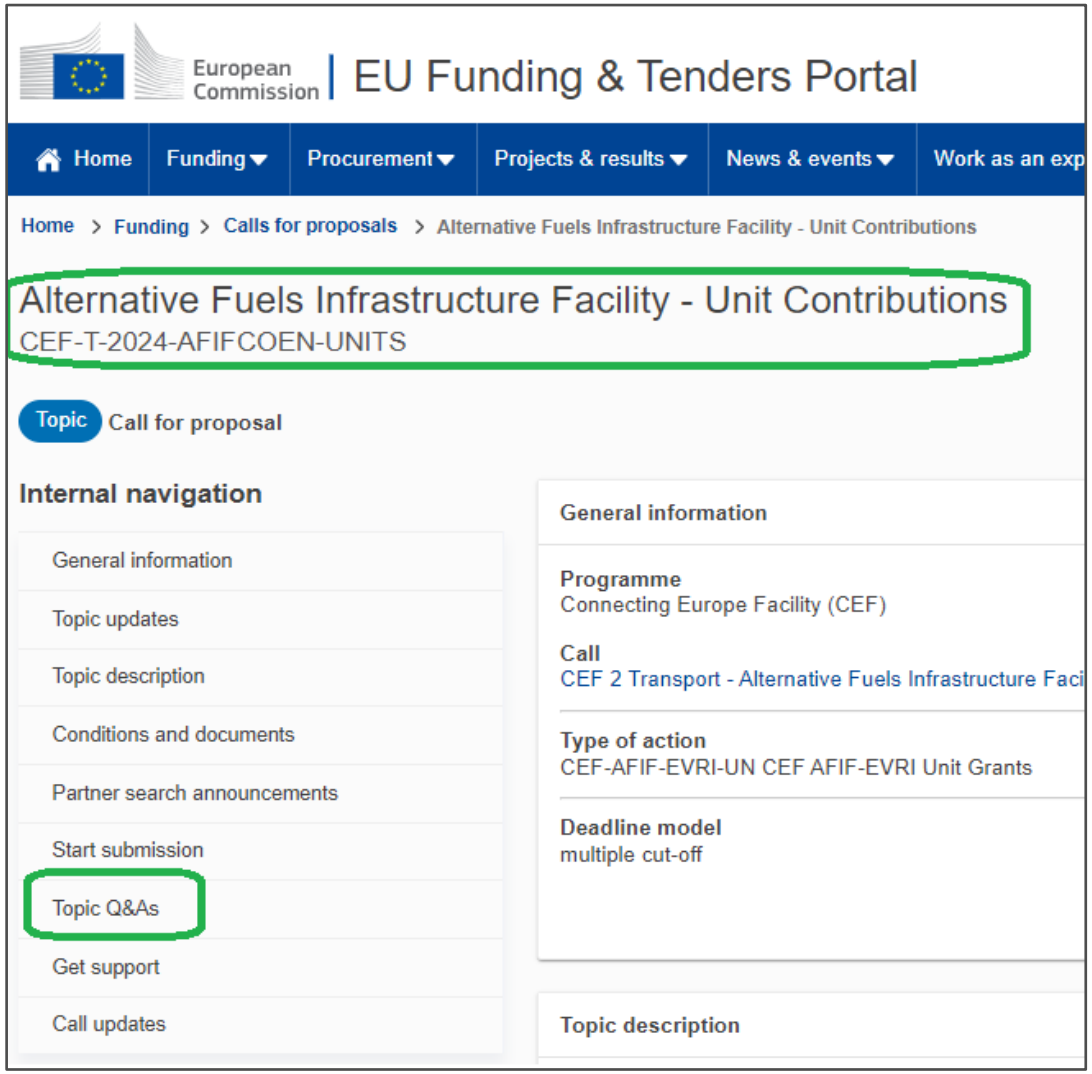
Topic related Q&A:

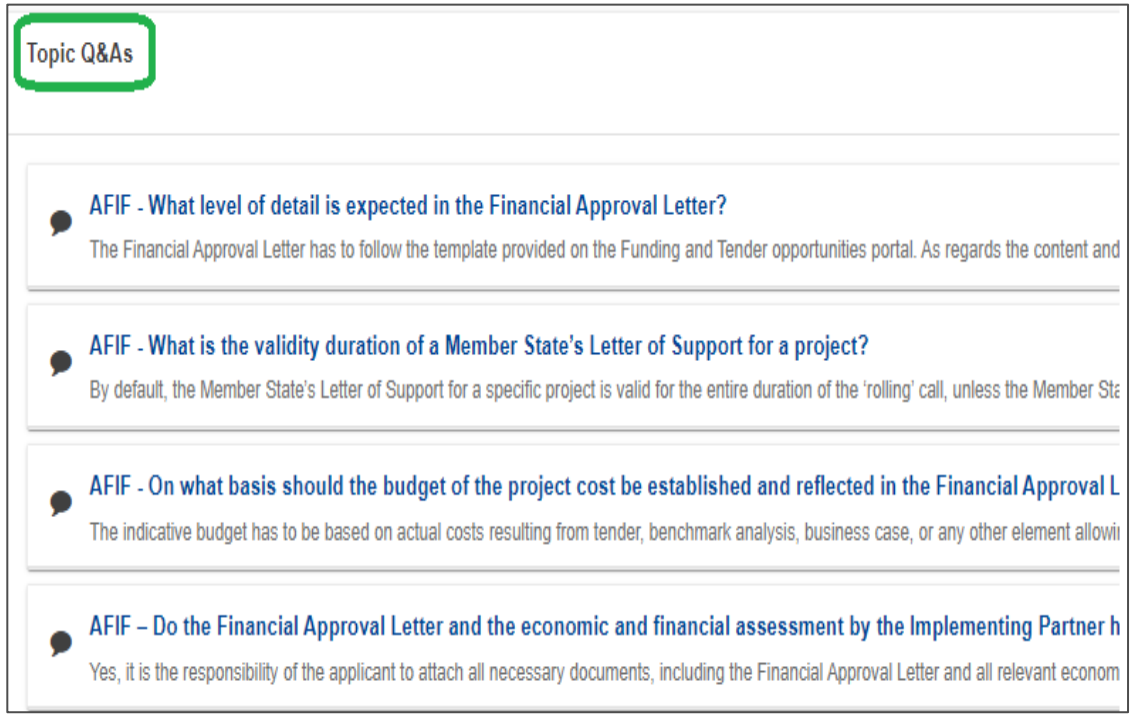
- Questions related to the AFIF call
- Published on the Q&A section of each topic page
- All questions start with “AFIF”

General CEF Transport FAQ:

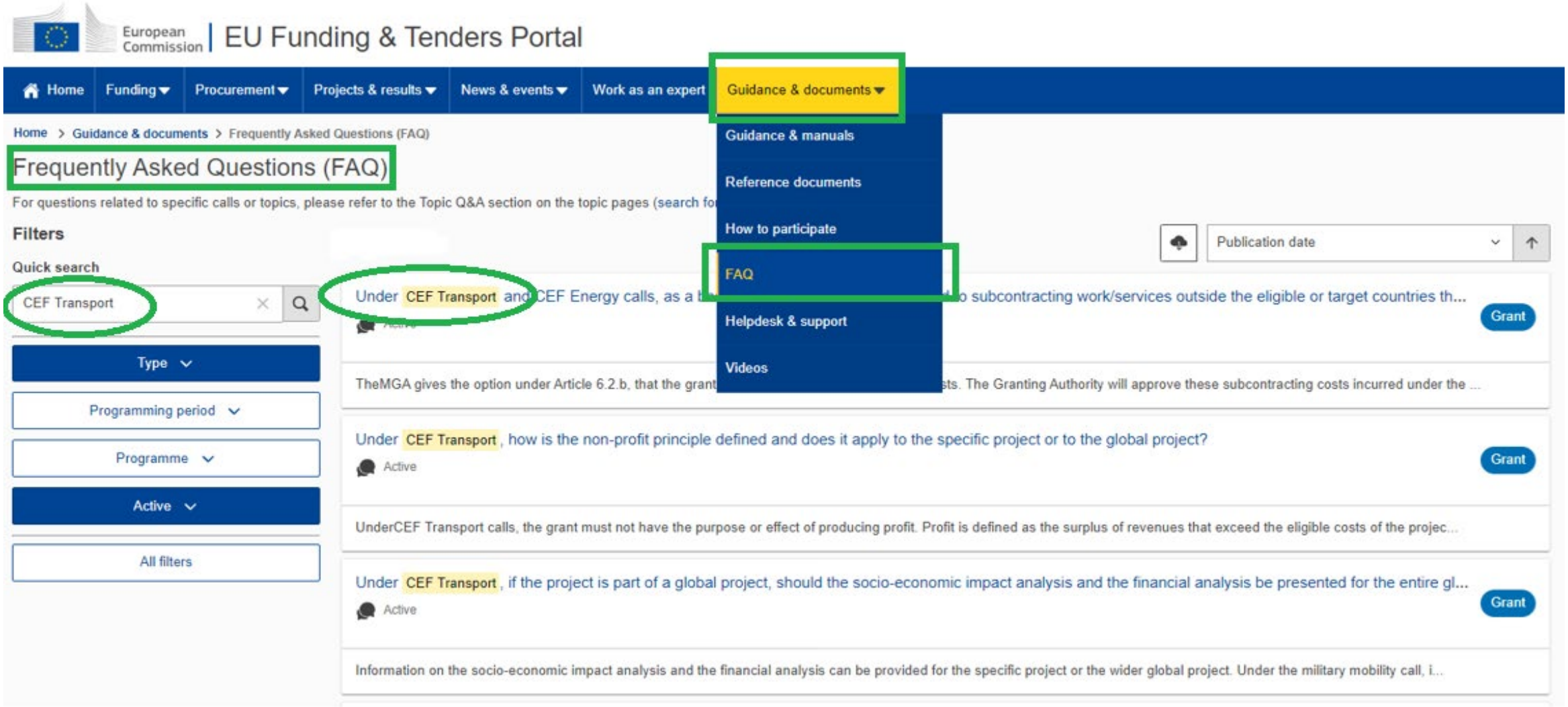
- Questions related to all CEF Transport calls
- Published on the FAQ section of the Funding & Tender Portal
- All questions start with “Under CEF Transport calls”

Topic related Q&A



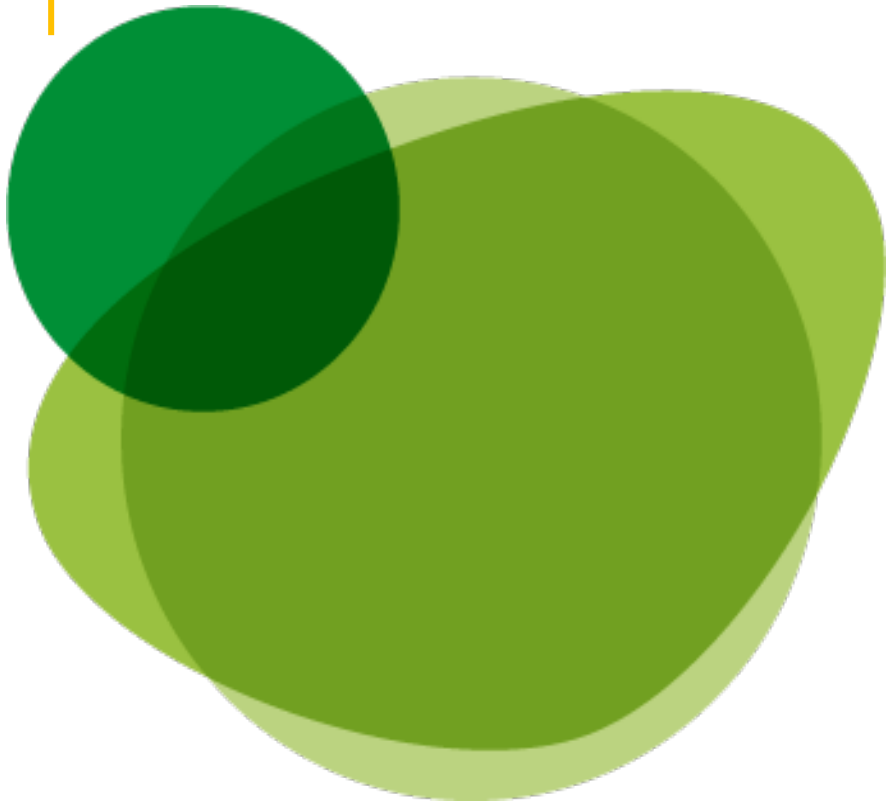


General CEF Transport FAQ



Need help?

- Online Manual: Step-by-step online guidance
- IT-How-to: IT guidance with screenshots
- FAQ related to the ‘submission of proposals’ process
- Call related questions: CINEA-CEF-TRANSPORT-CALLS@ec.europa.eu
- IT helpdesk: Contact the IT helpdesk for questions such as forgotten passwords, access rights and roles, technical aspects of submission of proposals, etc.
  - E-mail: EC-FUNDING-TENDER-SERVICE-DESK@ec.europa.eu
  - Phone: +32 2 29 92222



The evaluation process

“Tips & tricks” for a good application

Evaluation process

European Commission

Award criteria

- PRIORITY AND URGENCY
- MATURITY
- QUALITY
- IMPACT
- CATALYTIC EFFECT

Pass Marks
=> 3/5pts

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Award criteria (1/3)

Priority and urgency

- Contribution to:
  - Political objectives and priorities (Green Deal, AFIR)
  - TEN-T network
- Relevant to Work Programme and Call text.
- EU added value.
- Synergies with other EU funds, CEF Energy/Digital (when applicable).

Maturity

- Readiness of the project to start on the starting date and to be completed by end date.
- Status of permitting and procurement procedures (i/environmental, when applicable).
- Financial maturity – sources of funding other than CEF are secured.

Award criteria (2/3)

Quality

- Quality of the application – information provided in all required documents.
- The operational capacity check of the applicants: Competence and experience of the applicants and their project teams mainly for new private entities to CEF – based on the list of previous projects and the activity report of the last year.
- Quality of the Project:
  - Work packages well structured and financial resources well justified.
  - Consortium set-up governance and organisational structures.
  - Quality assurance, monitoring and control procedures.
  - Risk analysis, mitigation measures.
  - Communication plan.
  - Sustainability and maintenance strategy, when aplicable.

Award criteria (3/3)

Impact

- Demand/traffic forecast study.
- Socio-economic impact analysis, substantiated by simplified CBA Analysis when required by the Call.
- Environmental and Climate impacts and climate resilience.
- Other impacts on congestion, safety and security, service quality, and noise emissions.
- Effects on aspects such as innovation and digitalisation, safety and interoperability and accessibility, including its cross-border dimension.

Catalytic effect

- How the CEF funding will facilitate or accelerate the project - in comparison to a situation without the CEF funding.
- Overcoming the funding gap.
- Leverage effect on additional investments.
- Commitment of stakeholders towards the project.

Helpful tips

European Commission

Coherence and consistency

- Be clear and concise.
- Coherence and consistency across documents (part A, part B, Gantt chart, financial approval letter, budget tables)
- Address scoring criteria accordingly

European Commission

Main issues - General

- **Out of scope**: non-eligible activities (e.g. infrastructure of e-methane for vessels) or locations outside the TEN-T network/nodes.
- **Project proposal** and the Global Project - **insufficiently clear.**
- **Inconsistent data across all documents**, e.g., different numbers of recharging points in the financial approval letter vs application form - part B.
- **Insufficient details on technical requirements**, e.g., supply capacity of HRS, parking spaces for HDV.
- **Scoring criteria** not properly or insufficiently addressed, e.g., socio-economic analysis or need for CEF funding not sufficiently substantiated.

Main issues - Timeline/Tasks

- **Inconsistencies** Gantt Chart and application forms:

[Project name]		2021		2022											2023					
		Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Dec	May	Jun
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
WP1	TITLE Work Package1																				
T1.1	Title – task 1.1	M1								M2											
T1.2	Title – task 1.2						M3														
WP2	TITLE Work Package2																				
T2.1	Title – task 2.1								M4												
T2.2	Title – task 2.2						M5							M6							
T2.3	Title – task 2.3																	M7			
WP3	TITLE Work Package3																				
T3.1	Title – task 3.1						M9														
T3.2	Title – task 3.2									M10											
T3.3	Title – task 3.3				M11				M12												
T3.4	Title – task 3.4												M14					M15			
T3.4.1	Title sub-task 3.4.1																				
T3.4.2	Title sub-task 3.4.2																				

- Application form – part A
  - Project duration
- Application form – part B
  - Starting date
  - Work Packages:
    - Duration (months)
    - Milestones (due date – month)

- **Technical implementation unrealistic vis à vis financial implementation**, e.g., key milestones at the end of the action but relevant budget allocation at the start.
- Inclusion of **Work Packages and tasks non-eligible**, e.g., project management, staff costs, designs.
- **Work Packages/Tasks** insufficiently explained. Insufficient number of milestones and unclear deliverables
- **Starting date and/or project duration** not in line with the Call text.

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Main issues - Budget (co-funding)

- **Budget not sufficiently detailed,** costs cannot be identified.

- **Inconsistencies** between **budget tables**:
  - Budget table – part A
  - Budget table – part B
  - Budget in the “project summary sheet” of the financial approval letter
- **Synergetic element’s costs wrongly calculated** and/or embedded with the infrastructure costs.
- Inclusion of **non-eligible costs.**

Reminder – non-eligible activities/costs

Horizontal

- Project management
- Communication and dissemination

Preparatory activities

- Studies, designs, work supervision
- Land acquisition, renting/leasing facilities
- Procurement and permits

Administrative

- Travel costs
- Indirect costs

Related to activities

- Recharging infrastructure upgrade
- Recharging infrastructure in parking buildings
- H2 production facilities no-RES based
- Shore-based storage tanks for ammonia and methanol
- Vehicles (except for vessels and transshipment equipment)

All OPEX / Staff costs

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Example: Budget (co-funding) – works only

Budget table - Part A

Round budget @ closest thousand

3 - Budget

No.	Name of beneficiary	Country	Role	Personnel costs - without volunteers/ EUR	Subcontracting costs/ EUR	Purchase costs - Travel and subsistence/ EUR	Purchase costs - Equipment/ EUR	Purchase costs - Other goods, works and services/ EUR	Financial support to third parties/ EUR	Studies/ EUR (Special Funding rate 0)	Synergetic elements/ EUR	Works in outermost regions/ EUR (Special Funding rate 70)	Land purchases/ EUR	Indirect costs/ EUR	Total eligible costs/ EUR	Ineligible costs/ EUR	Total estimated project costs and contributions/ EUR
1	Charalampos Xenogiannis Comm.v.	BE	Coordinator			0	0	0	0	0			0			0	0.00
			Total														

Costs are not expected under these categories

Ineligible costs in line with Call text

We expect all costs (e.g. works/supplies) under this category except for synergetic elements/outermost regions which have their own category

Cost category for synergetic elements

Cost category for works in outermost regions

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Simplified Cost-Benefit Analysis

Impact & Catalytic effect

2 input rates

- SDR “Social Discount Rate”
- FDR “Financial Discount Rate”

4 outputs

- ENPV: Economic Net Present value
- ERR “Economic Rate of Return »
- FNPV: Financial Net Present value
- FRR: Financial Rate of Return

2 levels of analysis

- Impact : Is the society better with the project than without (ENPV) ?
- Catalytic Effect : Does the project need a grant / public support to be implemented?

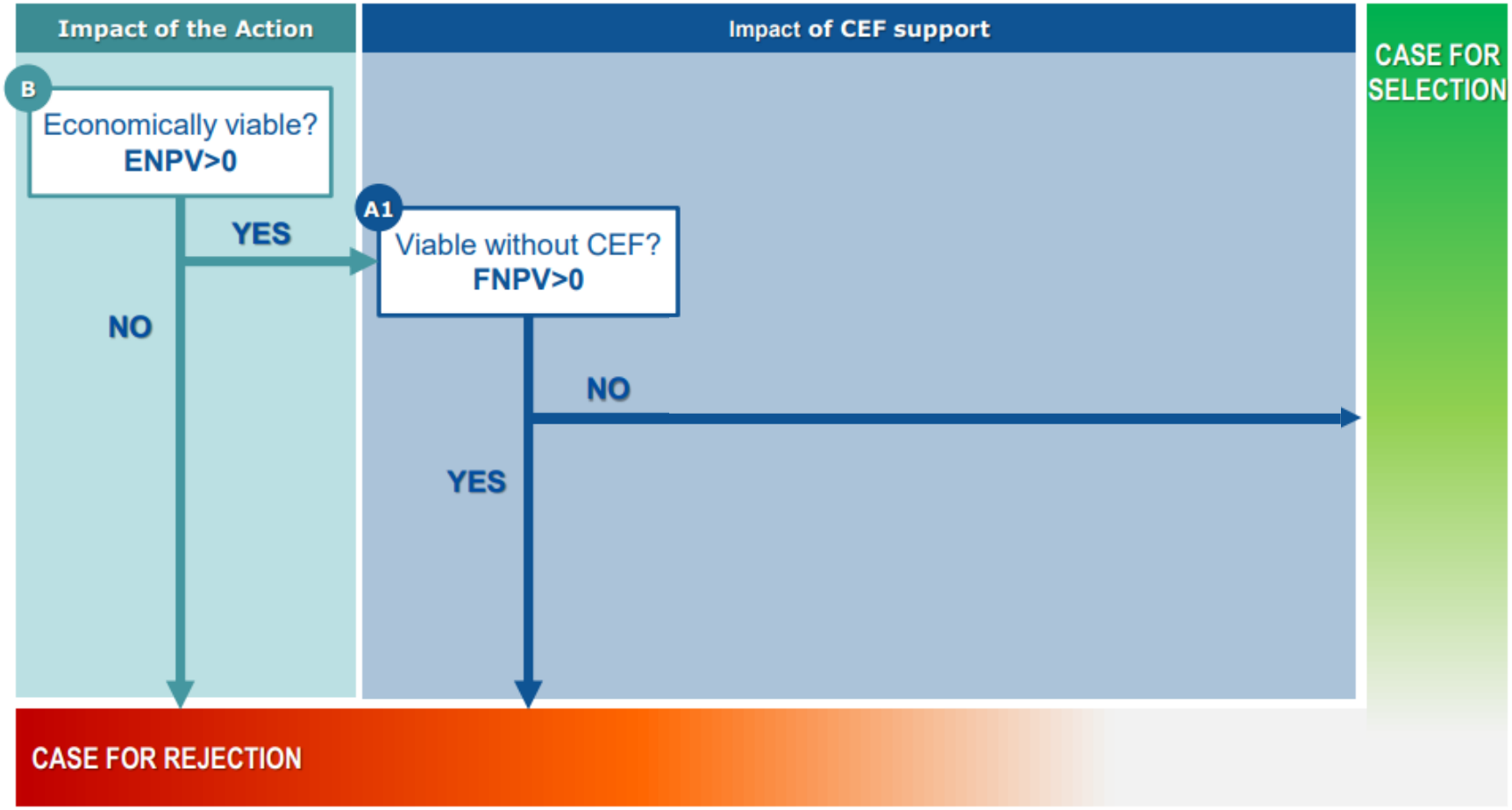
Impact & Catalytic effect

Clear assumptions

Financial maturity

Non-compulsory for proposals with: Implementing Partners and/or Unit Contribution

…but…



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Questions & Answers

Please fill in the survey in Sli.do

Thank you!

cinea.ec.europa.eu/

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CINEA European Commission