ACI EUROPE
AIRPORTS COUNCIL INTERNATIONAL

GUIDE TO EUROPEAN FINANCE INSTRUMENTS FOR AIRPORTS

AIRPORTS COUNCIL INTERNATIONAL

ACI EUROPE's REGIONAL AIRPORTS' FORUM

ACI EUROPE's Regional Airports Forum provides a platform for over 400 regional airports to exchange knowledge, share best practice and discuss the key issues of common interest and relevance to their business.

The Regional Airports Forum also allows ACI EUROPE to maintain an in-depth knowledge of the issues and interests specific to regional airports so as to better represent and serve its membership. It is also how regional airports can get the latest information about EU affairs and ongoing developments at the EU institutions and relevant EU agencies.

To find out more, visit www.aci-europe.org.

Preface

Together with aeronautical and non-aeronautical revenues and State Aid, European funding constitutes an important source of financing for airport infrastructure and operations. Although the European Union follows a policy of consolidation of funding programmes, these programmes are still numerous and not necessarily easy to identify.

With this guide, ACI EUROPE intends to provide an overview of use of European funds by airports, the instruments and mechanisms currently available, the type of assistance provided and contacts for the relevant people within each organization. Examples of projects financed under each programme are included for a better understanding of the funding possibilities.

By being better informed of the resources available to them, ACI EUROPE members will continue to play a significant role in ensuring adequate connectivity and economic growth in their regions.

How to use this Guide

This Guide intends to help ACI EUROPE's members to identify and understand the main financial instruments available in Europe to support airport development.

This edition, based upon the European Union's Multiannual Financial Framework 2014–2020, updates the 2009 guide, providing a practical handbook to airport managing bodies aiming to obtain funds for a wide range of development projects.

This Guide should serve as a starting point to identifying the funding opportunities available to European airports. If your airport is interested in applying for specific funding under one of these opportunities, you will need to identify the Calls for Proposals for each instrument.

Many of the instruments included in this Guide are not specifically designed for airports. However, airport managing bodies may benefit from them through funding allocated to national, regional or local authorities or other stakeholders. It is therefore vital to identify these opportunities.

Taking into account that projects can be funded through different European instruments or programmes and the overlap amongst them (the Connecting Europe Facility and the Horizon 2020 instruments finance most of the transport projects), the Guide is presented in alphabetical order. For each instrument, we provide a profile with a brief description, period, budget, sectors covered, actions, beneficiaries and geographical scope for quick reference. Further information includes funding, selection processes as well as the relevant websites and contact persons. Where possible, examples of airport projects financed by each instrument are included, to afford readers a richer understanding of the instrument's specific relevance to applicants from the airport industry.

Boxes framed in yellow provide examples of airports that have received funding.

Boxes framed in blue provide examples of funding opportunities.

Boxes framed in grey provide examples of non-airport recipients of funding.

Please note that some of the finance instruments listed have not yet provided funding to airports under the Multiannual Financial Framework 2014–2020.

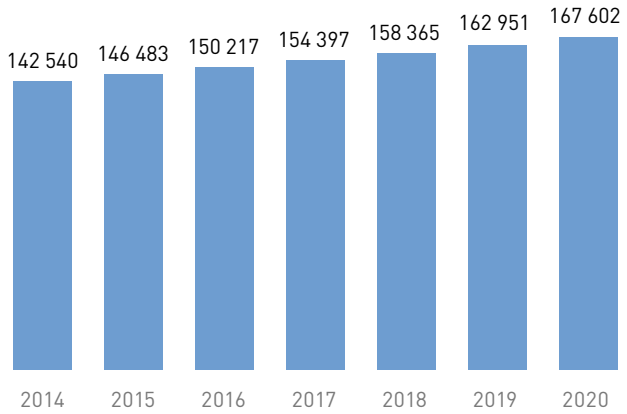
Introduction: The allocation of European funds

The European Multiannual Financial Framework (MFF) lays down the maximum annual amounts ('ceilings') which the European Union may spend in different political fields ('headings') over a period of at least 5 years. The current MFF covers seven years: from 2014 to 2020.

The MFF provides a framework for financial programming and budgetary discipline by ensuring that EU spending is predictable and stays within the agreed limits. It also allows the EU to carry out common policies over a period that is long enough to make them effective. This long term vision is important for potential beneficiaries of EU funds, co-financing authorities as well as national treasuries.

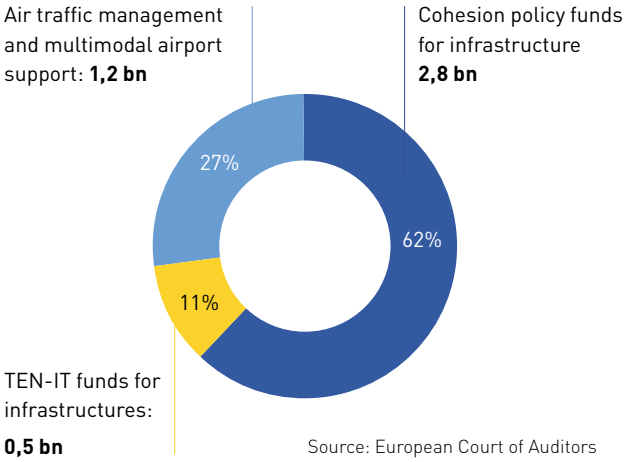
The MFF is an expression of political priorities as much as a budgetary planning tool. The annual budget is adopted within this framework and usually remains below the MFF expenditure ceilings in order to retain some flexibility to cope with unforeseen needs.

Financial Framework 2014 – 2020 – €1 082 555
Commitments in € million (current prices)



In order to have a historical perspective of the allocation of European funds to airports, during the 2000-2013 period (covering two multiannual financial frameworks), €4.5 billion were granted to airport infrastructures via the European Regional Development Fund (ERDF), Cohesion Fund (CF) and Trans-European Networks-Transport (TEN-T).

Overview of funding sources for airport infrastructure investments from 2000 to 2013



Source: European Court of Auditors

During the same period, €1.2 billion was allocated to airport-related investments in technologies and in multimodal connections (e.g. air traffic management infrastructure and airport–city centre links). In addition, European Investment Bank loans of €14 billion were provided to support airport infrastructures in non-cohesion policy regions. To serve as a comparison, during the same period €2.3 billion were provided as loans to support fleet renewal for European air carriers.

Total EU funding to airports (2000-2013): **€19.7 billion**
Source: European Court of Auditors

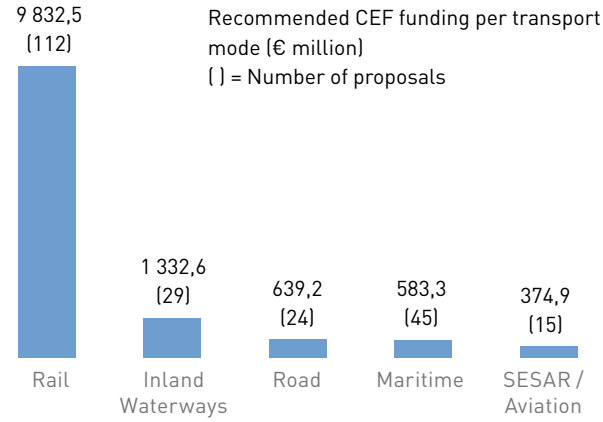
The European Court of Auditors – in their report "EU funded airport infrastructures: poor value for money" – concluded that the EU-funded investments in airports produced poor value for money: too many airports (which were often in close proximity to each other) were funded and in many cases the EU-funded infrastructures were oversized.

As a result of these observations, it was agreed that the European Commission should ensure during the Multiannual Financial Framework 2014–2020 that EU funding is only allocated to airports that are **financially viable and for which investment needs have been properly assessed and demonstrated**. This should also be part of the approval and monitoring of operational programmes carried out by the European Commission. **We strongly advise airports requesting EU funding to take these requirements into consideration before submitting their requests for grants**.

Under the current system of shared management, powers are shared between the European Commission, the European Investment Bank and the Member States, the latter being responsible for the day-to-day management and the former two being responsible for the monitoring and overview at programme and not at project level. As a result, precise information on projects in EU airports is not available until the closure of the operational programme. As regards as the current multiannual financial framework 2014–2020, the available information refers to the years 2014 and 2015.

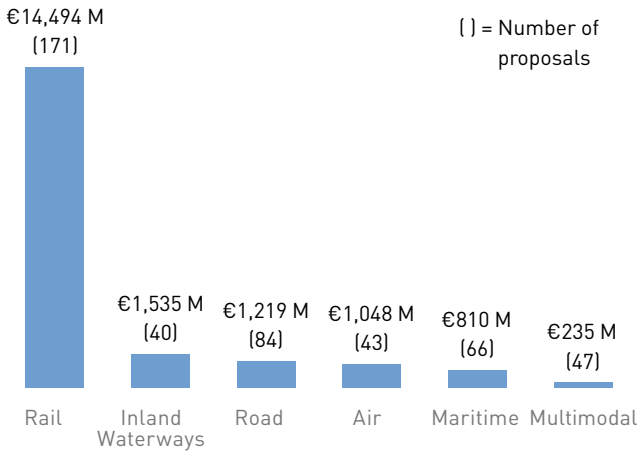
The following two tables refer to the Connecting Europe Facility – the main European source of finance in the transport sector- by mode of transport in 2014:

2014 CEF Call (2/3) EU funding per transport mode



* Road (including IT5), Inland Waterways (including RI5), Rail (including ERTM5, rail interoperability, rail noise and accessibility), Maritime (including Mo5)

Funds allocated to the different modes of transport with aggregated date for the 2014–2015 CEF Transport Calls for proposals (source: European Commission, Innovation and Networks Executive Agency



Although it is impossible to have a clear picture of the funds to be effectively allocated to airports during the multiannual financial framework 2014–2020, the European Commission has made the following estimation for the main instruments available for all modes of transport:

Multiannual Financial Framework 2014–2020

Main instruments available for all modes of transport

The Connecting Europe Facility: **€24.05 billion**. The majority of the funding under the CEF will be delivered in the form of grants allocated following competitive calls for proposals.

The HORIZON 2020 budget includes **€6.3 billion** for smart, green and integrated transport.

The European Structural and Investment (ESI) funds foresee a total of approximately **€70 billion**: **€35.6 billion** for transport under the Cohesion Fund and **€34.5 billion** for transport under the European Regional Development Fund.

Source: European Commission

Table Of Contents

1 Annual Grants Programme DG Mobility and Transport 2

2 CEF (Connecting Europe Facility) 10

2.1 CEF (Connecting Europe Facility) – Transport 12

3 Cohesion fund 20

4 EIF (European Investment Fund) 24

5 ELENA (European Local Energy Assistance) 28

6 EIB – FEMIP (Facility for Euro-Mediterranean Investment & Partnership) 32

7 EIB – Financing the South East Europe Neighbour Countries 36

8 EIB – Intermediated loans 38

9 EIB – Project loans 40

10 ERDF (European Regional Development Fund) 44

10.1 ERDF – Investment for Growth and Jobs Goal 46

10.2 ERDF – European Territorial Cooperation Goal (ETC) – INTERREG 5 48

10.3 ERDF – European Territorial Cooperation Goal (ETC) – INTERREG 5 A – Cross-border cooperation 50

10.4 ERDF – European Territorial Cooperation Goal (ETC) – INTERREG 5 B – Transnational cooperation 52

10.5 ERDF – European Territorial Cooperation Goal (ETC) – INTERREG 5 C – Interregional cooperation 54

11 ESF (European Social Fund) 58

12 Eureka 62

13 EFSI (European Fund for Strategic Investment) – Investment Plan for Europe 66

14 GNSS – Galileo/EGNOS (European Satellite Navigation Systems & Programmes) 72

15 Horizon 2020 78

15.1 Horizon 2020 – Industrial Leadership Access to Risk Finance 80

15.2 Horizon 2020 – Societal challenges – Smart, Green and Integrated Transport 82

15.3 Horizon 2020 – Societal challenges – Smart, Green and Integrated Transport– Mobility for growth 84

15.4 Horizon 2020 Article 187 – JTI Clean Sky 86

15.5 Horizon 2020 Article 171 SESAR – Single European Sky Air Traffic Management Research Joint Undertaking 88

16 ISF (Internal Security Fund) 92

17 IPA II – Instrument for pre-accession assistance 98

18 JASPERS (Joint Assistance in Supporting Projects in European Regions) 102

19 LIFE 104

1 Annual Grants Programme DG Mobility and Transport

Grants for projects promoting the objectives of the common energy and transport policy.

PERIOD
2014 – 2020

INDICATIVE ANNUAL BUDGET
€22.52 million

SECTORS
Energy
Transport
Environment

ACTIONS
Communications
Creation of networks
Exchange of know-how
Research

BENEFICIARIES
Agencies, Chambers (local development)
Corporations
Federations, Unions
Public Administrations
SMEs

GEOGRAPHICAL SCOPE
European Union
European Economic Area
Candidate countries

PROGRAMME DETAILS

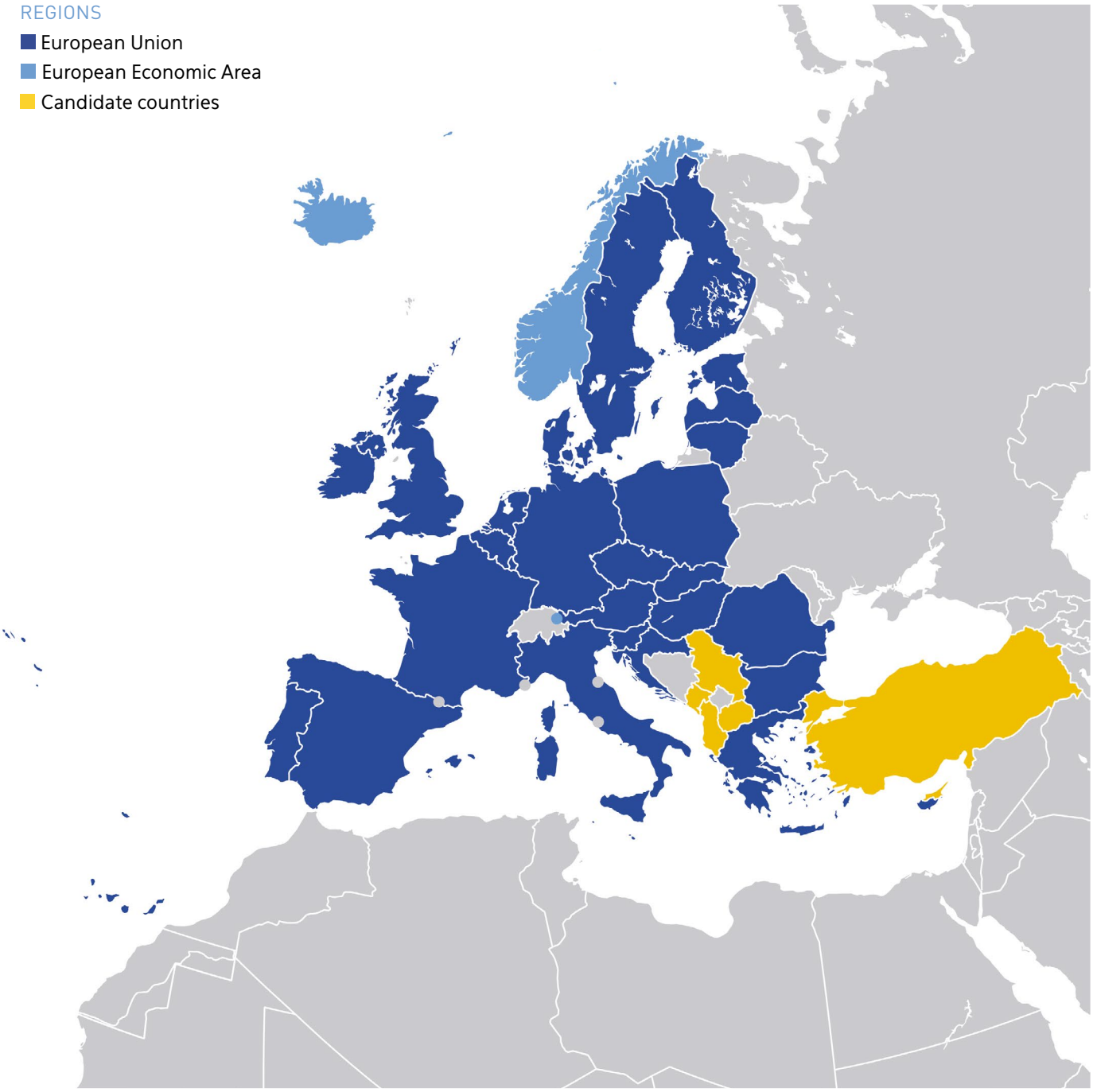
The DG MOVE works to ensure that EU policies contribute to sustainable transport modes. The actions of the DG in this field are forecasted in the annual programme for grants and financed by the Connecting Europe Facility (CEF). Priorities may vary from one year to another and it is recommended to check the work programme at the beginning of each budget year.

OBJECTIVES

- Achievement of the internal market in the field of energy and transport
- Environmentally friendly transport
- Deploying the major European networks
- Managing space
- Improving safety
- Relations with extra-community zones (Central Europe, Mediterranean , Transatlantic)

FINANCED ACTIONS

- Studies, campaigns, establishment of best practice and demonstrations activities in the following areas:
- Road safety
- Internal market and optimisation of transport systems
- Organisation of conferences, seminars and meetings of European interest in the field of energy and transport and dissemination of results



PROJECT FUNDING

AMOUNT

Between **€50,000** and **€500,000**, between **10%** and **50%** of the eligible project cost.

SELECTION

Once a year.

WEBSITE

ec.europa.eu/transport/index_en.htm

CONTACT PERSON

Jacques Simon
DG MOVE, Evaluation, European Commission
jacques.simon@ec.europa.eu
+ 32 229 572 98

Under the current Multiannual Financial Framework (2014–2020), and in the years 2014 and 2015, no airport projects have been financed under this instrument. In the General Work Programme for 2017 (source European Commission DG MOVE) with a budgetary allocation reserved for grants of €760,000, we selected two calls that can be used by airports:

SELECTED CALLS UNDER THE GENERAL WORK PROGRAMME 2017

Cooperation with ICAO in the fields of aviation safety, security, environmental protection and air traffic management

Legal basis: Memorandum of Cooperation between the European Union and the International Civil Aviation Organization providing a framework for enhanced cooperation, in particular Article 5.1.6 thereof, and Council Decision 2012/243/EU of 8 March 2012 on the conclusion of a Memorandum of Cooperation between the European Union and the international Civil Aviation Organization providing a framework for enhanced cooperation, and laying down procedural arrangements related thereto

PRIORITIES OF THE YEAR

Follow up to recommendations and actions discussed and agreed at the 39th ICAO Assembly and the 2015 2nd High Level Safety Conference for:

- Environmental Protection
- Air Traffic Management
- Aviation Safety

OBJECTIVES

The Commission is responsible for implementing the Union's policy for Civil Aviation. In order to fulfill this responsibility, the Commission collaborates with organisations engaged in the areas of activity concerned, with whom it shares common general objectives and wishes to establish a relationship of lasting cooperation.

ICAO is a United Nations (UN) Specialized agency acting as the unique global forum for civil aviation. It was created by the Chicago Convention of 1944 to which all the EU Member States have adhered and are therefore contracting parties. ICAO works to harmonies at global level the standards and rules covered by the Chicago Convention and its annexes (aviation safety, security, environment protection and air traffic management). Most of these areas are under full competence of the EU and the EU legislation on these areas is largely based upon the ICAO rules.

On 8th March 2012 the Memorandum of Cooperation between the EU and ICAO entered into force. The objective of this MoC is to strengthen the cooperation between the two partners in different areas of civil aviation in which both parties have common interests. These areas of cooperation are aviation safety, aviation security, air traffic management and environmental protection. In order to ensure a closer cooperation on those areas, the MoC establishes a more permanent framework for enhancing the relations between the EU and ICAO. The MoC also establishes the forms of cooperation, for example through arrangements whereby the EU offers expertise to ICAO. Depending on the areas of cooperation, several experts will be selected by the Commission based on their domains of competencies and recruited by ICAO.

AREAS OF ACTIVITY

ENVIRONMENTAL PROTECTION (Market-based Measures)

Work in this area has intensified over the years with the identification of the aviation industry as a contributor to the impact on climate change. ICAO has been facilitating discussions to improve scientific understanding of aviation impacts on the environment, as well as the development and implementation of a basket of measures to reduce aviation's environmental impact, including through the development of a market-based measure (MBM) scheme for international aviation.

This position is situated in the Climate Change Unit which is one of three Environment (ENV) Units within the Air Transport Bureau (ATB) in ICAO. The Climate

Change Unit is dedicated primarily to those activities in the environment field that benefit most from a common co-ordinated approach, on a worldwide basis, such as the impact of aircraft engine emissions.

The Unit is responsible for the development of a range of standards, policies and guidance material for the application of mitigation measures to address aircraft engine emissions, including the development and deployment of sustainable alternative fuels for aviation, and the use of market-based measures. The Unit is also responsible for the provision of assistance for the development and implementation of States' action plans on CO2 emissions reduction activities.

The Unit is responsible for maintaining close relations with other UN policy-making bodies that have expressed an interest in environmental aspects of civil aviation, notably with the Conference of the Parties to the United Nations Framework Convention on Climate Change.

The provision of EU expertise is to assist ICAO to successfully carry out its work in this area. The major duties and responsibilities for this position:

- Coordinate and/or develop/review/update studies, policies and guidance material related to market-based measures to reduce aviation emissions (e.g. emissions-related levies, offsetting and emissions trading).
- Provide advice and make recommendations for the development of possible global market-based measures schemes for international aviation, and for the implementation of the scheme by responding to the requested actions by the 39th Assembly that takes place in autumn of 2016.
- Closely follow the developments in other UN bodies on market-based measures and climate change, including the Green Climate Fund and REDD+ under the UNFCCC process and the COP21 Paris Agreement, and ensure appropriate follow through related work.
- Support the preparation of methodologies for CDM aviation projects.
- Develop and prepare documentation (working papers, reports, minutes, submissions, etc.) on issues related to market-based measures within ICAO and other UN bodies.
- Perform other duties of the Section as may be assigned.

AIR TRAFFIC MANAGEMENT

In view of discussions and developments in the area of air traffic management the EU has given consideration as to how it could contribute to and benefit from ICAO activities in this field, including the eventuality of providing subject matter expertise. In this regard, preliminary discussions with ICAO have identified as an activity the expedition of development of provisions to support the development and implementation of the ICAO global framework GANP/ASBU.

For this activity the following is being considered:

Duties:

Under the supervision of the Director ANB and Deputy Director for Air Traffic Management (ATM):

1. Act as focal point to coordinate the preparation of the GANP update 2019, which also has a relation with the next two actions and action 5;
2. Organize the ICAO Standards Roundtable;
3. Act as focal point for relations with the ICAO Multidisciplinary Working Group (MDWG) on implementation of aviation system block upgrades (ASBUs);
4. Act as focal point for the implementation and working arrangements related to the ATM Annex to the Memorandum of Cooperation between ICAO and the EU;
5. Act as focal point to further develop performance monitoring and measurement in cooperation with the EU and United States' Federal Aviation Administration (USFAA).

Expected deliverables:

1. Focal point for the GANP update 2019:
   a) Activity plan for the GANP update 2019 (ready in 2016);
   b) Start organizing the activities as required (start in 2016, with contributions ready in 2017 and early 2018);
   c) Draft GANP update 2019 and review by ANC (ready 2018);
   d) Draft ASBU document 2019 and review by ANC (ready 2018).

2. Organization of the ICAO Standards Roundtable:
   a) Establishment of the Standards Roundtable meeting;
   b) New approach to the development and formulation of ICAO SARPs; and
   c) Support for the implementation of the GANP and other relevant policy documents.

3. Focal point for relations with the ICAO MDWG on implementation of ASBUs:
   a) Better implementation of the GANP and its ASBUs; and
   b) Better ability of ICAO to support States and stakeholders at national, sub-regional and regional levels to implement the ASBUs.

4. Focal point for the implementation and working arrangements related to the ATM Annex to the MoC between ICAO and the EU:
   a) Intensify the exchange of information between ICAO and the EU and its bodies related to ATM;
   b) Regular contacts between ICAO and EU to implement the actions agreed in the MoC and the ATM Annex in particular.

5. Focal point to further develop performance measurement in cooperation with the EU and US-FAA:
   a) Stimulate States and sub-regions to implement the GANP and its ASBUs;
   b) Stimulate the development of benchmarks at national and regional levels, resulting in better awareness of the needs for improvement of the air navigation system; and
   c) Give more insight to actual performance and future performance challenges, making information also available to ICAO to support its implementation policy and to farther update the GANP and ASBUs where needed.

The possible continuance of the posting of an expert in the field of aviation security (Cargo) will be the subject of coordination with the relevant MOVE unit (A2).

It is expected that in view of the EU's proactive stance in these areas, mutual benefit will result from the involvement of EU expertise in progressing activities and programmes.

Other collaborative activities may be undertaken in the other areas covered by the Memorandum of Cooperation and its associated Annexes, following a process of due consideration and joint decision-taking. Such activities could be undertaken for the:

6. promotion of the recognition and role Regional Aviation Systems and their Region Safety Oversight Organisation (RSOO) component;

7. involvement of, and cooperation with ICAO, in the EU's Safety List activities of banned airlines;

8. provision of technical expertise and assistance, with a focus on countries with safety oversight problems, of specific relevance to Europe (because of the EU Safety List of banned airlines, or because of aviation agreements between the EU and such countries);

9. actions in the framework of the EU's initiative to strengthen international aviation worldwide.

Description of the activities to be funded by the specific grants directly awarded under a framework partnership concluded between the EU and ICAO (under article 190(1)c of Delegated Regulation (EU) N° 1268/2012 – Financing the posting of EU Civil Aviation experts in the International Civil Aviation Organisation (ICAO) in Montréal (Canada) and other forms of cooperation between EU and ICAO to implement the objectives of the Memorandum of Cooperation (MoC) in the areas of aviation safety, aviation security, air traffic management; and environmental protection.

SELECTION CRITERIA

- Financial Capacity: Applicants must demonstrate their financial capacity to complete the actions to be supported.
- Technical Capacity: Applicants must have the technical capacity and operational capability to carry out the actions to be supported.

Award criteria

1. Quality of the action
   - The Commission will assess the European dimension of the projects. It will also assess how the proposals brings together the Commission and ICAO to cooperate, and how the actions may contribute to the development of the EU Civil Aviation Policy in the fields covered by the grants,
   - Cost-effectiveness ratio: the Commission will assess the cost-effectiveness ratio of the actions and will, to that end, evaluate the expected results in the light of the grants requested.
   - Visibility and communication: the Commission will assess the means by which the visibility of the actions on a European Union level and the communication will be assured. For example how the actions may contribute to good cooperation between the EU and ICAO in policy-making and in the implementation of the EU Civil Aviation Policy.
2. Quality of the organisation of the measures. The Commission will assess the organisation and proposed execution of the actions, in particular with regard to the following aspects:

   a) Clarity and completeness of the proposals; and

   b) The quality of the work plan for the execution of the actions that shall include:
      - a description of the means to achieve the goals and a clear description of the tasks to be carried out by ICAO in the fields covered by the grants;
      - a financing plan of the costs to be incurred by ICAO;
      - human resources allocated to the coordination and execution of the actions;
      - a timetable, and
      - the definition of working methods.

Implementation

DG MOVE, in cooperation with other DGs where relevant.

Indicative timetable and indicative amount of the specific grants directly awarded under a framework partnership

Reference	Date	Amount
Invitation letters	01/2017	
Information to ICAO on the results of the evaluations	05/2017	
Signature of grant agreements	06/2017	€500 000

Maximum possible rate of co-financing of the eligible total costs

Maximum **95%** of the estimated total eligible cost for each action as stated in Article 3.a of the Specific Agreements to be concluded.

Support to activities managed by the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA)

LEGAL BASIS

REGULATION (EU) NO 996/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the investigation and prevention of accidents and incidents in civil aviation – Article 7(7) (OJ L 295, 12.11.2010, p.35).

DESCRIPTION

Regulation (EU) No 996/2010 underlines that safety investigation authorities play a core role in the safety investigation process and that their work is of the utmost importance in determining the causes of an accident or incident.

This legislation recognises that the capacities of the safety investigation authorities in each Member State should be strengthened and that cooperation between them is necessary to improve the efficiency of the investigation and prevention of civil aviation accidents and incidents in the EU. The Regulation also states that the coordination role of safety investigation authorities should be recognised and reinforced in a European context, in order to generate real added value in aviation safety, by building upon the already existing cooperation between such authorities and the investigation resources available in the Member States. The European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) ensures that reinforcement and its subsequent recognition. ENCASIA adopts each year a work programme in compliance with the objectives detailed in the Regulation.

Since the entering into force of the Regulation and the creation of ENCASIA a number of concrete actions have been developped on strengthening the cooperation between Safety Investigation Authorities. Now, more than five years later concrete training programmes have been delivered and peer reviews have helped and will continue to help Member States to identify and overcome weaknesses having an impact on the overall safety investigation capability in Europe. Therefore, it remains important that the EU supports this development with the proposed budget for a grant during 2017 and 2018.

PRIORITIES 2017 – 2018

The priorities of the year are the financing of activities with concrete safety relevance and subsequent safety benefits. They will be formalized by:

- Training activities to further reinforce the competencies of air safety investigators;
- The continuation of the 'Peer Reviews' programme with a view to exploit initial results;
- The enhancement of the mechanism/provisions to provide mutual support in case for major accidents.

OBJECTIVES

The objectives aim at supporting the ENCASIA activities to further improve the quality of the investigations conducted by the safety investigation authorities and to strengthen their independence. As per Article 7 paragraph 2 of Regulation (EU) No 996/2010, ENCASIA encourages high standards in investigation methods and investigator training.

This support also includes the implementation of a 'Peer Reviews' system based on the «teach and learn» principle, where the application of EU legislation will be emphasised.

Expected results

- The quality of the investigations conducted by national authorities will be further improved thanks to the investigator training actions.
- The 'Peer Review' process will contribute to improve aviation safety through the sharing of experience coming from safety investigations. It will generate reports that will also contribute to enhance the implementation of the Regulation by the Member States.
- Cooperation and intra-EU coordination will be further enhanced.

› Finally, safety investigations and recommendations will be further improved for the benefit of all the European aviation system and of the European citizens.

Description of the activities to be funded by the grant awarded without a call for proposals on the basis of article 190(1) (d) of Delegated Regulation (EU) No 1268/2012

The activities to be financed will be:

› Training actions with a European dimension;

› Implementation of a Peer Review programme, with visits to some Member States (cycle covering several years);

ESSENTIAL ELIGIBILITY, SELECTION AND AWARD CRITERIA

The ENCASIA Network was established in accordance with Article 7 of Regulation (EU) No 996/2010 that also includes the objectives in paragraphs 2 and 3c. The eligibility of ENCASIA has already been established since it is identified as the beneficiary in the legal basis.

Award criteria

1. Quality of the action:
   - Alignment with the objectives of Regulation (EU) No 996/2010;
   - Beneficial impact on aviation safety;
   - Cost/efficiency ratio;
   - Added-value at EU level.
2. Quality of the organisation of the measure, in particular regarding the followng items:
   - Development and educational objectives of the safety investigator training;
   - Processes related to the implementation of 'Peer Reviews', selection of the Member States who will be subject to on-site visits, finalisation of questionnaires and on-site visit reports;
   - Tools enabling to list and access the resources shared by the safety investigation authorities of the Member States.

Implementation

DG MOVE

Indicative timetable and indicative amount of the specific grant awarded without a call for proposals on the basis of article 190(1) (d) of Delegated Regulation (EU) No 1268/2012

Reference	Date	Amount
Invitation letter	07/2017	
Information to ENCASIA on the results of the evaluation	09/2017	
Signature of grant agreement	11/2017	€160 000 (€80 000 per year)

Maximum possible rate of co-financing of the eligible total costs: **95%**



2 CEF (Connecting Europe Facility)

Grants for projects of common interest within the framework of the trans-European networks policy in the sectors of energy, transport and telecommunications to develop, build and upgrade infrastructure.

PERIOD
2014 – 2020

GLOBAL BUDGET
€30.4 billion

SECTORS
Energy
Environment
Innovation
Telecommunications
Transport

ACTIONS
Creations of products/services
Creation of tools
Research activities
Technical assistance

BENEFICIARIES
Corporations
Development NGOs
Local and Regional authorities
Public Administrations
Research centres
SMEs
Universities

GEOGRAPHICAL SCOPE
European Union

PROGRAMME DETAILS

The Connecting Europe Facility (CEF) is the key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level. It supports the development of high performing, sustainable and efficiently interconnected trans-European networks in the fields of transport, energy and digital services. CEF investments fill the missing links in Europe's energy, transport and digital backbone.

The CEF is the follow-up of the TEN-E (Trans-European Network of Energy), TEN-T (Trans-European Network of Transport) and INFSO orientations. It is the new integrated instrument for investing in EU infrastructure priorities in Transport, Energy and Telecommunications.

In addition to grants, the CEF offers financial support to projects through innovative financial instruments such as guarantees and project bonds. These instruments create significant leverage in their use of EU budget and act as a catalyst to attract further funding from the private sector and other public sector actors.

STRUCTURE

Transport
This strand aims at removing bottlenecks and bridging missing links, ensuring sustainable and efficient transport in the long run, with a view to preparing for expected transport flow, as well as enabling all modes of transport to be decarbonised through transition to innovative low carbon and energy-efficient transport technologies, while optimising safety. Optimising the integration and interconnection of transport modes and enhancing interoperability of transport services.

Energy
This strand aims at promoting the further integration of the internal energy market and the interoperability of electricity and gas networks across borders, enhancing Union security of supply, contributing to sustainable development and protection of the environment.

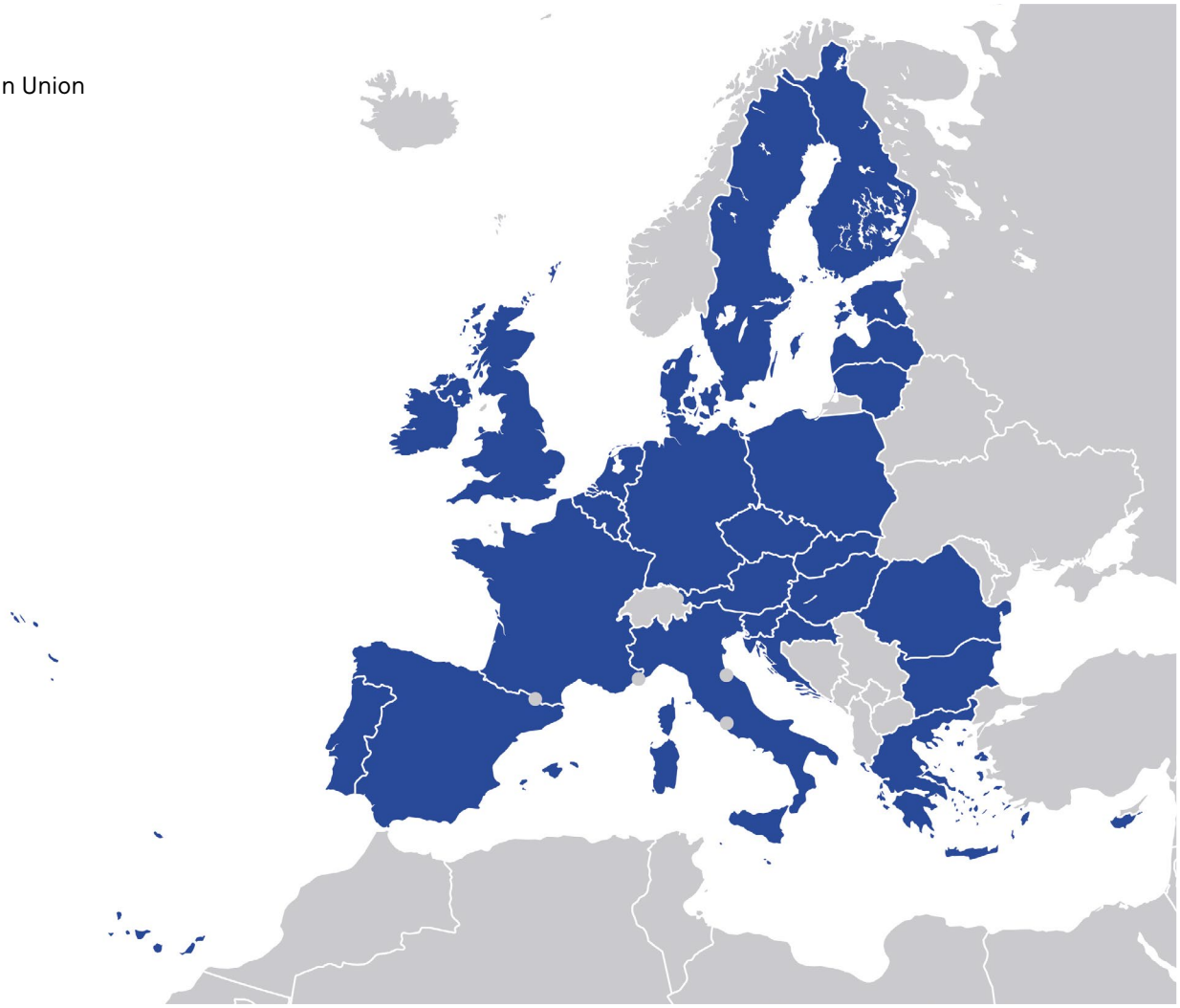
Telecommunications
This strand aims at accelerating the deployment of fast and ultrafast broadband networks and their uptake, promoting the interconnection and interoperability of national public services online as well as access to such networks on a non-discriminatory basis as well as digital inclusion.

OBJECTIVES

- To contribute to smart, sustainable and inclusive growth by developing modern and high performance trans-European networks
- To enable the Union to achieve its targets of a 20% reduction of greenhouse gas emissions, a 20% increase in energy efficiency and raising the share of the renewable energy to 20% up to 2020.

REGIONS

European Union



PROJECT FUNDING

AMOUNT

Transport	Between **20%** and **50%** of the total eligible costs.
Energy	Up to **75%** of the total eligible costs.
Telecommunications	Exceptionally up to **100%** of the total eligible costs.

SELECTION

Several calls are launched each year by the Innovation and Networks Executive Agency.

WEBSITE

ec.europa.eu/inea/en/connecting-europe-facility

CONTACT PERSON

Paloma Aba Garrote
Innovation and Networks Executive Agency (INEA), European Commission
paloma.aba-garrote@ec.europa.eu
+ 32 2 295 42 61

2.1 CEF (Connecting Europe Facility) – Transport

Grants for projects of common interest within the framework of the Trans-European Networks policy in the sector of transport.

PERIOD
2014 – 2020

GLOBAL BUDGET
€26.4 billion

SECTORS
Innovation
Transport

ACTIONS
Creation of products/services
Mobility activities
Research activities

BENEFICIARIES
Corporations
Development NGOs
International organisations
Local and Regional authorities
Public Administrations
Research centres
SMEs

GEOGRAPHICAL SCOPE
European Union

PROGRAMME DETAILS

This strand constitutes the main funding instrument to realise the European transport infrastructure policy. It aims at supporting investments in building new transport infrastructure in Europe or rehabilitating and upgrading the existing one.

The CEF – Transport is the successor of TEN-T (Trans European Network of Transport). It is the new integrated instrument of investment in EU infrastructure priorities in Transport.

OBJECTIVES

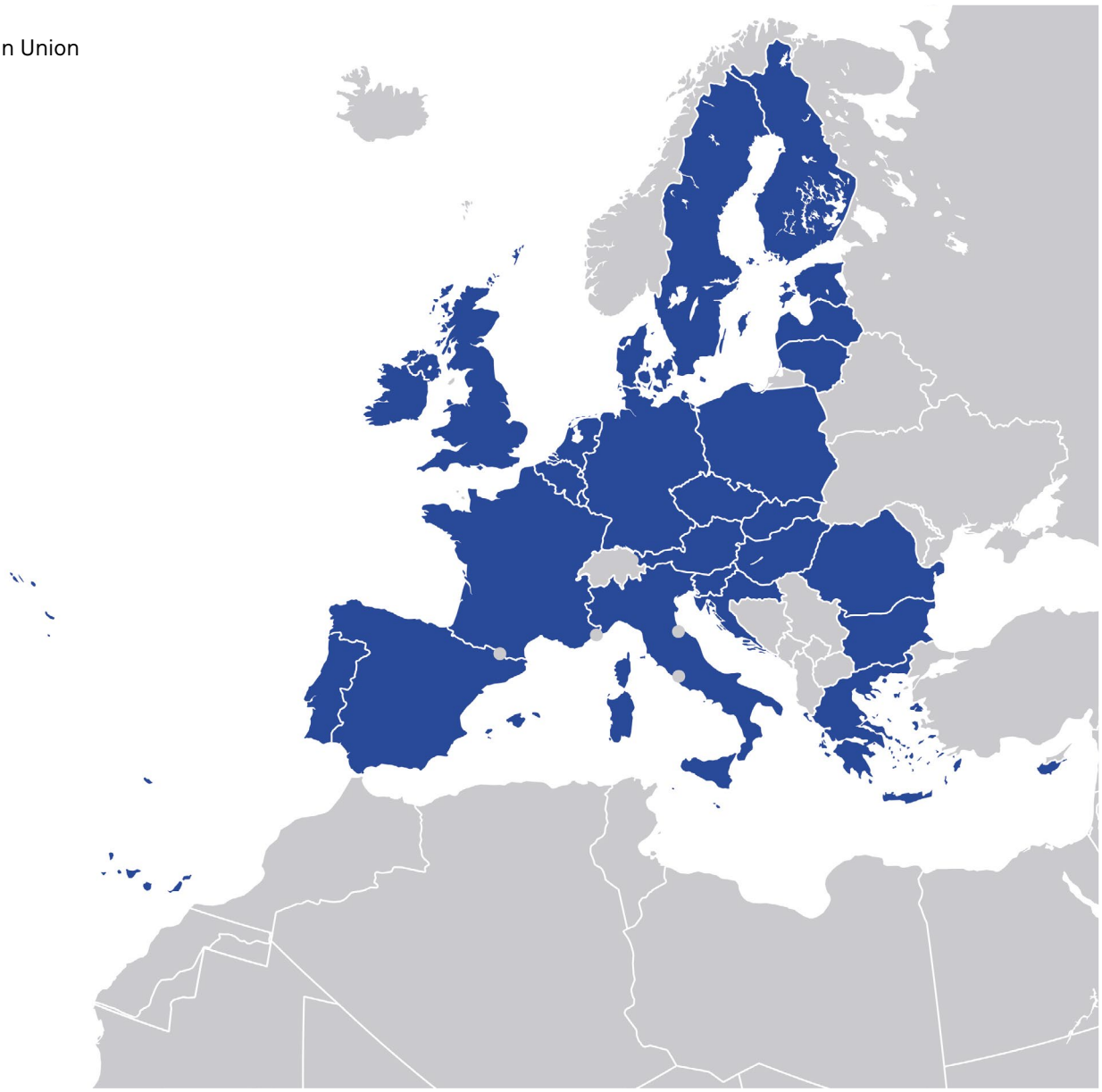
- Removing bottlenecks and bridging missing links
- Ensuring sustainable and efficient transport in the long run
- Optimise the integration and interconnection of transport modes and enhancing interoperability of transport services

FINANCED ACTIONS

- Actions implementing the core network, including the deployment of new technologies and innovation
- Studies of projects of common interest
- Actions supporting traffic management systems
- Actions supporting freight transport services
- Actions to reduce rail freight noise by retrofitting of existing rolling stock
- Actions supporting telematics applications systems
- Actions supporting motorways of the sea
- Studies for cross-border priority projects
- Programme support actions
- Transport-related actions involving a cross-border section or a part of such a section if there is a written agreement between the Member States concerned or between Member States and third countries concerned relation to the completion of the cross-border section

REGIONS

European Union



PROJECT FUNDING

AMOUNT

Between **20%** and **50%** of the total eligible costs.

SELECTION

Several calls are launched each year by the Innovation and Networks Executive Agency.

WEBSITE

ec.europa.eu/inea/connecting-europe-facility/cef-transport

CONTACT PERSON

Paloma Aba Garrote
Innovation and Networks Executive Agency (INEA), European Commission
paloma.aba-garrote@ec.europa.eu
+ 32 2 295 42 61

CEF Contact Points Of Member States For The Agreement Of The Submission Of Proposals

COUNTRY	MINISTRY	DEPARTMENT	CONTACT PERSON	PHONE	EMAIL
Austria	Bundesministerium für Verkehr	Innovation und Technologie	Ms Birgit REICHL	0043 1 711 62/65 1404	Birgit.Reichl@bmvit.gv.at
Austria	Bundesministerium für Verkehr	Innovation und Technologie	Ms Lisa ANDERLUH	0043 1 711 62/ 65 1220	lisa.anderluh@bmvit.gv.at
Belgium	Service Public Fédéral	Direction Politique de Mobilité durable et ferroviaire	Mr Laurent DEMILIE	0032 2 277 38 94	E-mail: EUfunding@mobilit.fgov.be
Belgium	Bruxelles Mobilité		Mr Eric AERDEN	0032 2 204 21 50	E-mail: eaerden@gob.irisnet.be
Belgium	Flanders	Department of Mobility and Public, Works	Mr Olivier VANDERSNICKT	0032 2 553 71 19	cef@mow.vlaanderen.be
Belgium	Service public de Wallonie (SpW)		Mr Pascal MOENS	0032 81 77 30 29	pascal .moens@spw.wallonie.be
Bulgaria	Ministry of Transport, Information	Technology and Communications	Ms Galina VASSILEVA	+359 2 9409 421	2vassileva@mtitc.2overnment.b2
Croatia	Ministry of Maritime Affairs, Transport and Infrastructure	Directorate for Strategic Infrastructure	Mr Kristijan LEŽAIĆ	00385 1 3783 923	kristiian.lezaic@mppi.hr
Cyprus	Ministry of Communications and Works		Ms Elpida A. EPAMINONDA	00357 22 806 643 Mobile: 00357 99 579 176	eepamenonda@pwd.mcw.gov.cy
Cyprus	Ministry of Communications and Works		Mr Haris CHRISTODOULOU	00357 22 806 654	cchristodoulou@mcw.gov.cy
Czech Republic	Ministry of Transport		Mr Marek PASTUCHA	00420 225 131 568	marek.pastucha@mdcr.cz
Denmark	Ministry of Transport, Building, and Housing		Mr Thomas ROUSING-SCHMIDT	0045 41 71 28 38	tro@trm.dk
Denmark	Danish Transport, Construction and Housing Authority		Mr Henrik TORNBLAD	0045 7221 8800 Mobile: 0045 4178 0101	heto@tbst.dk
Estonia	Ministry of Economic Affairs and Communications		Mr. Anti MOPPEL	00372 6397 630	anti.moppel@mkm.ee
Finland	Ministry of Transport and Communications	Transport Policy Department	Mr Juhani TERVALA	0035 850 552 7260	i uhani.Tervala@liikennevirasto.fi iuhani.tervala@fta.fi"

COUNTRY	MINISTRY	DEPARTMENT	CONTACT PERSON	PHONE	EMAIL
Finland	Ministry of Transport and Communications	Transport Policy Department	Ms Lassi HILSKA	0035 829 534 2497	Lassi.hilska@mintc.fi
France	Ministère de l'Environnement, de l'Energie et de la Mer		Ms Lucie ROUX	0033 1 40 81 18 62	lucie.roux@developpement-durable.gouv.fr
France	Ministère de l'Environnement, de l'Energie et de la Mer		Mr Guy POIRIER	0033 1 40 81 88 52	Guy.Poirier@developpement-durable.gouv.fr
Germany	Bundesministerium für Verkehr und digitale Infrastruktur		Mr Georg HENKELMANN	0049 30 18 300 2444	
Germany	Bundesministerium für Verkehr und digitale Infrastruktur		Mrs Stefanie REINCKE	0049 30 18 300 2447	Tenantrag2015@bmvi.bund.de
	Bundesministerium für Verkehr und digitale Infrastruktur		Mrs Karen VARGAS	0049 30 18 300 2853	Tenantrag2015@bmvi.bund.de
Greece	Ministry of Development and Competitiveness	General Secretariat of Public Investments - NSRF	Mr Georgios LOGOTHETIS	0030 210 33 77 850	glogothetis@mnec.gr
Greece	Ministry of Development and Competitiveness	General Secretariat of Public Investments - NSRF	Mr. Athanasios MATZOROS	0030 210 67 97 607	amatzoros@mou.gr
Hungary	Ministry of National Development		Ms Judit GÁCSI	0036 1 474 76 95	judit.aacsi@nfm.aov.hu
Hungary	Ministry of National Development		Ms Beatrix HORVATH	0036 30 676 77 01	beatrix.horvath@nfm.gov.hu
Ireland	Department of Transport, Tourism and Sport		Mr Michael MORRISSEY	00353 1 604 16 74	michaelmorrissey@transport.ie
Italy	Ministero delle infrastrutture e dei trasporti	Dipartimento per le infrastrutture, i sistemi informativi e statistici	Ing. Federica POLCE	0039 (0)6 4412 4273	federica.polce@mit.aov.it
Latvia	Ministry of Transport of the Republic of Latvia		Mr Kaspars OZOLINS	00371 67 028 201	kaspars.ozolins@sam.gov.lv

COUNTRY	MINISTRY	DEPARTMENT	CONTACT PERSON	PHONE	EMAIL
Lithuania	Ministry of Transport and Communications of The Republic of Lithuania		Mr Saulius KERZA	00370 5 239 3847 Mobile: 00370 620 13 129"	saulius.kerza@sumin.lt
Luxembourg	Ministère du Développement durable et des Infrastructures	Département des Transports Direction des Chemins de Fer	Mr André BISSEN	00352 247 849 33	andre.bissen@tr.etat.lu
Malta	Ministry for Transport and Infrastructure		Ms Amanda ZAMMIT	00356 22922240	Amanda.b.zammit@gov.mt
Malta	Ministry for Transport and Infrastructure		Sarah ZARB	00356 22927862	sarah.zarb@gov.mt
Poland	Ministry of Development		Ms Katarzyna AUGUSTYNIAK-BIALIK	0048 22 273 77 37	katarzyna.augustyniak-bialik@mr.gov.pl
Poland	Ministry of Development		Ms Milena KARPIŃSKA	0048 22 273 83 49	milena.karpinska@mr.gov.pl
Portugal	Ministry of Planning and Infrastructure		Mr Eduardo FEIO		
Portugal	Ministry of Planning and Infrastructure		Mr Carlos FREITAS MOTA	00351 21 791 91 43	Carlos.Mota@dgae.min-economia.pt
Romania	Ministry of European Funds		Ms Mihaela TOADER	000372 838 528	mihaela.toader@fonduri-ue.ro
Romania	Ministry of European Funds		Mr Adrian MARGARIT	0040 758 024 819	adrian.maraarit@fonduri-ue.ro
Slovakia	Ministry of Transport, Construction and Regional Development of Slovak Republic		Mr. Juraj MÉRY		Juraj.mery@mindop.sk
Slovenia	Ministry of Infrastructure		Ms Emilija PLACER TUSAR	00386 1 478 82 85	emilija.placer@gov.si
Spain	Ministerio de Fomento		Ms María Carmen CORRAL ESCRIBANO	0034 915 977 602 / 915 975 030	ccorral@fomento.es
Sweden	Ministry of Enterprise, Energy and Communications Government Offices of Sweden		Mr Per Olof LINGWALL	0046 10 123 12 56	per-olof.lingwall@trafikverket.se

COUNTRY	MINISTRY	DEPARTMENT	CONTACT PERSON	PHONE	EMAIL
The Netherlands	Ministry of Infrastructure and the Environment	Netherlands Enterprise Agency	Mr Lambert SMEETS	0031 88 0424242	rvotent@rvo.nl
The Netherlands	Ministry of Infrastructure and the Environment	Netherlands Enterprise Agency	Mr Wim VERGEER	0031 88 0424242	rvotent@rvo.nl
The Netherlands	Ministry of Infrastructure and the Environment	Netherlands Enterprise Agency	Mr Arie BIJL	0031 88 0424242	rvotent@rvo.nl
United Kingdom	Department for Transport		Mr Andrew PRICE	0044 207 944 3709	AndrewD.Price @dft.asi.sov.uk

2017 MULTI ANNUAL (MAP) WORK PROGRAMME (Call Open)



The trans-European airport network includes those commercial airports located in the EU. Projects help to develop air links and the interconnection of air transport and other modal infrastructures and facilities, such as high-speed rail



The trans-European air traffic management (ATM) network comprises the airspace reserved for general aviation, airways, air navigation aids, traffic planning and management systems and the air traffic control system (control centres, surveillance and communications facilities) that are necessary for safe and efficient aviation in the European airspace

Blending Call Priorities

Call	Funding Objectives	Priorities	Budget
Map Blending Call	1. Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections 2. Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety. 3. Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures.	Core Network Corridors	€450 million
		Other Sections of the Core Network	€100 million
		Rail Interoperability	€50 million
		European Rail Traffic Management System (ERTMS)	€100 million
		New Technologies and Innovation	€140 million
		Safe and Secure Infrastructure	€10 million
		Single European Sky – SESAR	€40 million
		Intelligent Transport Services for Road (ITS)	€40 million
		Motorways of the Sea (MoS)	€40 million
		Nodes of the Core Network including Urban Nodes	€10 million
		Multimodal logistics platforms	€20 million

Decarbonised passenger transport at European Airports

RHINE-DANUBE CORRIDOR

Stuttgart Airport is a TEN-T Core Airport and is located on the Rhine –Danube Corridor. This Action is part of a Global Project aimed at developing Stuttgart airport into a CO2 neutral airport. The Flughafen Stuttgart GmbH (FSG) currently operates 15 diesel-powered airport shuttle buses for passenger transport between the terminal and airfield, which generates one quarter of the CO2 emissions produced by the airport's ground services.

As part of plans aimed to reduce the airport's CO2 emissions by 20% by 2020, this Action comprises a real-life pilot deployment of six battery-electric passenger buses and the required charging infrastructure, including nine fast chargers, at Stuttgart airport. The Action will focus on gathering information on operating the ebuses and the fast charging infrastructure in Stuttgart airport and examining the impact of this infrastructure in reducing the airport's CO2 emissions. The knowledge gathered will be shared with industry stakeholders.

Estimated cost of the action:	€1,118,664
Maximum EU contribution:	€559,332
Percentage of EU support:	50%

MEMBER STATES INVOLVED:
Germany

IMPLEMENTATION SCHEDULE:
Start date: October 2014

End date: December 2016

BENEFICIARY & IMPLEMENTING BODY:
Flughafen Stuttgart GmbH

Connection of the railway line Budapest-Arad to the multi-modal hub at Budapest Airport

ORIENT|EAST-MED CORRIDOR

The Action aims at connecting the freight handling areas of Budapest airport to the main Budapest-Arad railway line. The Action is located on the pre-identified Budapest-Arad-Timisoara-Calafat section of the Orient/East-Med Corridor.

The Action consists of 2 activities:

- The upgrading by 4.4 km and extension by 1.7 km of the existing single track railway link from the main line R100A Budapest-Arad to a new rail transhipment area of Budapest Airport
- The re-routing and partial extension of the service road connecting the logistics areas with one another and with the passenger terminal.

In the long term, the Action will stimulate local growth and shift traffic from road to rail, thus reducing traffic on regional roads and the impact of the airport on the environment.

Estimated cost of the action:	€17,460,000
Maximum EU contribution:	€14,841,000
Percentage of EU support:	85%

MEMBER STATES INVOLVED:
Hungary

IMPLEMENTATION SCHEDULE:
Start date: January 2014

End date: September 2019

EUROCONTROL

Deployment of harmonised and interoperable high Performance European Surveillance System (Cohesion Call)

This Action, aims at the deployment of upgraded EUROCONTROL Common Surveillance Products and their required validation prior to operational use by European Air Navigation Service Providers.

These products are: ARTAS (ATM surveillance Tracker And Server) – a surveillance data processing system; SDDS (Surveillance Data Distribution System) – a communication platform for the distribution of Surveillance data; SASS-C (Surveillance Analysis and Support System for Centre) – a set of harmonised methods and tools for the evaluation of Surveillance infrastructure performance.

In the long run, the deployment of common components improves interoperability by using European standards. The Action also supports airport integration into the network.

Estimated cost of the action:	€812,100
Maximum EU contribution:	€690,285
Percentage of EU support:	85%

MEMBER STATES INVOLVED:
Belgium, Czech Republic, Portugal

IMPLEMENTATION SCHEDULE:
Start date: March 2016

End date: December 2020

PROJECT COORDINATOR:
EUROCONTROL

STOCKHOLM SKAVSTA AIRPORT

Skavsta Access 2.0

The objective of the Global Project, of which this action is part of, is to develop the Stockholm Skavsta Airport into a multimodal node with efficient inter-connection between aviation, high-speed rail line and road infrastructure.

The overall objective of the action is threefold:

- increasing airport safety, capacity and accessibility
- consolidating the provision of air navigation services in the Stockholm region to enable safe, efficient and environmentally friendly air traffic
- creating connectivity between aviation, high-speed railway, public transport and road infrastructure

The action includes three implementing activities. The first one aims at upgrading the Instrumental Landing System which will allow the airport to be operative for landing under Low-Visibility Conditions. The second one aims at undertaking strategic transport node analysis. And the third one aims at ensuring proper dissemination and communication to make the project visible to the corresponding stakeholders.

Estimated cost of the action:	€5,393,904
Maximum EU contribution:	€2,696,952
Percentage of EU support:	50%

MEMBER STATES INVOLVED:
Sweden

IMPLEMENTATION SCHEDULE:
Start date: April 2016

End date: December 2019

PROJECT COORDINATOR:
Stockholm Skavsta Flygplats AB

EUROPEAN COMMISSION
DG Regional Policy

3 Cohesion fund

PERIOD
2014 – 2020

GLOBAL BUDGET
€63.4 billion

SECTORS
Energy
Environment
Local development
Transport

ACTIONS
Support to investment
Support to production/ distribution

BENEFICIARIES
Local and Regional Authorities
Public Administrations

GEOGRAPHICAL SCOPE
European Union

Grants contributing to projects in the field of environment and Trans-European Networks in the area of transport infrastructure.

PROGRAMME DETAILS

The Cohesion Fund contributes to interventions in the field of environment and Trans-European Networks. The 2014–2020 programming aims to concentrate on a smaller number of priorities, better linked to the Europe 2020 Strategy.

OBJECTIVES

› To support Member States whose GNI (Gross National Income) per inhabitant is less than 90% of the EU28 average in making investments in TEN-T transport networks and the environment*

PRIORITIES

› Supporting the shift towards a low-carbon economy in all sectors

› Promoting climate change adaptation, risk-prevention and management

› Protecting the environment and promoting resource efficiency

› Promoting sustainable transport and removing bottlenecks in key network infrastructures

› Enhancing institutional capacity and an efficient public administration by strengthening of institutional capacity and the efficiency of public administrations and public services related to implementation of the Cohesion Fund

SCOPE OF SUPPORT

› Investments in the environment

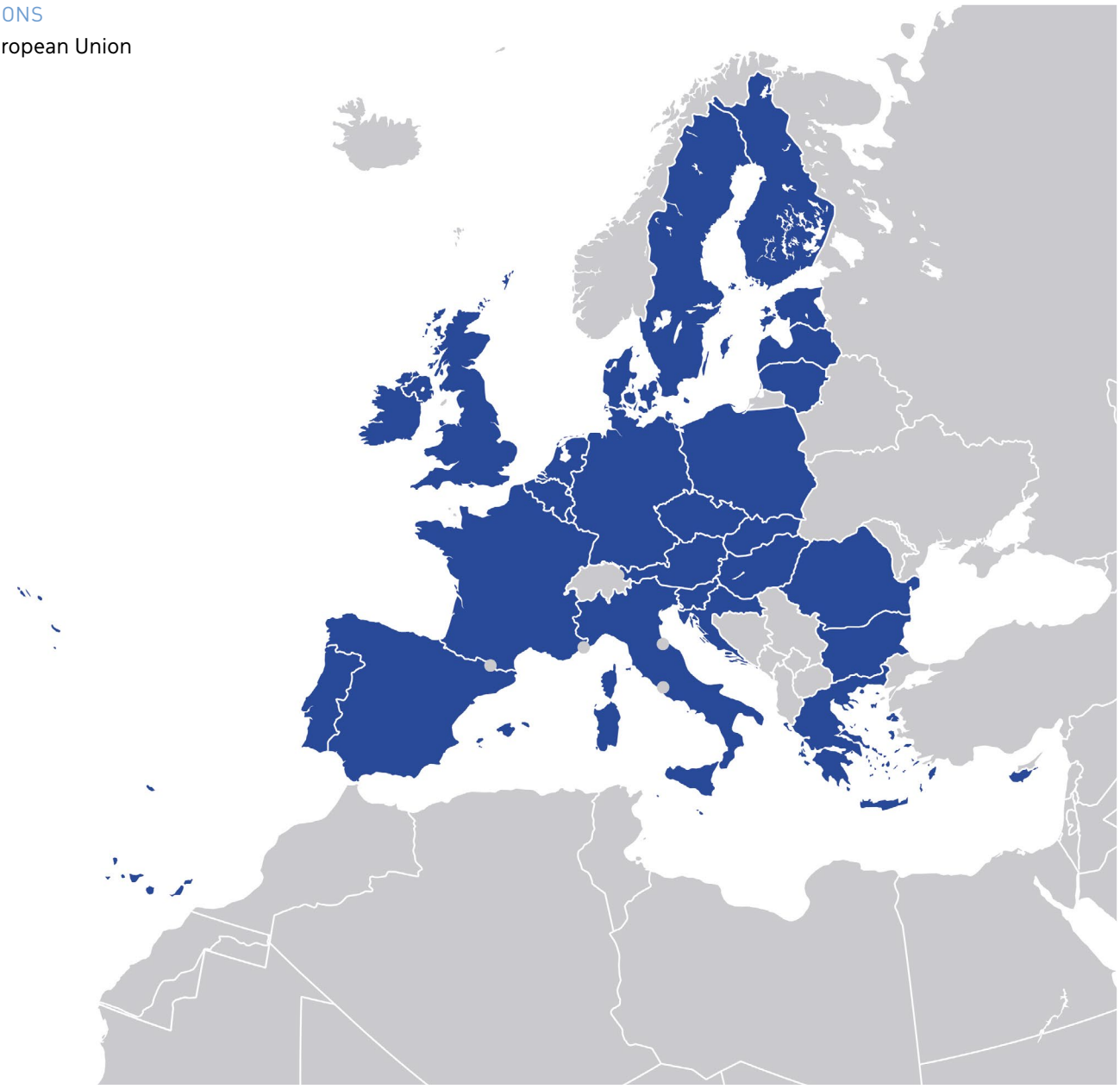
› TEN-T in the area of transport infrastructure under the Connecting Europe Facility (CEF)

› Technical assistance

* Beneficiaries: Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia.

REGIONS

European Union



PROJECT FUNDING

AMOUNT

Depending on the actions.

SELECTION

Each Member State defines its ways of operation. Please contact the management authority in each of the beneficiary countries.

WEBSITE

ec.europa.eu/regional_policy/en/funding/cohesion-fund

CONTACT PERSON

Peter Berkowitz
DG Regional Policy,
Dir G1, Smart & Sustainable Growth
European Commission
peter.berkowitz@ec.europa.eu
+ 32 229 63379

EXAMPLE OF A COHESION FUNDING RECIPIENT



Riga International Airport

€11.48 million from the EU Cohesion Fund have been earmarked for Riga International Airport in the programming period 2014–2020 in order to reduce the airport's impact on the environment, improve security and increase the energy efficiency of the airport's infrastructure.

The €11.48 million provided by the Cohesion Fund will make up 85% of the project's total costs. Riga International Airport will cover the remaining costs.

The project provides for investing in the airport's infrastructure to reduce the impact of the airport's operations on the environment, improve security at the airport and make the airport's infrastructure more energy efficient.

The Central Finance and Contracting Agency will assess and select the project applications. The project has to be completed by December 31, 2023.



4 EIF (European Investment Fund)

Risk finance to benefit small and medium-sized enterprises (SME) across Europe – Financial engineering mechanisms.

PERIOD
2014 – 2020

GLOBAL BUDGET
not communicated

SECTORS
Economy
Finances

ACTIONS
Creation of networks
Creation of products/services
Support to employment
support to investment
Support of production/distribution
Technical assistance

BENEFICIARIES
Corporations
Investment funds
SMEs

GEOGRAPHICAL SCOPE
Balkans
Candidate countries
European Union

PROGRAMME DETAILS

EIF is advising, sponsoring or managing a number of equity Funds-of-funds and guarantee/debt funds on behalf of third party investors, including national and regional governments as well as private strategic investors.

EIF is a specialist provider of risk finance to benefit SMEs. Its shareholders are the EIB and the EU, represented by the European Commission and a wide range of public and private banks and financial institutions.

OBJECTIVES

- To support the EU policy objectives and provide a wide choice of financial solutions tailored to complement existing national schemes to support SMEs
- To foster the regional SMEs lending sector
- To identify and address market failures
- To provide support to SMEs in less developed regions across the EU
- To respond to the particular needs of specific regions in Europe
- To promote regional business development and to use EIF expertise and experience to create market impact through local implementation of financial instruments

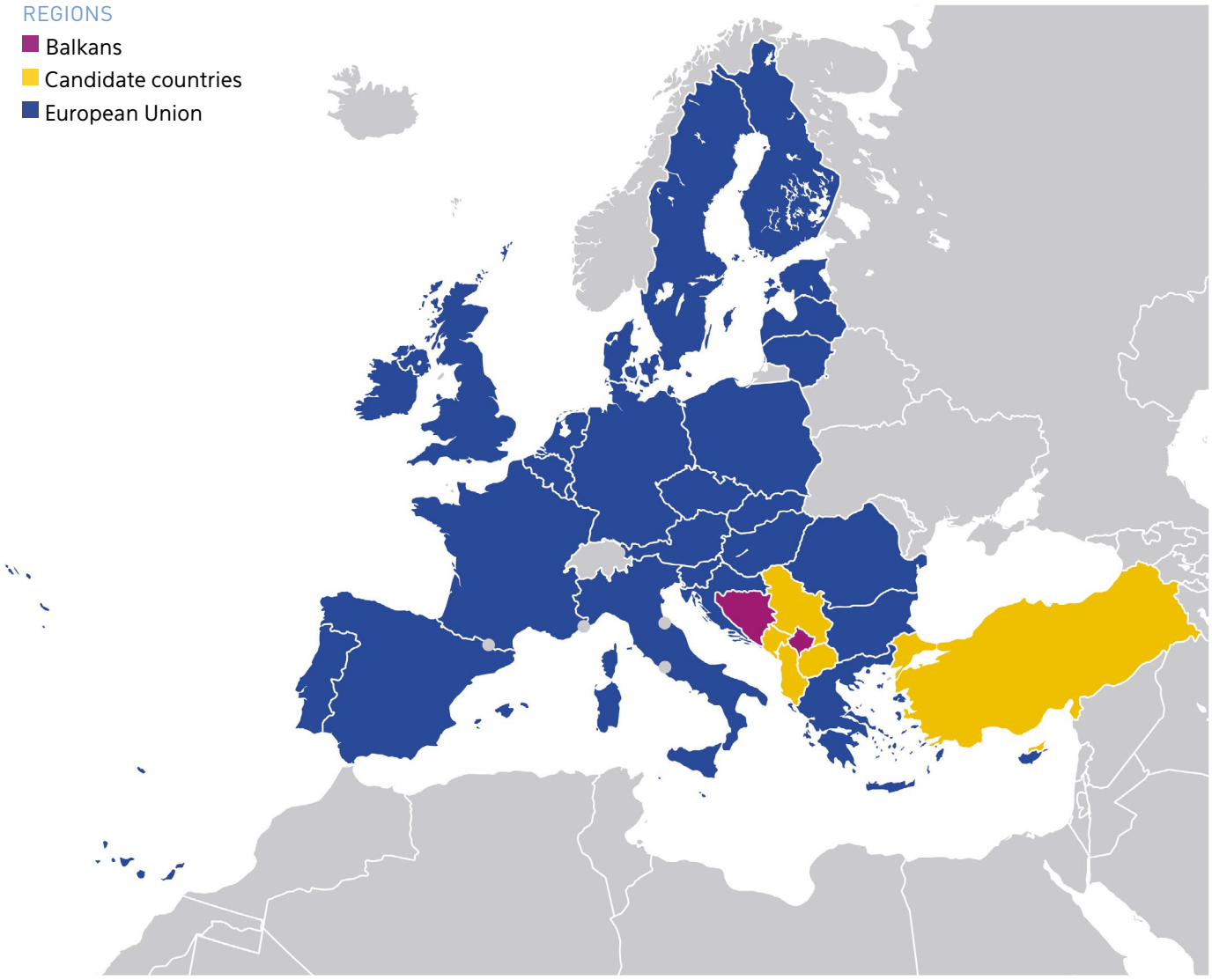
PRODUCTS

The EIF aims at satisfying existing and future market needs by designing financial products:

Equity products
Venture capital and growth funds, mezzanine funds that support SMES. This investment also covers technical transfer and business incubators

Debt products
EIF clients are financial intermediaries providing funding to beneficiaries SMEs

Microfinance
Funding (equity and loans) guarantees technical assistance to micro-credit providers



PROJECT FUNDING

AMOUNT

Depending on the actions.

SELECTION

Each Member State defines its ways of operation. Please contact the management authority in each of the beneficiary countries. The calls for expression of interest to select financial intermediaries can be found on the EIF website: www.eif.org/what_we_do/where/index.htm.

WEBSITE

www.eif.org

CONTACT PERSON

Martina Veit
Policy and Institutional Coordination/ Advisory Services, European Investment Bank
m.veit@eif.org
+ 35 224 858 1308

The table below gives an overview of EIF's initiatives rolled out in partnership with leading national institutions. In the first two years of the current Multiannual Financial Framework (2014–2015), there have been no aviation-related initiatives, but airports could benefit from some of them through an effective coordination with your local/regional/national authorities.

EIF Country & Sector-Specific Initiatives

Geographical scope	EIF-managed Joint Initiative / Fund-of Funds	Sector / Target Group	Business
Cyprus	Cyprus Entrepreneurship Fund (CYPEF)	SMEs	Loans
Latvia, Lithuania & Estonia	Baltic Innovation Fund	Co-investments alongside business angels, family offices and institutional investors into early to growth phase SMEs.	Equity
France (Languedoc-Roussillon)	JEREMIE Languedoc-Roussillon	SMEs, micro-enterprises & individuals based in Languedoc-Roussillon	Loans
France (Provence-Alpes-Côte d'Azur)	JEREMIE Provence-Alpes-Côte d'Azur	SMEs, micro-enterprises & individuals based in Provence-Alpes-Côte d'Azur	Loans
Germany	ERP-EIF Dachfonds	High-tech early and growth-stage enterprises	Equity
	European Angels Fund	Start-ups and high-tech early stage enterprises	Equity
Germany / Bavaria region	LfA-EIF Facility	High-tech early and growth-stage enterprises	Equity
Spain	NEOTEC	Start-ups and high-tech early stage enterprises	Equity
	European Angels Fund – Isabela La Catolica	High-tech early and growth-stage enterprises	
Italy	JEREMIE Campania	SMEs, micro-enterprises and individuals based in Campania, including those focusing on social inclusion and improvement	Loans
	JEREMIE Sicily	SMEs, micro-enterprises & individuals based in Sicily, including, those focusing on social inclusion and improvement	Loans and microloans
	JEREMIE Calabria	SMEs, micro-enterprises & individuals based in Calabria	Loans
Poland	Polish Growth Fund of Funds (PGFF)	Growth-focussed enterprises in Poland, Central and Eastern Europe through portfolio of investments into Venture Capital, Private Equity and Mezzanine funds.	Equity
Portugal	Portugal Venture Capital initiative (PVCi)	Early and development stage enterprises	Equity
Spain	JEREMIE Extremadura	SMEs, micro-enterprises and individuals based in Extremadura	Loans

Geographical scope	EIF-managed Joint Initiative / Fund-of Funds	Sector / Target Group	Business
Turkey	Istanbul Venture Capital Initiative (iVCi)	Early and growth-stage enterprises	Equity
	G 43	SMEs in disadvantaged regions of Turkey	Equity
	Technology Transfer Accelerator Turkey	Start-ups, spin-offs and SMEs based in Turkey	Equity
	Greater Anatolia Guarantee Facility (GAGF)	SMEs in Turkey's least developed provinces	Guarantees
UK	UK FTF L.P.	Early and growth-stage technology enterprises in the ICT, life sciences and advanced manufacturing sectors	Equity
Western Balkan countries: Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Kosovo, Montenegro and Serbia	Western Balkans Enterprise Development & Innovation Facility (WB EDIF)	SMEs in the Western Balkans, helping to develop the local economy as well as the regional Venture Capital markets and at the same time promoting policy reforms to support access to finance through financial engineering instruments.	Equity Guarantees

5 ELENA (European Local Energy Assistance)

European Commission

European Investment Bank

ELENA – European Local ENergy Assistance

European technical assistance facility providing grants to regions and local authorities in order to accelerate their investment programme in the fields of energy and climate change to contribute to achieve the objectives of the "20-20-20" European initiative.

PERIOD
2014 – 2020

GLOBAL BUDGET
€30 million

SECTORS
Energy
Environment
Public Management

ACTIONS
Feasibility and market studies
Structuring of programmes
Business plans
Energy audits
Preparation of tendering procedures and contractual arrangements
Project implementation units
Human Resources funding

BENEFICIARIES
Agencies
Local & Regional Authorities
Non-Profit Organisations
Public Administrations

GEOGRAPHICAL SCOPE
Balkans
Candidate countries
European Economic Area
European Union

PROGRAMME DETAILS

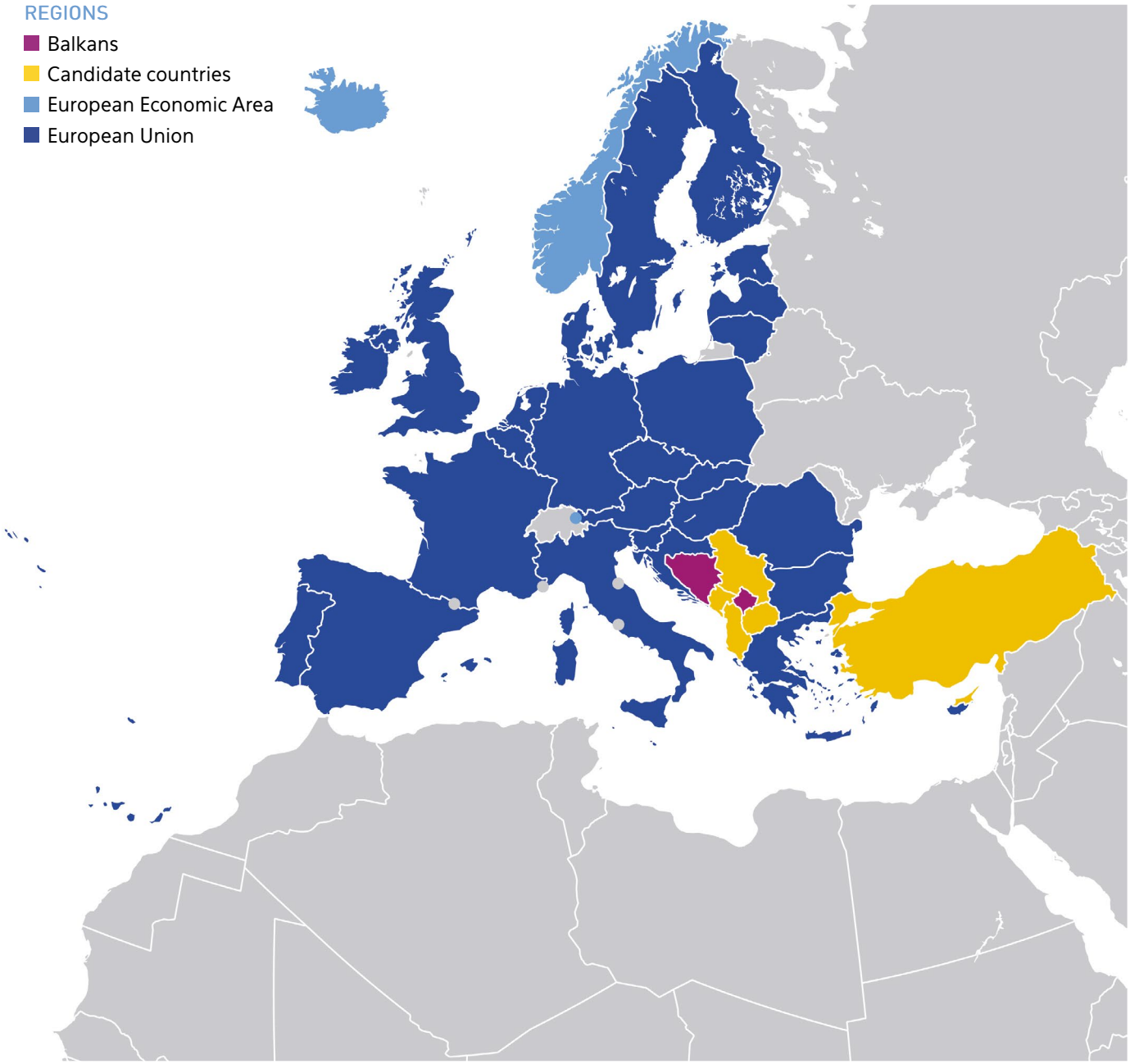
ELENA is a joint initiative of the European Commission and the European Investment Bank, financed by the Horizon 2020 programme. ELENA is a technical assistance facility providing grants for local actors to prepare, implement and finance investments to fight climate change.

OBJECTIVES

- Support regional, local authorities and public groups in accelerating their investment programmes in the fields of energy efficiency and renewable energy sources with a minimum leverage factor of 25 between the investment programme and the grant
- Support the local and regional authorities in contributing to the "20-20-20" initiative of the EU

AREAS

- Public and private buildings
- Integration of renewable energy sources (RES) into the built environment
- Investments into renovating, extending or building new district heating/cooling networks
- Urban transport to support increased energy efficiency and integration of renewable energy sources
- Local infrastructure including smart grids, information and communication technology infrastructure for energy efficiency, energy-efficient urban equipment, inter-modal transport facilities and refuelling infrastructure for alternative fuel vehicles



PROJECT FUNDING

AMOUNT

Up to **90%** of the total eligible costs. There is no specific limits concerning a minimum and maximum costs acceptable for ELENA.

SELECTION

There are no calls for proposals and assistance is granted on a first come first served basis within the limits of the given budget.

WEBSITE

www.eib.org/products/advising/elena/index.htm

CONTACT PERSON

Secretariat office – ELENA
ELENA Unit, European Investment Bank
elena@eib.org
+ 352 437 92 10 00

Since 2011 there have been no-aviation related initiatives. Although the list of projects below is not airport-related, they refer to energy and climate change and hence airports could benefit from some of them through an effective coordination with your local/regional/national authorities:

ELENA Ongoing Projects

TITLE/BENEFICIARY	COUNTRY	SIGNATURE DATE
Vila Nova de Gaia Sustainable Energy Programme – Municipality of Vila Nova de Gaia	Portugal	26/01/2011
Electrobus – Transportes de Barcelona S.A.	Spain	08/04/2011
SPIS – Spårvagnar i Skåne (Tramway in Skåne) – Region of Skåne and The cities of Malmö, Lund and Helsingborg	Sweden	06/05/2011
BRITE – Bristol Retrofitting – Innovative Technologies for Everyone – City of Bristol	United Kingdom	15/05/2012
BES – Birmingham Energy Savers Pathfinder – City of Birmingham	United Kingdom	29/06/2012
The Zero Emission Buses in the Netherlands	The Netherlands	07/12/2012
EOL – Energetska obnova Ljubljane – Energy retrofit programme of public buildings in Ljubljana	Slovenia	09/01/2013
FUENSANTA project	Spain	09/12/2013
Aarhus LRT (Aarhus Light Rain Transit project)	Denmark	16/07/2013
VAMOS (Vert. Une Aide à la Maîtrise de l'Ouvrage Sociale)	Belgium	24/07/2013
ECO.AP (Programma de Efficiencia Energetica na Administracao Publica)	Portugal	15/10/2013
Less energy, Less cost, Less impact (Progetto 3L)	Italy	23/10/2013
CEICAD	Denmark	07/11/2013
SOMACYL	Spain	20/12/2013
Energy Programme Southern Denmark	Denmark	26/02/2014
Central Denmark Energy Planning and Investment (CeDEPI)	Denmark	11/06/2014
London RE:NEW project	United Kingdom	16/07/2014
Sustainable Energy in Prešov Region (SEPR)	Slovakia	18/12/2014
Expérimentation d'un Service Public de la rénovation énergétique en Picardie (Picardie Pass Rénovation)	France	01/10/2014
Energy Renovation of the Buildings of Aarhus Municipality	Denmark	20/10/2014
Global Roadmap for Energy Efficiency and New Energy Resources in Extremadura (GREENER-EX)	Spain	17/12/2014
Municipal Energy Performance Contracting Initiative (MEPCI)	Germany	18/12/2014
Province of Savona Pact for Energy Efficiency and Renewables (PROSPER)	Italy	18/12/2014
Greater Manchester Low Carbon Delivery Unit	United Kingdom	07/05/2015
Municipal Efficiency – Light (ME – L)	Italy	24/07/2015
Funding Action in Bergamo for Emission Reduction (FABER)	Italy	19/08/2015
Newlight	Croatia	26/10/2015
Energy Efficiency Programme for Buildings and Facilities of Bratislava	Slovakia	26/11/2015
Rotterdam-Leiden Heat Infrastructure	The Netherlands	15/12/2015
Towards a sustainable 2020 campus	The Netherlands	22/12/2015
RE: FIT Wales	United Kingdom	22/12/2015

TITLE/BENEFICIARY	COUNTRY	SIGNATURE DATE
AMICA-E	Italy	22/12/2015
U.E.F.A. – European Union ELENA Foggia Facility Assistance	Italy	28/12/2015
Epirus Efficient Eco-friendly Transportation, Public Lighting and Buildings	Greece	26/07/2016
Warmtenet Noordwest	The Netherlands	29/09/2016
Preparation and Mobilisation of Financing for Sustainable Energy Investments in Primorska Region Municipalities (PM4PM)	Slovenia	30/09/2016
Energy Project in Large Cities in Overijssel	The Netherlands	18/11/2016

6 EIB – FEMIP (Facility for Euro-Mediterranean Investment & Partnership)

Non repayable grants for technical assistance in implementing EIB investment activities in the Southern Mediterranean countries.

PERIOD
2014 – 2020

GLOBAL BUDGET
Not communicated

SECTORS
Energy
Industry
Public management
Services
Telecommunications
Tourism
Town planning
Transport

ACTIONS
Support to investment
Support to production/distribution
Technical assistance

BENEFICIARIES
Corporations
Local and Regional authorities
Public Administrations

GEOGRAPHICAL SCOPE
Mediterranean partner countries

PROGRAMME DETAILS

The Technical Assistance Fund is part of the EIB FEMIP programme to support investment in the Southern Mediterranean countries. The Support Fund utilises non-repayable aid granted by the European Commission in support of the EIB investment activities in the Southern Mediterranean countries, assisting promoters during different stages of the project cycle.

OBJECTIVES

Support growth and job creation in two priority areas:

- Micro, small and medium-sized enterprises and industrial sectors
- Creating an investment-friendly environment enabling the private sector to flourish by improving infrastructure in the following sectors: transport (including airports and air transport), environment and human and social capital.

FORMS OF TECHNICAL ASSISTANCE

- Studies or targeted activities upstream of lending operations in the areas of legislative, regulatory and institutional reform, privatisation aimed at strengthening the private sector, the award of concessions and training
- Pre-feasibility of feasibility studies for investment projects relating to the private sector, water and wastewater, the environment, transport and communications, education and health
- Missions to assess the projects being financed
- Project Management Units (PMUs) at the implementation stage, to avoid common problems such as delays and cost overruns

ELIGIBILITY

Technical Assistance window will be used for upstream technical assistance activities which are not necessarily linked to an EIB investment and therefore not eligible for financing under the FEMIP support Fund. Activities that fall under the scope of the TA window are policy, legal, regulatory and institutional reform, sector development strategies, capacity building and training.

REGIONS

Mediterranean partner countries



* Suspended

PROJECT FUNDING

AMOUNT

50% of the total costs.

SELECTION

Participation via calls for tenders for services contracts.

WEBSITE

eib.org/projects/regions/med/about/index.htm

CONTACT PERSON

Flavia Palanza
Special Operations Division,
European Investment Bank
info@eib.org
+ 35 243 79 -1

Approved operations

As of November 2016, the FTF has approved 69 operations a total value of €43.7 million. 77% of the approved amounts are related to technical assistance operations while 23% are linked to risk capital operations. The full list of approved operations is available in the latest Annual Report.

EXAMPLES OF APPROVED OPERATIONS

No airport-related projects are currently financed. We include some examples of funding in transport in order to show the vast possibilities of the programme.

Railway feasibility study and environmental and social impact scoping in Morocco

The introduction of a railway connection between Tanger and Tetouan, part of the Melloussa-Tetouan line, is essential for improving regional cohesion and connectivity. It will also help reduce the environmental impact of transport, which is currently almost entirely road-based. The project is expected to lead to lower levels of CO_2 emissions and other air pollutants, and should help to reduce transport accidents and noise.

The FTF is supporting the project in its preparation phase through the CAMENA climate action envelope by financing a high performance railway feasibility study with a technical assistance grant of €550 000.

Technical assistance to modernise critical road infrastructure in Tunisia

The technical assistance to the promoter of a road modernisation project in Tunisia (Modernisation Routière I – II and Voiries Prioritaires V), financed by the FTF with €2.1 million, aims to provide targeted support, including transfer of knowledge to the project implementation unit within the promoter, in order to optimise monitoring of projects, particularly in relation to environmental and social aspects.

The TA will thereby strengthen national capacities in road infrastructure project management. It will also contribute to achieving the country's transport strategy to provide better access to the main cities and regions, and to reduce road congestion and accidents.



7 EIB – Financing the South East Europe Neighbour Countries

Loans financing projects aiding economic development prior to the start of membership negotiations.

PERIOD
2014 – 2020

ANNUAL BUDGET
€575 million

SECTORS
Energy
Enlargement
Environment
Health
Local development

ACTIONS
Development aid
Support to investment
Technical assistance

BENEFICIARIES
Corporations
Local and Regional authorities
Public Administrations
SMEs

GEOGRAPHICAL SCOPE
Albania, Bosnia and Herzegovina, the former Yugoslav Republic of Macedonia, Kosovo, Montenegro, Serbia, and Turkey

PROGRAMME DETAILS

The EIB provides funding under an external European lending mandate in the South-East neighbour countries of Europe. Thematic priorities and financing operations of the EIB vary from one country to another.

OBJECTIVES

- Meet the requirements of EU legislation
- Aid economic development prior to the start of membership negotiations

TOOLS

- Loans, intermediated loans
- Microfinance
- Guarantees
- Equity and debt funding
- Technical assistance

EXAMPLES OF FINANCED ACTIONS:

Turkey
Support to SMEs, to the sector of energy, Earthquake Risk Mitigation, Infrastructure in the field of transport and environment

Albania, Serbia and Montenegro, Former Yugoslav Republic of Macedonia and Bosnia-Herzegovina
Upgrading of the infrastructure networks, support to the energy sector, infrastructures in the field of health and education, improving the environment and quality of life, assistance to the private sector, support to SMEs

REGIONS

- Albania, Bosnia and Herzegovina, the former Yugoslav Republic of Macedonia, Kosovo, Montenegro, Serbia, and Turkey.



PROJECT FUNDING

The EIB works closely with the European Commission, combining grants and loans in the pre-Accession region to achieve an optimum financing package. Financing foreign direct investment receives particular emphasis.

AMOUNT

Individual loans, global loans, venture capital finance.

SELECTION

At any time.

NOTE

Other instruments for pre-accession countries include IPA II and JASPERS (see pages 98 & 102).

WEBSITE

eib.org/projects/regions/enlargement/index.htm

CONTACT PERSON

Dominique Courbin
European Investment Bank
d.courbin@eib.org
+ 352 4397-1

8 EIB – Intermediated loans

PERIOD
2014 – 2020

ANNUAL BUDGET
Around €40 billion

SECTORS
Economy/Finances
Energy
Environment
New technologies
Telecommunications
Transport

ACTIONS
Support to investment

BENEFICIARIES
Banks
Corporations
Investment funds
Local and Regional authorities
Public Administrations
SMEs

GEOGRAPHICAL SCOPE
Africa-Caribbean-Pacific
Asia
Balkans
Candidate countries
European Union
Latin America
Mediterranean countries

Loans for financial intermediaries to support small or medium European projects.

PROGRAMME DETAILS
Credit lines made available to banks of financial institutions, which decline the proceeds for small or medium-scale investment projects meeting the Bank's criteria. To complement EIB financing, the intermediary also advances funds in support of the projects concerned. EIB Intermediated loans are lines of credit or indirect loans designed to permit the financing of projects with a total investment cost of less than €25 million (€10 million in the case of ACP).

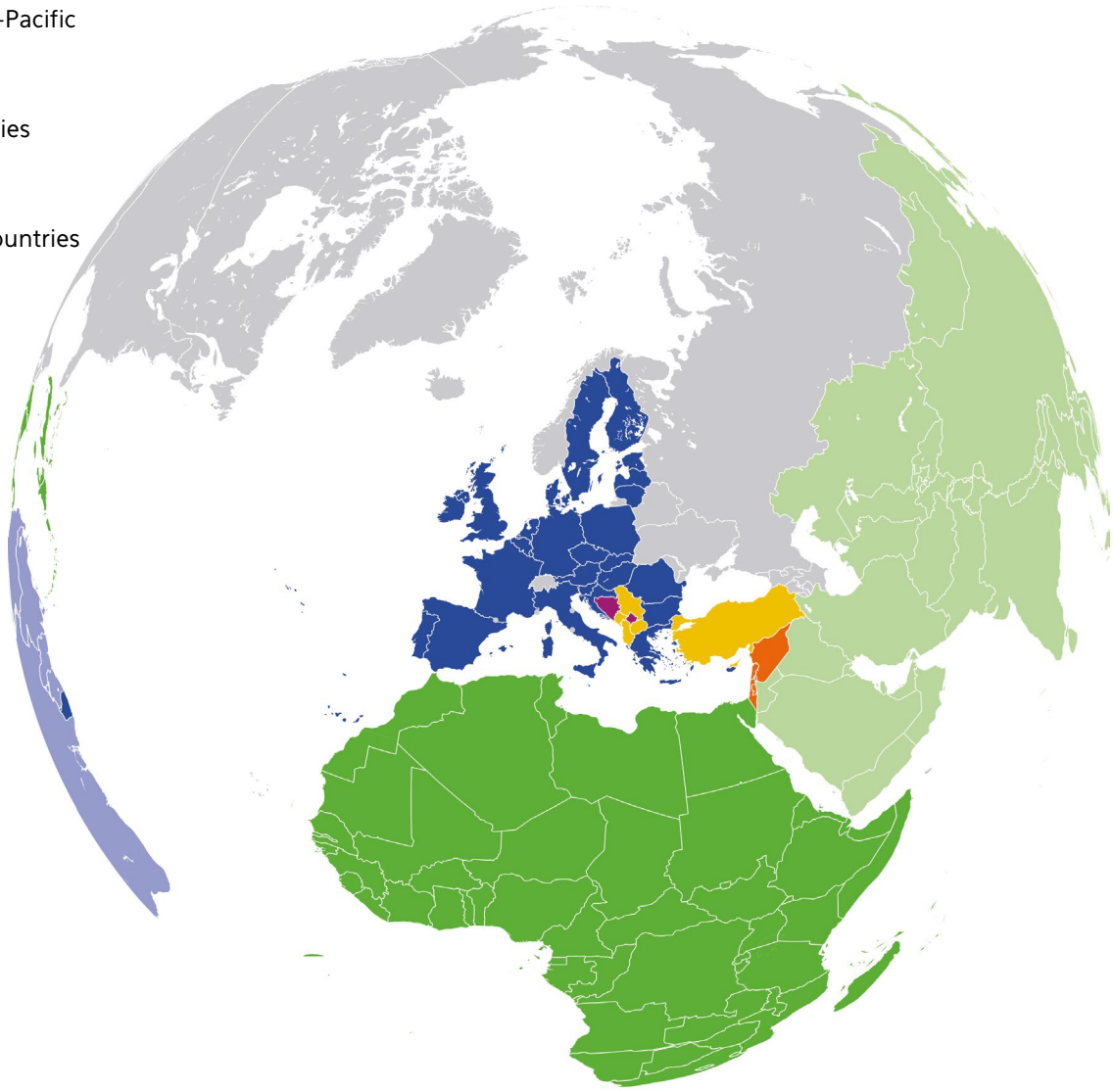
OBJECTIVE
- Providing long term EIB funds for financing smaller projects implemented by the SME sector of by municipalities under favourable conditions

FINANCED ACTIONS
- Credit lines to financial intermediaries – EIB partner banks that on-lend EIB funds under their own management, at their own risk and own conditions
- On-lending activities should benefit from the favourable lending conditions of the EIB

CONDITIONS AND CRITERIA
- Loans are from 5 up to 12 years
- The EIB offers fixed interest rates, revisable fixed and convertible rates
- Variable loans can be available as a spread below LIBOR for full maturity of the loan at the time of each draw down
- No commitment fees or non-utilisation fees will be charged. However, fees may be charged in some cases where necessary, for a project's appraisal and required legal services
- Adequate security is sought from a bank, banking syndicate, financial institution or large well diversified parent company with a good credit rating
- The EIB seeks assurances that no other creditor is in a more favourable positions than itself
- Project progress is monitored and on-site inspections may be carried out. An end evaluation may also be produced

REGIONS

- Africa-Caribbean-Pacific
- Asia
- Balkans
- Candidate countries
- European Union
- Latin America
- Mediterranean countries



PROJECT FUNDING

AMOUNT

Projects costing less than **€25 million**; up to **50%** of the total cost of any project; **100%** in some cases.

SELECTION

At any time. Requests for credits financed in the framework of the global loans should be addressed directly to one of the intermediary banks and financing institutions which operate on the national, regional or local level.

WEBSITE

eib.org/products/lending/intermediated/index.htm

CONTACT PERSON

Peggy Nylund Green
Communication and Information Department,
European Investment Bank
info@eib.org
+ 35 243 79-1

9 EIB – Project loans

PERIOD
2014 – 2020

GLOBAL BUDGET
Not communicated

SECTORS
Agriculture – Fisheries
Economy-finances
Energy
Local development
Telecommunications
Town planning
Transport

ACTIONS
Creations of products/ services
Support to investment

BENEFICIARIES
Agencies, Chambers
Banks
Corporations
Federations, Unions
Local and Regional authorities

GEOGRAPHICAL SCOPE
European Union

Loans for investment projects contributing to EU policy objectives in all sectors of the economy.

PROGRAMME DETAILS

Individual loans are one of the financial facilities of the EIB. These direct loans are granted to projects where the total investment cost exceeds €25 million.

OBJECTIVES

- Projects taking place within the EU considered for EIB financing must contribute to one or more of the following general policy objectives:
- Strengthening economic and social cohesion by promoting business activity to foster the economic advancement of the less favoured regions
- Improving infrastructure and services in the health and education sectors
- Developing transport, telecommunications and energy transfer infrastructure networks with a EU dimension
- Preserving the natural and urban environment, notably by drawing on renewable energy and tackling international issues such as climate changes
- Securing the energy supply base by more rational use, harnessing of indigenous resources and import diversification
- Assist in the development of SMEs by enhancing the financial environment in which the operate

FINANCED ACTIONS

- Financing individual projects or multi-annual investment programmes using a single "framework loan". This funds a range of projects most frequently regarding infrastructure, energy efficiency/renewables, transport and urban renovation.

CONDITIONS AND CRITERIA

- Investment projects or programmes whose total investment cost exceeds €25 million or not supported by national programmes intermediate loans from the EIB

Eligible borrowers:

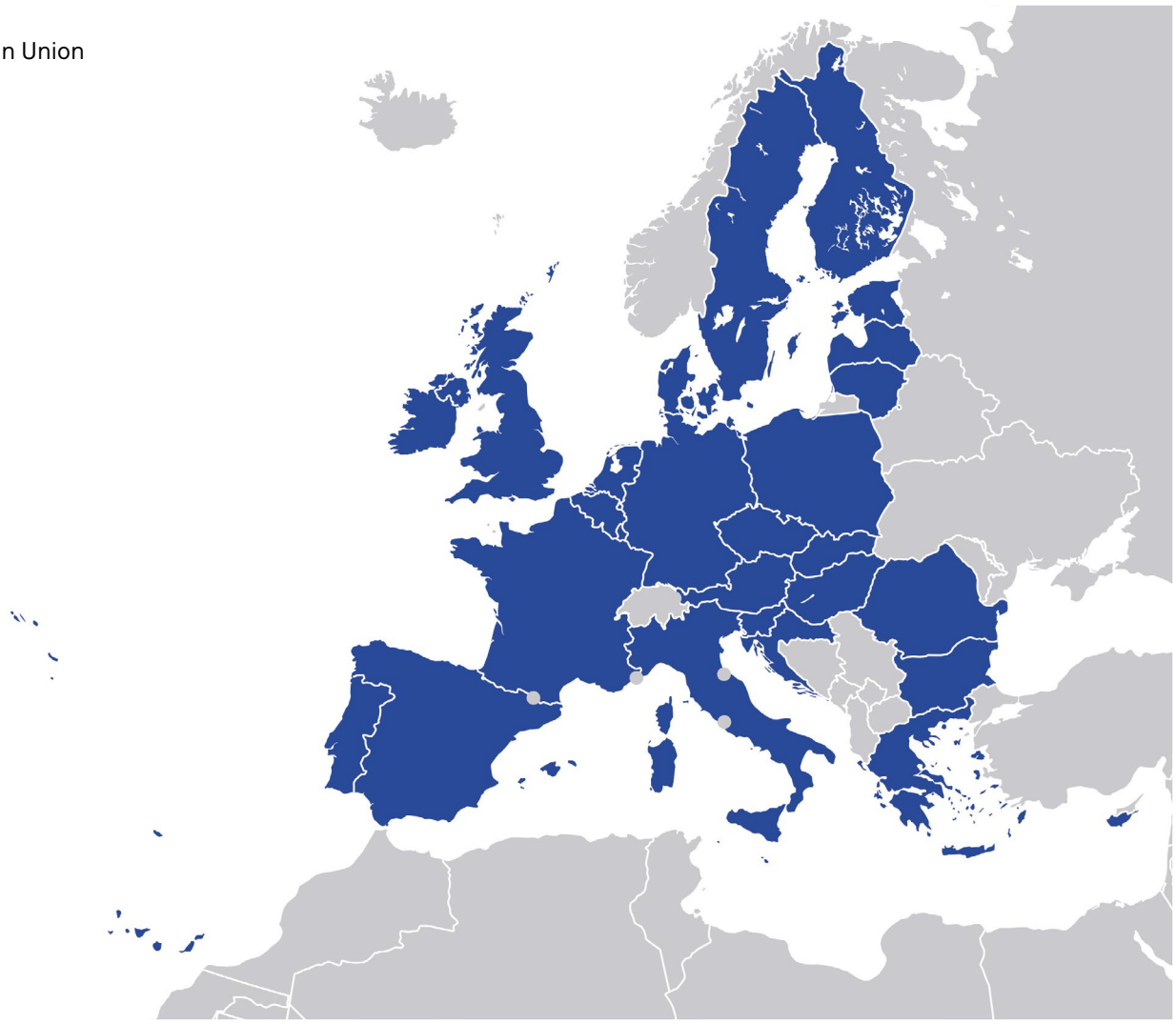
- Promoters of public or private sector.

MATURITY

- In the industrial sector up to 12 years
- For infrastructure projects 20 years, or more in exceptional cases

REGIONS

European Union



PROJECT FUNDING

AMOUNT

EIB loan amount up to **50%** of the amount invested (**33%** on average).

SELECTION

Any time, all year long. Project promoters are required to provide a detailed description of their capital investment together with the prospective financing arrangements, technical and environmental data. The application must be addressed directly to the EIB.

WEBSITE

www.eib.org/products/lending/index.htm

CONTACT PERSON

Peggy Nylund Green
Communication and Information Department,
European Investment Bank
info@eib.org
+ 35 243 79-1

Helsinki Airport Expansion

PROMOTER- FINANCIAL INTERNMEDIARY :
FINAVIA OYJ

DESCRIPTION
The project concerns the phased expansion of the Helsinki Airport in order to cater for future growth in traffic and to improve passenger service standards. It includes the extension of Terminal 2 with two additional piers and baggage handling systems (BHS), additional apron capacity and various associated landside and airside infrastructure. The project will increase the capacity of the airport from 16 to 24 million passengers per year.

OBJECTIVES
The project will enhance capacity and improve operational efficiency at Helsinki Airport, benefiting both passengers and airport companies. The project is expected to have a strong economic justification, as required by the Transport Lending Policy. This will be further reviewed during project appraisal.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
€300 million

TOTAL COST (APPROXIMATE AMOUNT):
€675 million

STATUS:
Signed – 04/02/2016

Schiphol Amsterdam Airport Capacity Expansion

PROMOTER – FINANCIAL INTERMEDIARY:
SCHIPHOL NEDERLAND BV

DESCRIPTION
The project comprises the construction of a new Pier A and passenger terminal infrastructure at Schiphol Amsterdam Airport to increase overall handling capacity and improve the efficiency of transfer operations.

OBJECTIVES
The project should lead to significant improvements in efficiency and passenger experience and will enable the airport as a whole to provide additional capacity and to ensure the continuity of high-quality services in order to cater for the anticipated increase in demand.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
€350 million

TOTAL COST (APPROXIMATE AMOUNT):
Not disclosed.

STATUS:
Approved – 13/01/2017

EXAMPLES OF EIB FUNDING RECIPIENTS

ADP ORLY Airport Development 2016-2020

PROMOTER – FINANCIAL INTERMEDIARY:
AEROPORTS DE PARIS

DESCRIPTION
Modernisation and expansion of Paris-Orly Airport in France in accordance with the Paris Orly nouvel envol plan.

OBJECTIVES
It will improve operational robustness and passenger service standards and will provide additional terminal capacity to enable the airport to handle future growth in traffic. The project will raise the annual handling capacity from 27 to 32.5 million passengers per year to 2020.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
€300 million

TOTAL COST (APPROXIMATE AMOUNT):
€625 million

STATUS:
Approved – 22/12/2016

FRANKFURT FLUGHAFEN Terminal 3

PROMOTER – FINANCIAL INTERMEDIARY:
FRAPORT AG FRANKFURT AIRPORT SERVICES WORLDWIDE

DESCRIPTION
The proposed investment loan will finance part of the first development phase of the new Terminal 3 at Frankfurt Airport. The Project includes the provision of the main terminal building with two piers and 24 stands, the link of the existing baggage conveyor system, an additional Sky Line people-mover system and various associated airside and landside works.

OBJECTIVES
The proposed project expands the airport infrastructure to accommodate future traffic growth and improve passenger service standards at Germany's main international air transport hub.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
€400 million

TOTAL COST (APPROXIMATE AMOUNT):
Not disclosed.

STATUS:
Approved – 14/04/2016

DUBROVNIK AIRPORT Development

PROMOTER – FINANCIAL INTERMEDIARY:
Dubrovnik Airport d.o.o.

DESCRIPTION
The project concerns the expansion and upgrade of Dubrovnik Airport. It includes additional passenger terminal and apron capacity, the rehabilitation of the runway and taxiways, the relocation of the fuel farm and a range of other important infrastructure improvements. The project will be co-financed with EU structural funds and JASPERS has assisted the promoter with the preparation of the project and the application for funding.

OBJECTIVES
The project will enable the airport to cater for future growth in traffic and improve safety and service standards.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
€32 million

TOTAL COST (APPROXIMATE AMOUNT):
€274 million

STATUS:
Signed – 05/10/2015.

EUROPEAN COMMISSION
DG Regional Policy

European Union
European Regional Development Fund
Investing in your future

10 ERDF (European Regional Development Fund)

Grants for project which aims to reinforce economic, social and territorial cohesion by redressing the main regional imbalances.

PERIOD

2014 – 2020

GLOBAL BUDGET

During the period 2014–2020 the European Union will allocate over €325 billion (in 2011 prices) to its cohesion policy, including almost €256 billion to two of the Structural Funds: the ERDF and the ESF. The share of this budget dedicated to the ERDF will be decided on the level of each EU Member State. Estimation: **€183.3 billion**

SECTORS

Energy
Environment
Industry
Innovation
Local development
New technologies
SME Policy

ACTIONS

Communication activities
Creation of networks
Creation of products/services
Creation of tools
Research activities
Support to investment
Support to production/distribution

BENEFICIARIES

Agencies, Chambers
Local and Regional authorities
Non-profit organisations
Public Administrations
Research centres
SMES
Training Centres

GEOGRAPHICAL SCOPE

European Union

PROGRAMME DETAILS

The European Regional Development Fund (ERDF) – together with the European Social Fund (ESF) and the cohesion Fund – is one of the main financial instruments of the EU's cohesion policy. Its purpose is to contribute to reducing disparities between the levels of development of European regions and to reduce the backwardness of the least favoured regions. Particular attention is to be paid to regions which suffer from severe and permanent natural or demographic handicaps such as the northernmost regions with very low population density as well as island, cross-border and mountain regions.

OBJECTIVES

Following several revisions of the rules governing them, the ERDF, ESF and the Cohesion Fund have two main goals for the period 2014–2020, namely:

- Investment for growth and jobs — aiming to strengthen the labour market and regional economies
- European territorial cooperation — aiming to strengthen cross-border, transnational and interregional cooperation within the European Union.

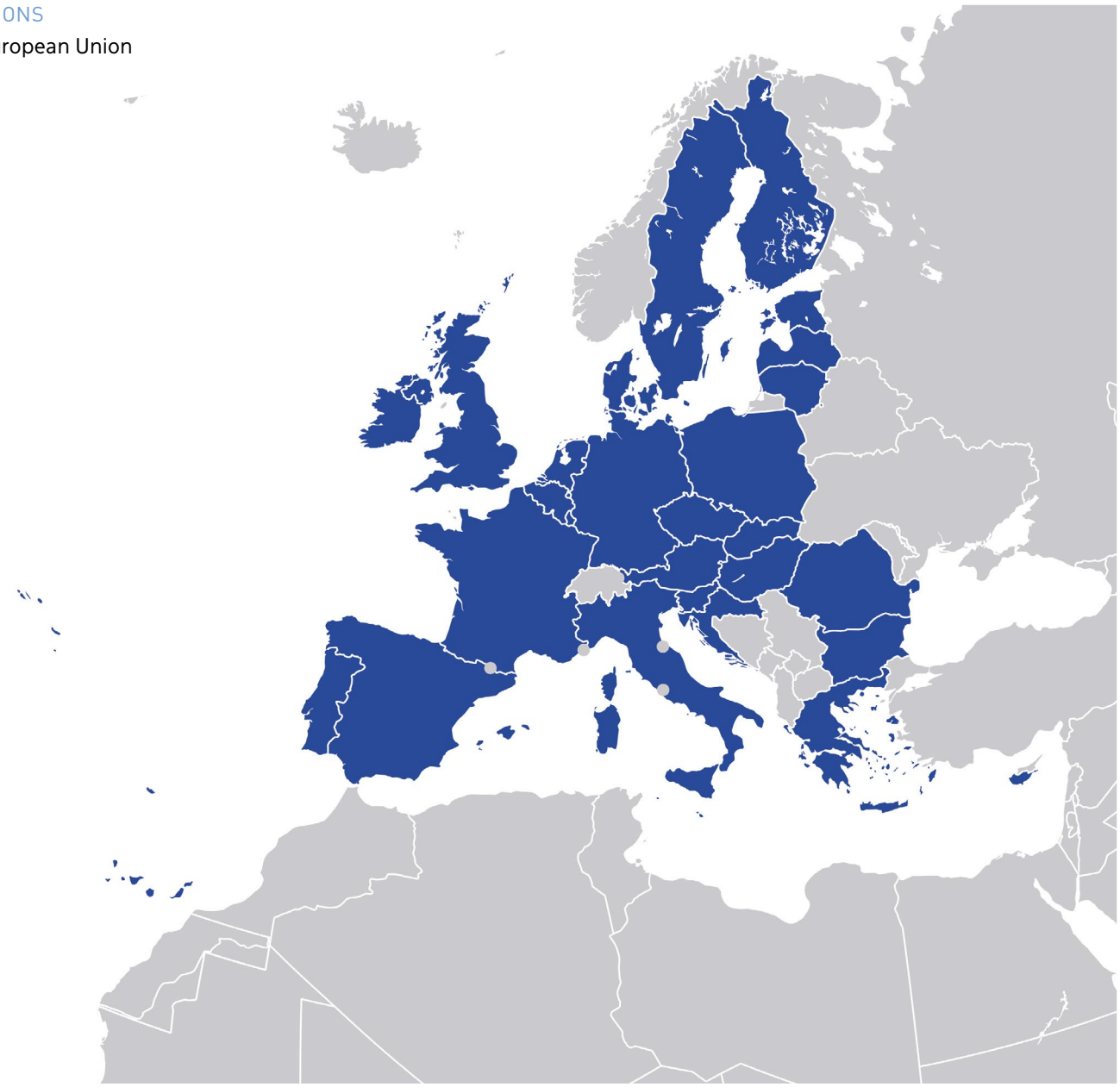
Eleven thematic objectives were set up in accordance with the Europe 2020 objectives for smart, sustainable and inclusive growth:

- Strengthening research, technological development and innovation
- Enhancing access to, and use and quality of, information and communication technologies
- Enhancing the competitiveness of small and medium-sized enterprises, the agricultural sector and the fisheries and the aquaculture sector
- Supporting the shift towards a low-carbon economy in all sectors
- Promoting climate change adaptation, risk prevention and management
- Protecting the environment and promoting energy resource efficiency
- Promoting sustainable transport and removing bottlenecks in key network infrastructures
- Promoting employment and supporting labour mobility
- Promoting social inclusion and combating poverty
- Investing in education, skills and lifelong learning
- Enhancing institutional capacity and an efficient public administration

ERDF and ESF	**Investment for growth and jobs**	Less developed regions	164 279
		Transition regions	32 085
		Special allocation for outermost and sparsely populated regions	1 387
		More developed regions	49 271
ERDF	**European territorial cooperation**		8 948

REGIONS

European Union



PROJECT FUNDING

AMOUNT

The level of co-financing required in projects financed by the ERDF is geared to the development of the regions concerned. In the less developed regions (and outermost regions) the ERDF can finance up to **85%** of the cost of the project. In the transition regions this can be up to **60%** of the cost of the project, and in the more developed regions up to **50%**.

SELECTION

Each Member State defines its way of operating. Please contact the management authority (see website information below) for details of the selection procedures.

WEBSITE

ec.europa.eu/regional_policy/index_en.cfm
ec.europa.eu/regional_policy/en/atlas/managing-authorities/

CONTACT PERSON

Eva Maria Szavuj
EG Regional Policy,
European Commission
eva-maria.szavuj@ec.europa.eu
+ 32 229 67448

EUROPEAN COMMISSION
DG Regional Policy

European Union
European Regional Development Fund
Investing in your future

10.1 ERDF – Investment for Growth and Jobs Goal

Grant for investment for growth and jobs.

PERIOD

2014 – 2020

GLOBAL BUDGET

Estimated **€174.3 billion**

SECTORS

Education-Training
Employment
Energy
Industry
Innovation
SME policy
Transport

ACTIONS

Creation of networks
Creation of products/services
Creation of tools
Mobility activities
Support to employment
Support to investment
Training activities

BENEFICIARIES

Agencies, Chambers
Local and Regional Authorities
Non-profit organisations
Public Administrations
Research centres
SMEs
Training centres
Universities

GEOGRAPHICAL SCOPE

European Union

PROGRAMME DETAILS

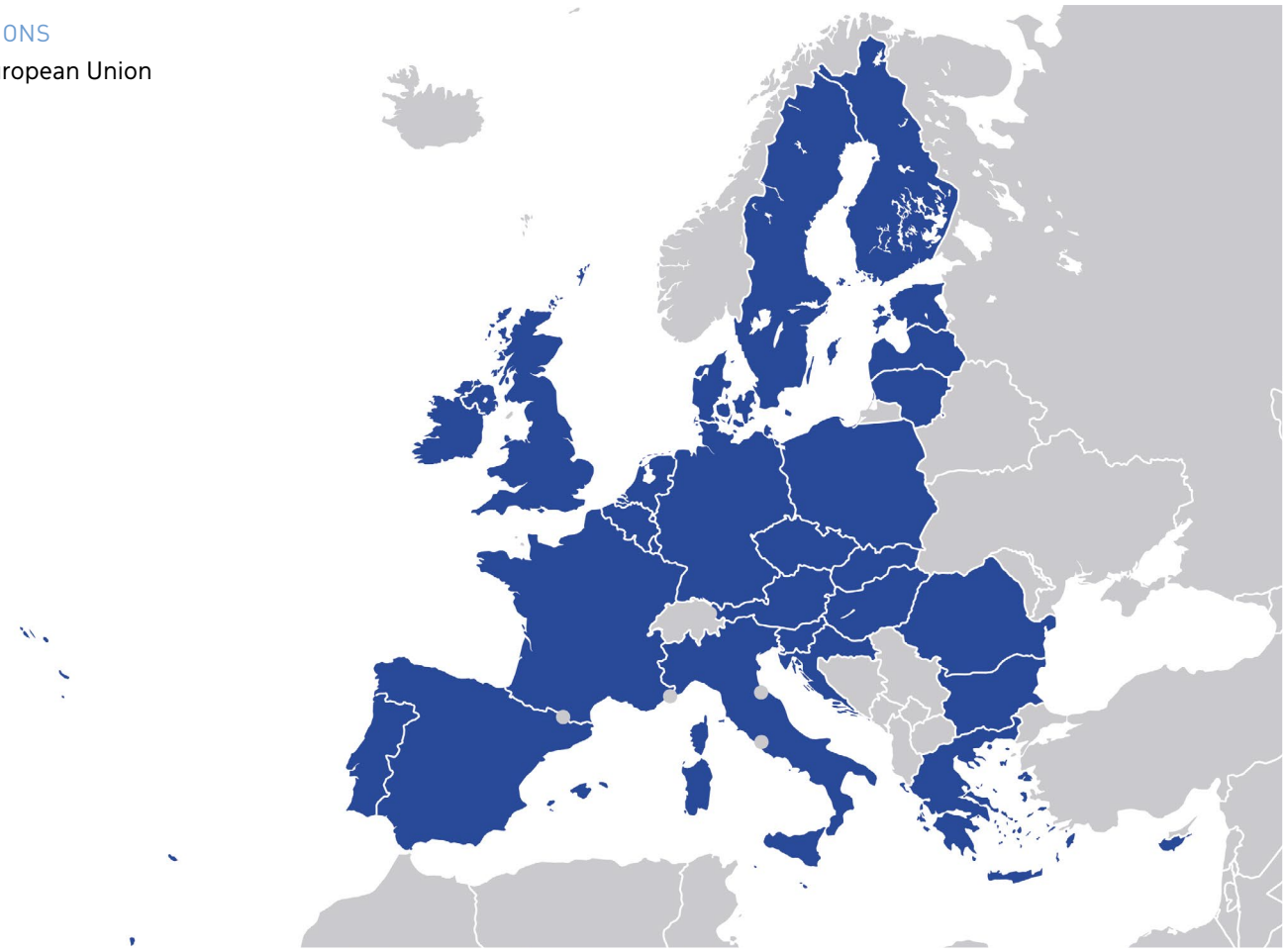
"Investment for growth and jobs" goal is one of the Community objectives of the 2014–2020 financial instrument for the implementation of the ERDF.

OBJECTIVES

- To strengthen research, technological development and innovation
- To promote employment and supporting labour mobility
- To invest in education, skills and lifelong learning
- To promote social inclusion and combating poverty
- To enhance access to, and use and quality of, information and communication technologies
- To enhance the competitiveness of small and medium-sized enterprises
- To support the shift towards a low carbon economy in all sectors

REGIONS

European Union



PROJECT FUNDING

AMOUNT

The co-financing rate of operational programmes depends on the category of the region and on the fund:

1. **85%** for the Cohesion Fund;
2. **85%** for the less developed regions of Member States whose average GDP per capita for the period 2007-2009 was below the **85%** of the EU-27 average during the same period;
3. **85%** for the outermost regions;
4. **80%** for the less developed regions of Member States other than those referred to in point 2;
5. **80%** for all regions whose GDP per capita used as an eligibility criterion for the 2007-2013 programming period was less than **75%** of the average of the EU-25 but whose GDP per capita is above **75%** of the GDP average of the EU-27;
6. **80%** for regions receiving transitional support for the 2007-2013 programming period;
7. **60%** for the transition regions other than those referred to in point 6;
8. **50%** for the more developed regions other than those referred to in point 5.

SELECTION

Each Member State defines its way of operating. Please contact the management authority (see website information below) for details of the selection procedures.

WEBSITE

ec.europa.eu/regional_policy/index_en.cfm
ec.europa.eu/regional_policy/en/atlas/managing-authorities/

CONTACT PERSON

Eva Maria Szavuj
EG Regional Policy,
European Commission
Eva-maria.szavuj@ec.europa.eu
+ 32 229 67448

10.2 ERDF – European Territorial Cooperation Goal (ETC) – INTERREG 5

Grants for projects aiming to enhance territorial cooperation in Europe.

PERIOD

2014 – 2020

GLOBAL BUDGET

Estimated **€10.1 billion**

SECTORS

Education
Training
Employment
Energy
Environment
Public management
Social Affairs
Transport

ACTIONS

Exchange of know-how
Mobility activities
Research activities
Support to employment
Support to investment
support to production/distribution
Training activities.

BENEFICIARIES

Corporations
Local and Regional authorities
Non-profit organisations
Public Administrations
Research centres
SMEs
Training centres

GEOGRAPHICAL SCOPE

European Union
European Economic Area
Switzerland

PROGRAMME DETAILS

The new European territorial cooperation goal is the successor of the 2007-2013 programme with the same name. Financed by the ERDF, European Territorial Cooperation is one of the goals of cohesion policy and provides a framework for the implementation of joint actions and policy exchanges between national, regional and local actors from different Member States. For the period 2014–2020, the programme seeks to concentrate funding on a smaller number of priorities better linked to the Europe 2020 Strategy, focus on results, monitor progress towards agreed objectives, increase the use of conditionalities and simplify the delivery.

STRUCTURE

Cross border cooperation

€6.6 billion. It aims to promote integrated regional development between neighbouring lands.

Transnational cooperation

€2.1 billion. It aims to achieve a higher degree of territorial integration of transnational territories, thus contribution to territorial cohesion across the Union.

Interregional cooperation

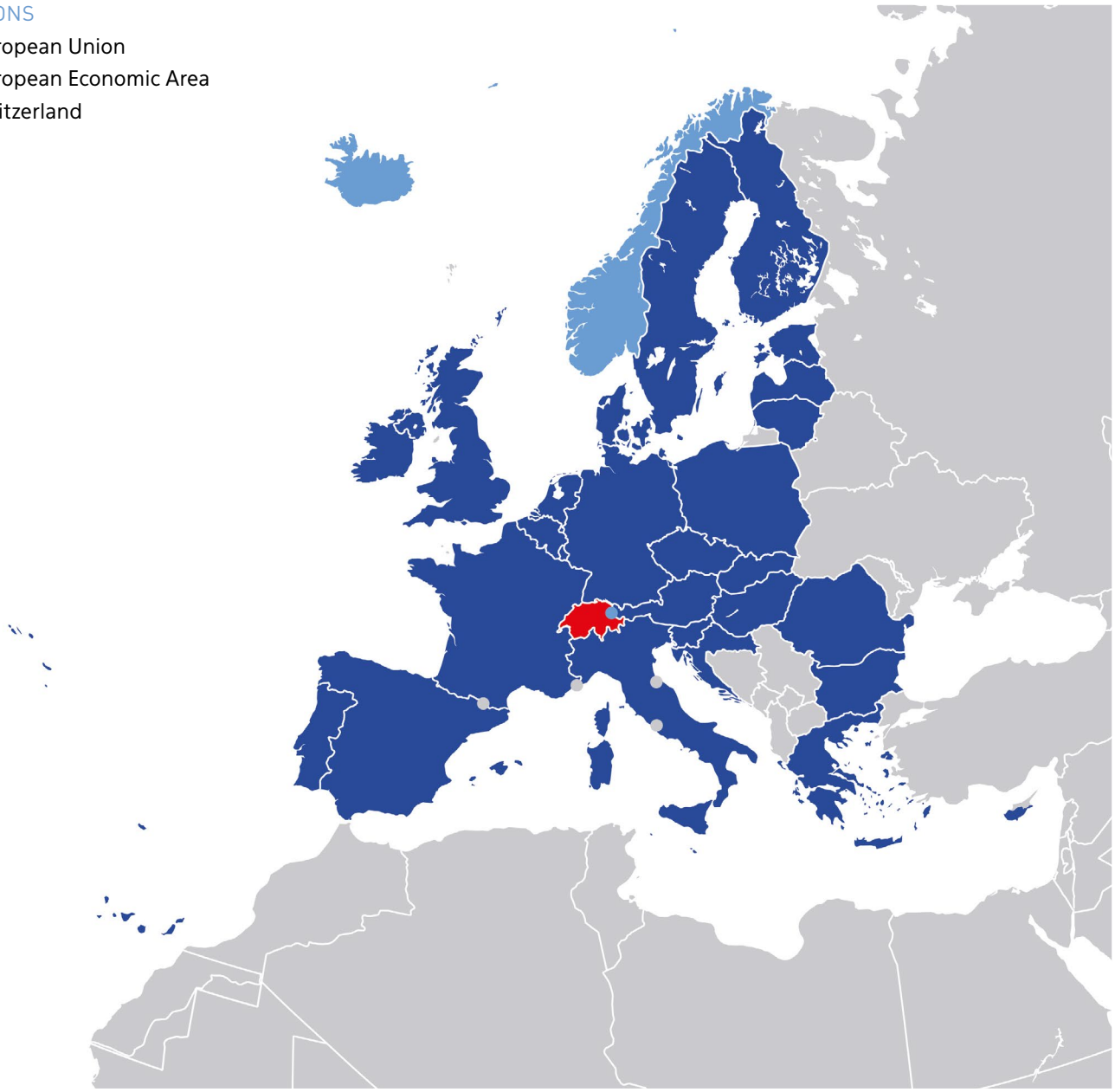
€500 million. It aims to reinforce the effectiveness of cohesion policy through exchange of experience and analysis of development trends.

THEMATIC OBJECTIVES

- Strengthening research, technological development and innovation
- Enhancing access to and use and quality of ICT
- Enhancing the competitiveness of SMEs
- Supporting the shift towards a low-carbon economy in all sectors
- Promoting climate change adaptation, risk prevention and management
- Protecting the environment and resource efficiency
- Promoting sustainable transport and removing bottlenecks in key network infrastructures
- Promoting employment and supporting labour mobility
- Promoting social inclusion and combating poverty
- Investing in education, skills and lifelong learning
- Enhancing institutional capacity and an efficient public administration

REGIONS

- European Union
- European Economic Area
- Switzerland



PROJECT FUNDING

AMOUNT

Depends on the action. Up to **75%** of eligible costs.

SELECTION

Each group of regions (area) defines its priorities. Please contact the management authority (see website information below) about the selection procedures.

WEBSITE

ec.europa.eu/regional_policy/en/policy/cooperation/european-territorial/
ec.europa.eu/regional_policy/en/atlas/managing-authorities/

CONTACT PERSON

Andrea Mairate
DG Regional Development,
European Commission
andrea.mairate@ec.europa.eu
+ 32 229 50298

10.3 ERDF – European Territorial Cooperation Goal (ETC) – INTERREG 5 A – Cross-border cooperation

Grants for projects aiming to enhance cross-border cooperation in Europe.

PERIOD
2014 – 2020

GLOBAL BUDGET
Estimated **€6 billion**

SECTORS
Co-operation and development
Local development

ACTIONS
Exchange of know-how
Mobility activities
Technical assistance
Training activities

BENEFICIARIES
Agencies, Chambers
Local and Regional Authorities
Non-profit organisations
Public Administrations
Research centres
SMEs
Training centres

GEOGRAPHICAL SCOPE
European Union
European Economic Area
Switzerland

PROGRAMME DETAILS

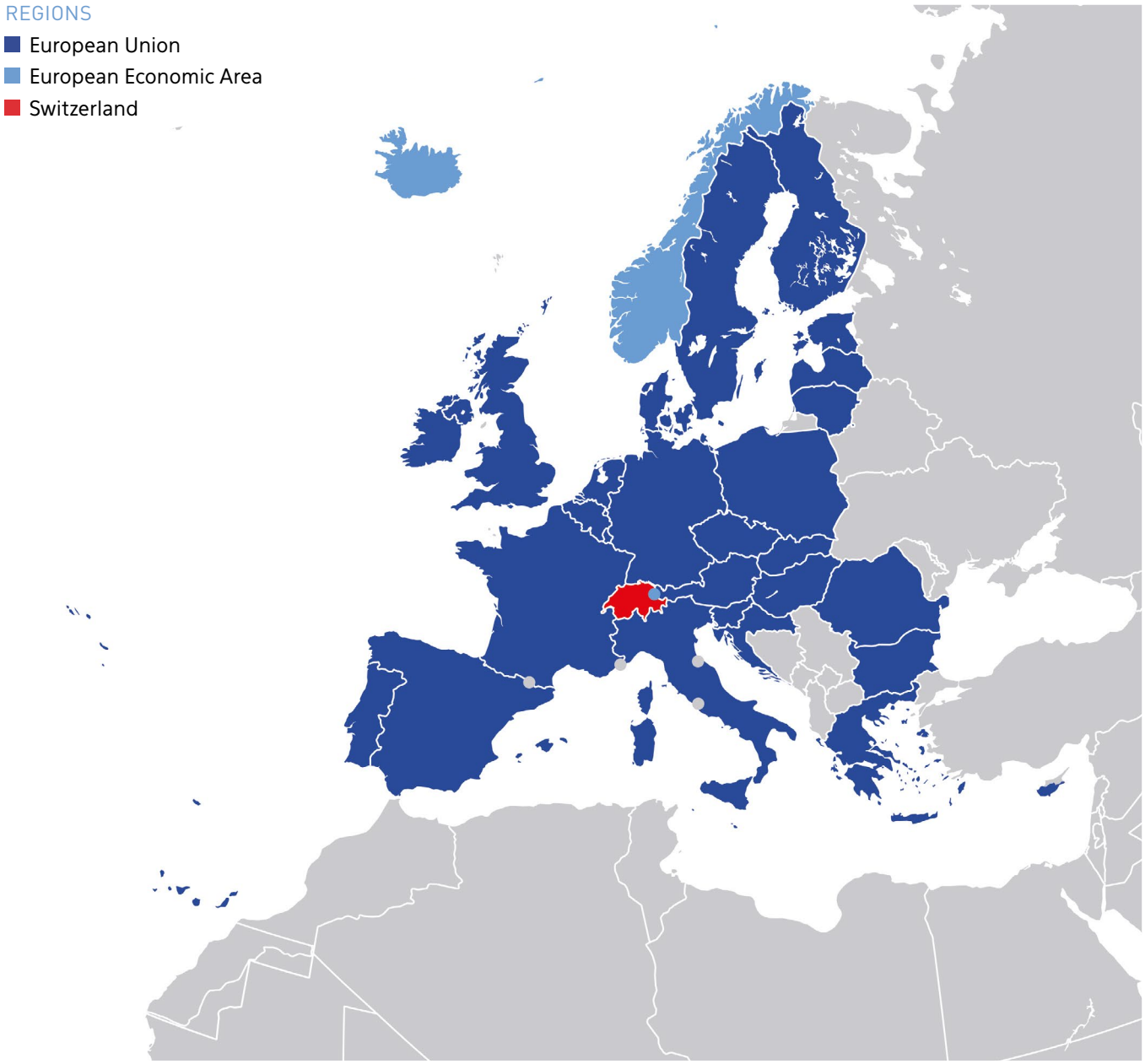
This programme is the first strand of the programme for territorial cooperation INTERREG 5 which is funded by the ERDF. It aims to strengthen cooperation across borders between European regions.

OBJECTIVES

- To promote integrated territorial development between neighbouring land and maritime border regions in two or more Member States or between neighbouring border regions in at least one Member State and one third country on external borders of the Union other than those covered by programmes under the external financial instruments of the Union.

PRIORITIES

- Promoting sustainable and quality employment and supporting labour mobility by integrating cross-border labour markets, including cross-border mobility, joint local employment initiatives, information and advisory services and joint training
- Promoting social inclusion, combating poverty and any discrimination by promoting gender equality, equal opportunities, and the integration of communities across borders
- Investing in education, training and vocational training for skills and lifelong learning by developing and implementing joint education, vocational training and training schemes
- Enhancing institutional capacity of public authorities and stakeholders and efficient public administration by promoting legal and administrative cooperation and cooperation between citizens and institutions



PROJECT FUNDING

AMOUNT

Depends on the action. Up to **75%** of eligible costs.

SELECTION

Each group of regions (area) defines its priorities. Please contact the management authority (see website information below) about the selection procedures.

WEBSITE

ec.europa.eu/regional_policy/en/policy/cooperation/european-territorial/cross-border/

ec.europa.eu/regional_policy/en/atlas/managing-authorities/

CONTACT PERSON

Andrea Mairate
DG Regional Development,
European Commission
andrea.mairate@ec.europa.eu
+ 32 229 50298

10.4 ERDF – European Territorial Cooperation Goal (ETC) – INTERREG 5 B – Transnational cooperation

Grants for projects aiming to enhance trans-national cooperation in Europe.

PERIOD
2014 – 2020

GLOBAL BUDGET
Estimated **€2.1 billion**

SECTORS
Co-operation and development
Local development

ACTIONS
Communication activities
Creation of networks
Creation of tools
Exchange of know-how
Technical assistance

BENEFICIARIES
Agencies, Chambers
Local and Regional Authorities
Non-profit organisations
Public Administrations
Research centres
SMEs
Training centres

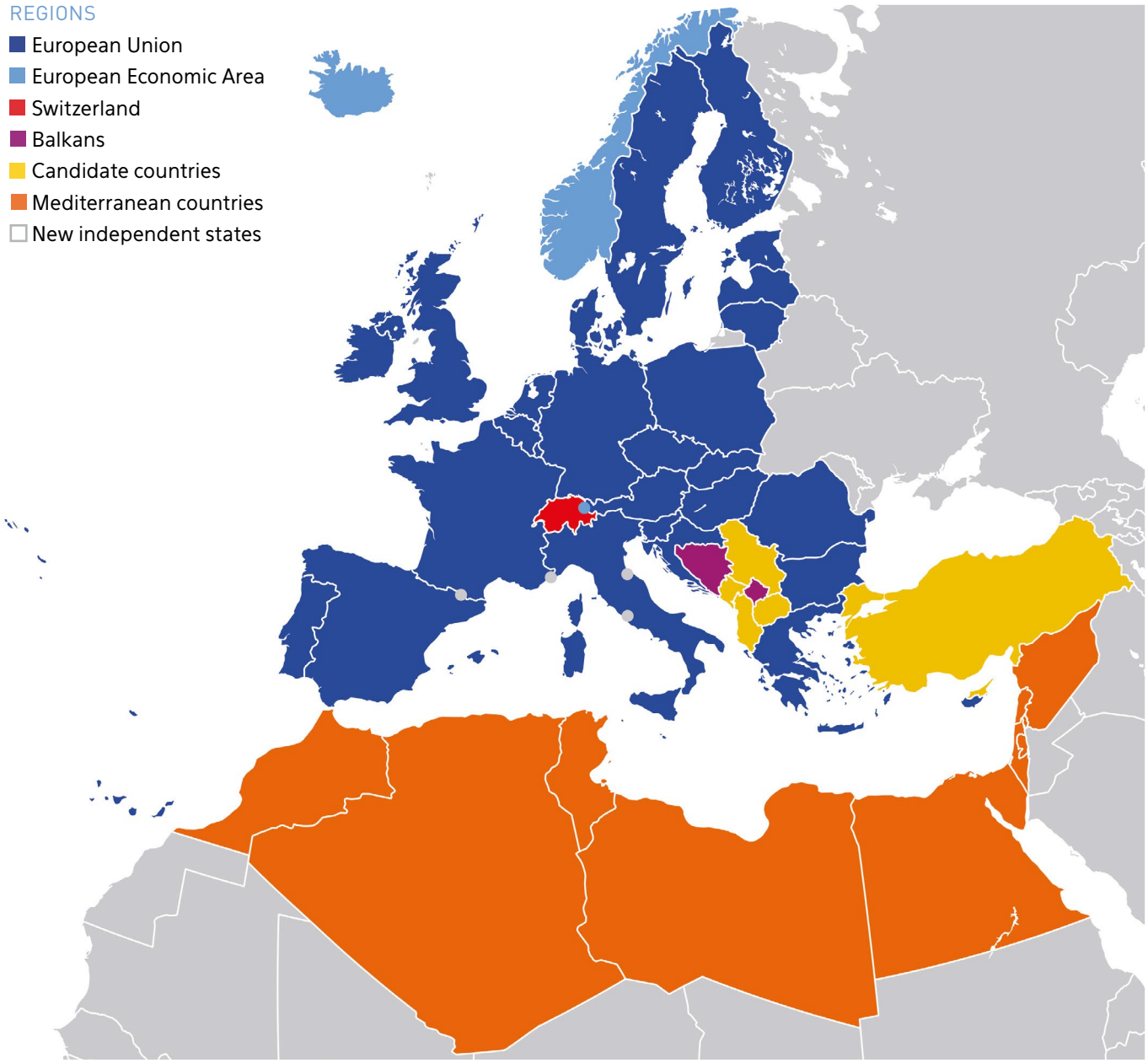
GEOGRAPHICAL SCOPE
European Union
European Economic Area
Switzerland
Balkans
Candidate countries
Mediterranean countries
New independent states

PROGRAMME DETAILS
This programme is the first strand of the programme for territorial cooperation INTERREG 5 which is funded by the ERDF. It aims to strengthen transnational cooperation and covers 15 programmes.

OBJECTIVE
- Transnational cooperation over larger transnational territories, involving national, regional and local partners and also covering maritime cross-border cooperation in cases not covered by cross-border cooperation, with a view to achieving a higher degree of territorial integration of those territories.

PRIORITY
- Enhancing institutional capacity of public authorities and stakeholders and efficient public administration by developing and coordinating macro-regional strategies.

THEMES COVERED INCLUDE:
- Innovation, especially networks of universities, research institutions, SMEs
- Environment, especially water resources, rivers, lakes
- Accessibility, including telecommunications, and in particular the completion of networks
- Sustainable urban development, especially polycentric development



PROJECT FUNDING

AMOUNT

Depends on the action. Up to **75%** of eligible costs.

SELECTION

Each group of regions (area) defines its priorities. Please contact the management authority (see website information below) about the selection procedures.

WEBSITE

ec.europa.eu/regional_policy/en/policy/cooperation/european-territorial/trans-national/

ec.europa.eu/regional_policy/en/atlas/managing-authorities/

CONTACT PERSON

Andrea Mairate
DG Regional Development,
European Commission
andrea.mairate@ec.europa.eu
+ 32 229 50298

10.5 ERDF – European Territorial Cooperation Goal (ETC) – INTERREG 5 C – Interregional cooperation

Grants for projects aiming to enhance interregioanl cooperation in Europe.

PERIOD
2014 – 2020

GLOBAL BUDGET
Estimated **€500 million**

SECTORS

Co-op and development
Local development

ACTIONS

Communication activities
Creation of networks
Creation of tools
Exchange of know-how
Mobility activities
Technical assistance

BENEFICIARIES

Agencies, Chambers
Local and Regional Authorities
Non-profit organisations
Public Administrations
Research centres
SMEs
Training centre

GEOGRAPHICAL SCOPE
European Union
European Economic Area
Switzerland

PROGRAMME DETAILS

This programme is the first strand of the programme for territorial cooperation INTERREG 5 which is funded by the ERDF. It aims to strengthen cooperation between European regions.

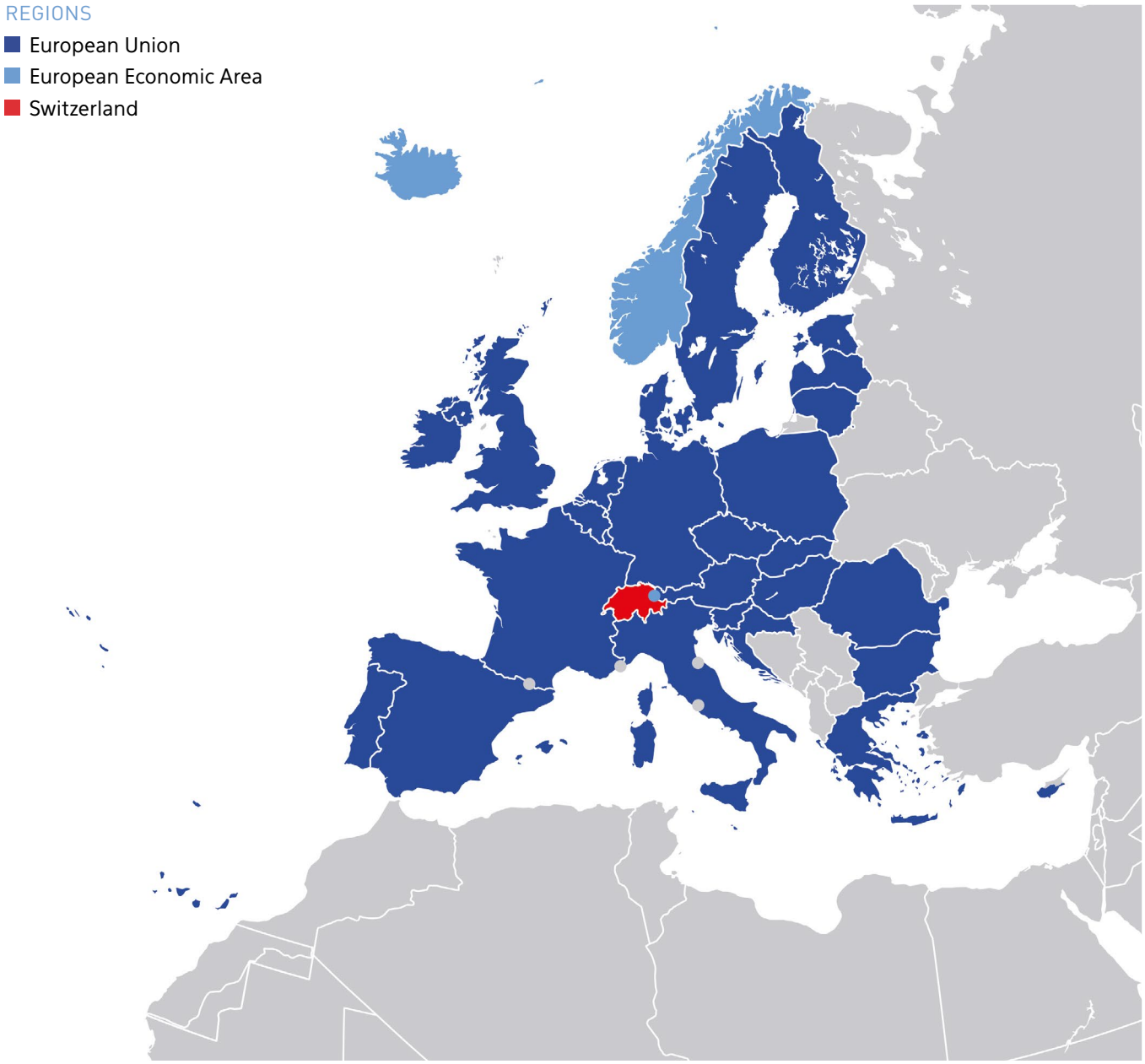
OBJECTIVES

- Promoting exchange of experience focusing on thematic objectives among partners throughout the Union, including in relation to the development of regions referred in Article 174 TFEU on the identification and dissemination of good practices with a view to their transfer principally to operational programmes under the investment for growth and jobs goal but also, where relevant, to cooperation programmes.
- Promoting exchange of experience concerning the identification, transfer and dissemination of good practices and innovative approaches in relation to the implementation of cooperation programmes and actions as well as to the use of EGTCs
- Promoting analysis of development trends in relation to the aims of territorial cohesion, including territorial aspects of economic and social cohesion, and harmonious development of Union territory through studies, data collection and other measures.

PRIORITIES

Enhancing institutional capacity of public authorities and stakeholders and efficient public administration by:

- Disseminating good practices and expertise and capitalising on the results of the exchange of experience in relation to sustainable urban development, including urban-rural linkages
- Promoting the exchange of experience in order to reinforce the effectiveness of territorial cooperation programmes and actions as well as the use of EGTCs
- Strengthening the evidence base in order to reinforce the effectiveness of cohesion policy and the achievement of the thematic objectives through the analysis of development trends



PROJECT FUNDING

AMOUNT

Depends on the action. Up to **85%** of eligible costs.

SELECTION

Each group of regions (area) defines its priorities. Please contact the management authority (see website information below) about the selection procedures.

WEBSITE

ec.europa.eu/regional_policy/en/policy/cooperation/european-territorial/interregional

ec.europa.eu/regional_policy/en/atlas/managing-authorities/

CONTACT PERSON

Andrea Mairate
DG Regional Development,
European Commission
andrea.mairate@ec.europa.eu
+ 32 229 50298

Full list of projects: http://ec.europa.eu/regional_policy/en/projects/

WARSAW CHOPIN AIRPORT

Upgrades to Warsaw Airport increase capacity, comfort and safety

OPERATIONAL PROGRAMME

Operational Programme 'Infrastructure and Environment'

TOTAL INVESTMENT

€166 760 000

EU INVESTMENT

€32 900 000

BENEFICIARIES:

Polish Airports State Enterprise

INTERMEDIATE BODY:

Centrum Unijnych Projektów Transportowych

MANAGING AUTHORITY:

Department for Infrastructural Programmes – Ministry of Economic Development

The project to construct, expand and modernise infrastructure at Warsaw Chopin Airport involved upgrades to landside and airside infrastructure including terminal buildings, taxiways, runways, aprons, a railway siding equipped for unloading aviation fuel and a pipeline for carrying fuel. This should increase capacity thus enabling the airport to handle higher traffic volumes at peak hours while improving standards of service and safety.

The airport's old terminal was modernised and integrated with the new one, turning them into a single, functionally and architecturally coherent unit covering 67 000 m^2. The number of check-in and security control desks was increased, and a storey of office space and a meeting area on a covered patio was added, all of which has improved passenger comfort and safety.

Construction and modernisation of taxiways, the upgrading of runaways, the reconstruction of aprons and the installation of a railway siding for unloading fuel and long-range pipeline have reduced flight delays, thus cutting congestion, CO_2 emissions and noise.

An observation deck and underground tunnel

An observation deck, which is open to the public, and a 60 m underground tunnel connecting the departures zone with the airport railway and bus stations were also built under the project. Both are adapted to the needs of people with disabilities and these provisions have led to the airport being awarded a certificate in recognition of this.

Panels with photovoltaic cells were installed and now cover 80% of the terminal roof (7,000 m^2) and in ideal conditions meet 20% of the airport's daily electricity requirements. The airport's photovoltaic plant produces nearly 575 megawatt hours of energy a year.

Tackling delays and improving service

At the outset of the project, analysis of the capacity of airside and landside infrastructure elements at peak times showed that passenger numbers would soon exceed capacity in certain areas. Failure to invest would increase delays and reduce the standard of service.

By increasing Warsaw Airport's capacity to handle 10.4 million passengers a year, and 1 800 passengers and 46 operations an hour at peak times, the project has enabled it to maintain its important strategic position in the Polish civil aviation market. The number of passengers is growing constantly and the indications are that this will continue in the years to come, making capacity adjustments essential.

Integration of the two terminals has improved passenger and baggage flows and increased comfort. Adapting the infrastructure to meet technical standards, including International Civil Aviation Organization requirements, has made the infrastructure more sustainable and increased the safety of flight operations. The railway siding for fuel encourages competition and diversification in the field of aviation fuel supply, thus enhancing the airport's competitive position.



Introduction of second generation biometric travel documents brings increased security

OPERATIONAL PROGRAMME

Operational Programme 'Electronic Public Administration'

TOTAL INVESTMENT

€3,181,900

EU INVESTMENT

€2,704,563

MANAGING AUTHORITY:

Prime Minister's Office

In order to meet its commitment to fulfil the Council of the European Union regulation regarding the composition of travel documents, Hungary began introducing biometric passports and ID cards.

In order to fulfil its obligations as a member of the European Union, Hungary began issuing second generation biometric passports. The Regulation of the Council of the European Union was updated twice – once to stipulate that passports needed to carry a photo as biometric proof of identity and again ten years later to include the requirement for a fingerprint.

With this in mind, Hungarian passports were updated along with the IT infrastructure required to handle their production, distribution and authentication. Once the technical requirements were met, Hungary had in place an EU-approved travel document system.

11 ESF (European Social Fund)

Grant for investment for growth and jobs.

PERIOD
2014 – 2020

GLOBAL BUDGET
Estimated **€84 billion**

SECTORS
Education/training
Employment
Public management
Services
Social affairs
Youth

ACTIONS
Exchange of know-how
Support to employment
Technical assistance

BENEFICIARIES
Development NGOs
Local and Regional authorities
Non-profit organisations
Public Administrations
SMEs
Training centres
Universities

GEOGRAPHICAL SCOPE
European Union

PROGRAMME DETAILS

The European Social Fund – together with the Regional Development Fund (ERDF) and the Cohesion Fund – is one of the main financial instruments of the EU's cohesion policy.

OBJECTIVES

- Promoting employment and supporting labour mobility
- Promoting social inclusion and combating poverty
- Investing in education, skills and life – long learning
- Enhancing institutional capacity and efficient public administration

Among those objectives, in view with the Europe 2020 goals, the ESF supports investment following these objectives:

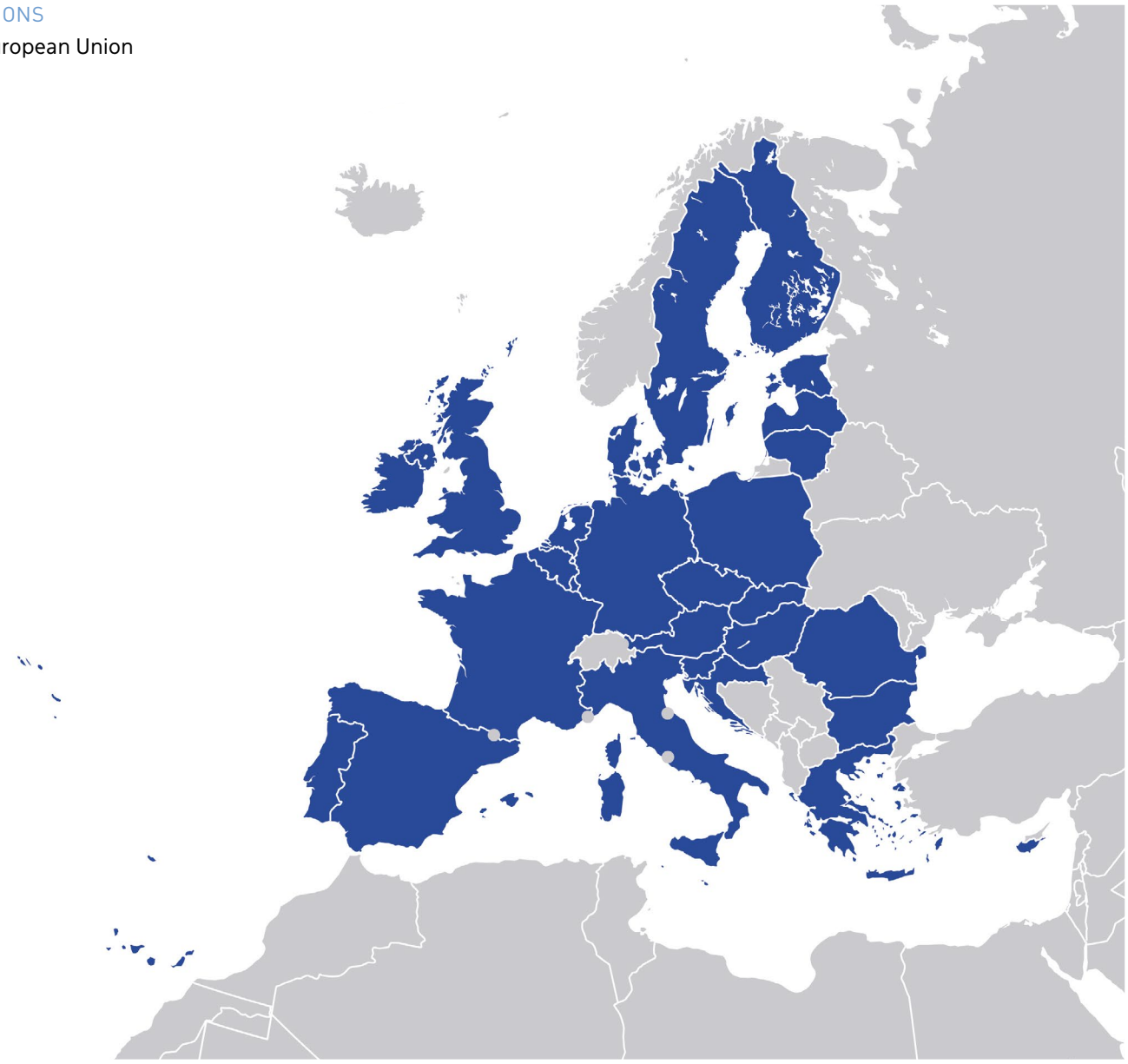
- Supporting the shift towards a low-carbon, climate resilient, resource-efficient and environmentally sustainable economy
- Enhancing the accessibility, use and quality of information and communication technologies
- Strengthening research, technological development and innovation
- Enhancing the competitiveness of small and medium-sized enterprises

Among financed actions:

- Access to employment for job-seekers and inactive people, including local employment initiatives and support for labour mobility
- Sustainable integration of young people nor in employment, education or training into the labour market
- Self-employment, entrepreneurship and business creation
- Reducing early school-leaving and promoting equal access to good-quality early childhood, primary and secondary education
- Capacity building for stakeholders delivering employment, education and social policies and sectoral and territorial pacts to mobilise for reform at national, regional and local level

REGIONS

European Union



PROJECT FUNDING

AMOUNT

Depends on the action. Up to **75%** of eligible costs.

SELECTION

Each region defines its ways of operating. Please contact the management authority about the selection procedures. ec.europa.eu/esf.main.jsp?catida=45oflangId=en.

WEBSITE

ec.europa.eu/esf/home.jsp

CONTACT PERSON

F. De Keersmaecker
Deputy Head of Unit. ESF Policy and Legislation. Dir F Investment. DG Employment, European Commission
+32 229-84680




EFS Operational Programme Wallonie-Bruxelles 2020.eu

Training for Airports

COUNTRY:

Belgium

PROGRAMME DESCRIPTION

ESF spending focuses on improved education and training, and better chances for young people and those facing multiple obstacles to finding work.

The Wallonia-Brussels Operational Programme for the implementation of the European Social Fund (ESF) for the period 2014–2020 outlines the priorities and objectives to spend €1.192 billion (of which €614 million from the EU budget including €36.6 million from the Youth Employment Initiative) contributing to creating jobs and strengthening social cohesion in Wallonia and Brussels.

The programme has the overall objective of raising productivity and increasing employment rates, as well as social inclusion, over the territories of Wallonia and Brussels. It will aim, among others, at improving training and education, at fighting against discrimination, and at better integrating the most vulnerable groups, with a particular focus on long term unemployed and young people.

TARGET GROUP	The unemployed or inactive
EU PROGRAMME	Objective 2
ESF PRIORITY AREA	Active and preventative measures to support employment
ORGANISATION	Asbl Wallonie Aerotraining Network

CONTACT DETAILS:

Dominique Duhait
Avenue Georges Lemaître, 15, 6041 Gosselies, Belgium
Tel. +32 713 74104
Fax +32 713 74106
dominique.duhait@wan.be
http://www.wan.be



12 Eureka

PERIOD
2014 – 2020

GLOBAL BUDGET
€0.27 million

SECTORS
Energy
Environment
Industry
Innovation
New Technologies
Research
Transport

BENEFICIARIES
Corporations
Public Administrations
Research centres
SMEs
Universities

GEOGRAPHICAL SCOPE
European Union
European Economic Area
Switzerland
Balkans
Candidate countries
Mediterranean countries
New independent states

European network developing cooperation between SMEs, research centres and universities for industrial innovation.

PROGRAMME DETAILS

Created as an intergovernmental initiative in 1985, EUREKA aims at enhancing its support to pan-European projects to develop innovative products, processes and services. The EUREKA network is participating actively towards the common European objective of raising investment in R&D to 3% of GDP by 2020.

OBJECTIVE

Increase companies' competitiveness by:

- Promoting European cooperation projects in the sector of research & development
- Promoting market-driven collaborative R&D
- Involving industry and research institutes across Europa and using advanced technologies
- Resulting in cost-effective products, processes and services

EUREKA-Research can be run through individual projects or on behalf of EUREKA "clusters". They are longer-term, strategically significant industrial initiatives, usually with a large number of participants, aimed at developing generic technologies of key importance for European competitiveness. Clusters bring together large and small companies – very often competitors – along with research institutes and universities, sharing both the risks and benefits. EUREKA Umbrellas are thematic networks that focus on a particular technology of business sector. Their goal is to generate and support R&D projects in their specific field of operation.

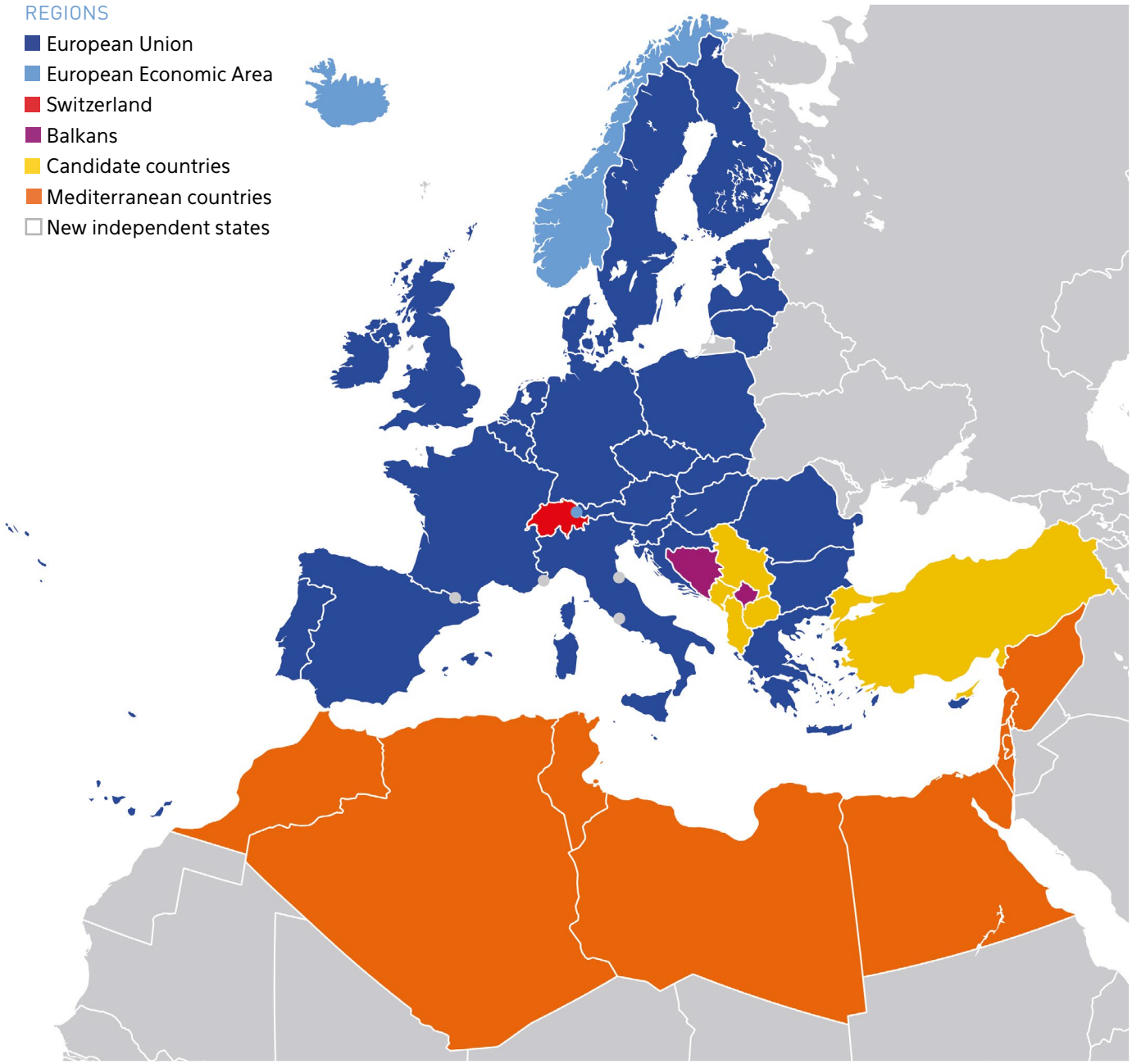
ACTIONS

- Giving the "EUREKA label", which can help finding private or public resources, whatever local, national and European funds
- Help in finding partners from industry and research
- Supportive measures, including help in defining collaborative contracts between partners across Europe
- Involving in European standardisation activities

Projects must:

- Associate partners from at least 2 participants*
- Have a technological and innovative content
- Have immediate results for industry: creation of a product, process, technology

* EUREKA participants: EU Member States, FYROM, Iceland, Israel, Monaco, Norway, Russia, san Marino, Serbia, Switzerland, Turkey, Ukraine and Montenegro.



PROJECT FUNDING

AMOUNT

Support maximum **35%** for research and **45%** for development phase projects.

SELECTION

At any time. Please contact your National Project Coordinators (see website information below) in the Member States of or the Info points in Bulgaria, Albania and Morocco.

WEBSITE

www.eurekanetwork.org/
www.eurekanetwork.org/eureka-countries/

CONTACT PERSON

Michel Vanavermaete
EUREKA Project Manager
Michel.vanavermaete@eurekanet.org
+ 322 777 09 62

EXAMPLE OF A EUREKA FUNDING RECIPIENT

3D aerodromes: a marketable VFR-pilot assistance technology for small aircraft

COUNTRY:
Germany, Italy, Greece

DURATION:
24 months

COST:
€2,461,230

Safe landing in adverse conditions is not only important for big airlines. Partners from Greece, Germany and Italy developed the technology for a three-dimensional (3D) air navigation database and product for the general aviation sector – that is small and medium sized aircraft used for private use and short-middle range trips.

Pilots of small planes often only have basic compulsory instruments and some added-value navigational aids giving them information on, for example, the aircraft's altitude, speed or location via the GPS display – they still have to rely a lot on eyesight, and to follow visual flight rules (VFR) even in bad weather conditions such as fog.

The partners developed workflows to produce 2,000 3D airport maps in digital format using available data sources, of which 500+ airports at high resolution and another 400 at a resolution approaching virtual reality. The 3D navigator uses these maps combined with software and hardware developed during the project to safely assist and navigate the pilot during landing and take-off.

The Greek company Epsilon International SA, whose business focuses on developing navigational databases, worked with Epsilon Italia and three German companies (ESRI Deutschland, PSU GmbH, Kep 3 AG) and the Italian subsidiary of Wuerth Phoenix GmbH to test and develop the software and prototype hardware. All partners were supported by national funding bodies in their respective country (see info-box). Together they created a spin-off company called avionTek (www.aviontek.com), which was awarded the ESA BIC European Aviation Award in Toulouse, France, in 2012.

A licence agreement for the 3D Pilot's 2D version, including the use of software and databases, has been signed with Germany-based Becker Avionics GmbH. The AirScout 2D™ navigator made by Becker Avionics is now available for sale throughout Europe.

The potential market for 2D and 3D AirScout navigators is sizeable as there are estimated to be more than 50,000 general aviation aircraft in Europe and more than 45,000 airports world-wide. Other potential customers for the AirScout 3D or related products based on the 3D databases include aircraft and avionics manufacturers, flight schools and training centres, the flight simulator industry, university research and development centres, airports and manufacturers and operators of fixed wing aircraft, helicopters and gyrocopters.

The unique selling proposition of the technology is that it can be used both as a set of navigation instruments and as a safety device that considerably improves pilot visibility in adverse weather conditions.

With around 14,000 small airports, the US is a particularly big market for small aircraft. AvionTek GmbH and Becker Avionics GmbH are optimistic to sell their certified multifunction cockpit display (MFD) together with the Aviontek database.



13 EFSI (European Fund for Strategic Investment) – Investment Plan for Europe

The Investment Plan for Europe or Juncker Plan aims to revive investment in strategic projects around Europe. Backed by the European Fund for Strategic Investments (EFSI), a joint initiative of the European Commission and the EIB Group, the Plan will unlock investment of at least €315bn over three years.

PERIOD
2015-2017

GLOBAL BUDGET
€315 billion of investment

SECTORS
RDI
SMEs
Energy
Digital
Transport
Environment and resource efficiency
Social infrastructure

BENEFICIARIES
Agencies, Chambers
Corporations
International Organisations
Local and Regional Authorities
Public Administrations
SMEs

GEOGRAPHICAL SCOPE
European Union

PROGRAMME DETAILS

The Investment Plan for Europe consists of three mutually reinforcing strands:

1. The European Fund for Strategic Investments (EFSI) aims to mobilise at least €315 billion in additional investment over the next three years. The EFSI Regulation entered into force in July 2015. The EIB Group started the pre-approval of projects as early as April 2015.

2. Making sure this extra investment reaches the real economy via:

   a) Transparency on investment opportunities in Europe
      - The European Investment Project Portal (EIPP) has been launched. It provides a transparent pipeline of investable projects in the EU so investors can see what opportunities exist.
      - Project promoters may submit projects at http://ec.europa.eu/eipp where they will be matched with relevant investment opportunities.
      - The EIPP is independent of the EFSI. There is no guarantee that projects which appear on the EIPP will receive EFSI or other EU financing support.

   b) Strengthening advisory services
      - The European Investment Advisory Hub (EIAH) http://www.eib.org/eiah has been operational since September 2015.
      - The EIAH provides a single access point to a wide range of advisory services in support of project identification, development and implementation, access to finance, the use of financial instruments, and capacity building.
      - The EIAH will enhance the capacity of public and private actors across the EU to structure financially-sound projects in order to bring them to maturity.

3. Improving the investment environment:

   a) Improved and more predictable regulation at all levels
   b) Making the most of the Single Market
      - Capital Markets Union
      - Single Market Strategy
      - Digital Single Market
      - Energy Union

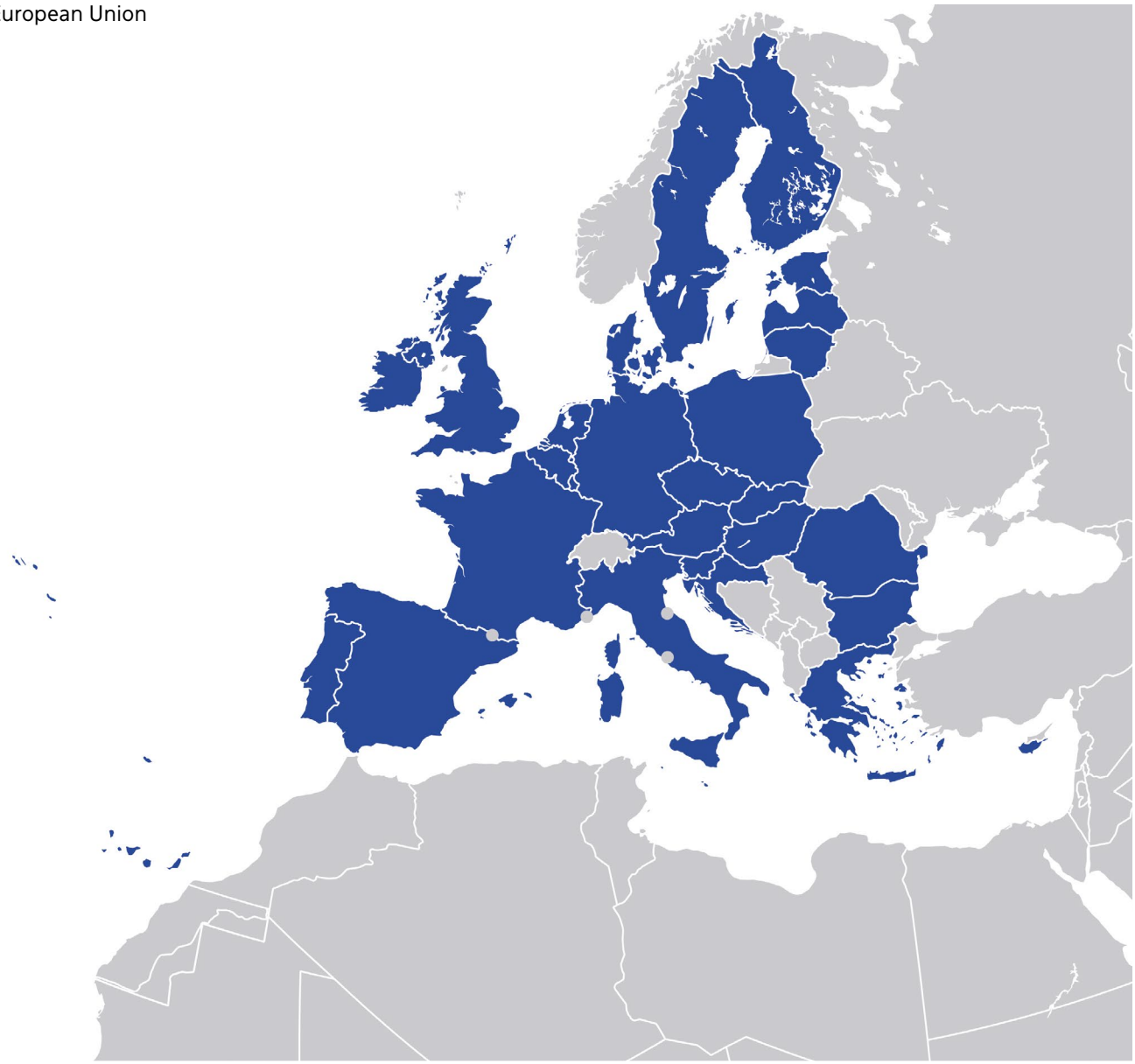
   c) Structural reforms in the Member States
   d) Openness to international trade and investment

OBJECTIVES

- Reverse trends of falling investment to boost job creation and economic recovery – without adding to public debt or straining national budgets.
- Support investment that meets the long-term needs of the economy and increases competitiveness.
- Support investment that helps strengthen Europe's productive capacity and infrastructure, with a particular focus on building a more interconnected single market.

REGIONS

European Union



PROJECT FUNDING & SELECTION

COMBINING EFSI WITH OTHER FUNDS

EFSI support and other EU funds can cover different types of risks or parts of the same project, and thereby attract more investors. Such combination can be particularly useful in Member States with less developed financial markets or for projects which may require a grant component to be financially viable.

Significant support to projects targeting similar sectors as those supported by the EFSI for instance comes from the Connecting Europe Facility (CEF), Horizon 2020 and the EU Programme for Employment and Social Innovation, etc., as well as from those EU funds implemented by Member States' authorities under hared management, namely the European Structural and Investment (ESI) Funds.

The Commission is therefore scaling up the combination of funds available under other EU programmes, as for example the CEF or Horizon 2020, to unlock additional investments. The centrally managed funds are available under various programmes, the largest of which are Horizon 2020 (€75 billion) and CEF (more than €30 billion).

The ESI Funds operate under a common framework, the Common Provision Regulation (CPR) and their budgets represent some €450 billion of EU funding over the 2014–2020 programming period, allocated to Member States and delivered through nationally co-financed multiannual programmes. Direct combination of ESI Funds and EFSI can take place at project level or at the level of an Investment Platform or a financial instrument.

HOW SHOULD PROMOTERS PRESENT THEIR PROJECTS FOR EFSI FINANCING?

Project promoters should follow the usual EIB loan application procedures. SMEs and Midcaps interested in EFSI transactions financed via the EIF should refer to information on EIF financial intermediaries.

How should financial institutions offering financial products to smaller businesses apply for EFSI financing?

Financial institutions seeking to apply for EFSI resources should refer to the EIF directly.

WHO CAN APPLY FOR EFSI FINANCING?

- Entities of all sizes, including utilities, special purpose vehicles or project companies, small and medium-sized enterprises (with up to 250 employees) and midcaps (with up to 3 000 employees)
- Public sector entities
- National promotional banks or other banks to deliver intermediated lending
- Funds and any other form of collective investment vehicles
- Bespoke investment platforms

HOW ARE PROJECTS SELECTED?

To benefit from EFSI support need to go through the standard EIB due diligence as well as an assessment by the EFSI Investment Committee to decide whether they are eligible for backing under the EU guarantee.

In particular, projects need to be:

- Economically and technically sound
- Match the eligible sectors
- Contributing to EU objectives and to sustainable growth and employment
- Mature enough to be bankable
- Priced in a manner commensurate with the risk taken

NOTE

The EFSI was established for an initial period of three years and with the aim of mobilising at least €315 billion in investments. In September 2016, The European Commission proposed an extension, committed to the doubling of the EFSI, both in terms of duration and financial capacity. This should provide a total of at least half a trillion euro investments by 2020. For the period after 2020, the Commission intends to put forward the necessary proposals to ensure that strategic investment will continue at a sustainable level.

FOR MORE INFORMATION

EIF's activities under EFSI

www.eif.org/what_we_do/efsi/index.htm

EIB loan application procedures

www.eib.org/projects/cycle/applying_loan/index.htm

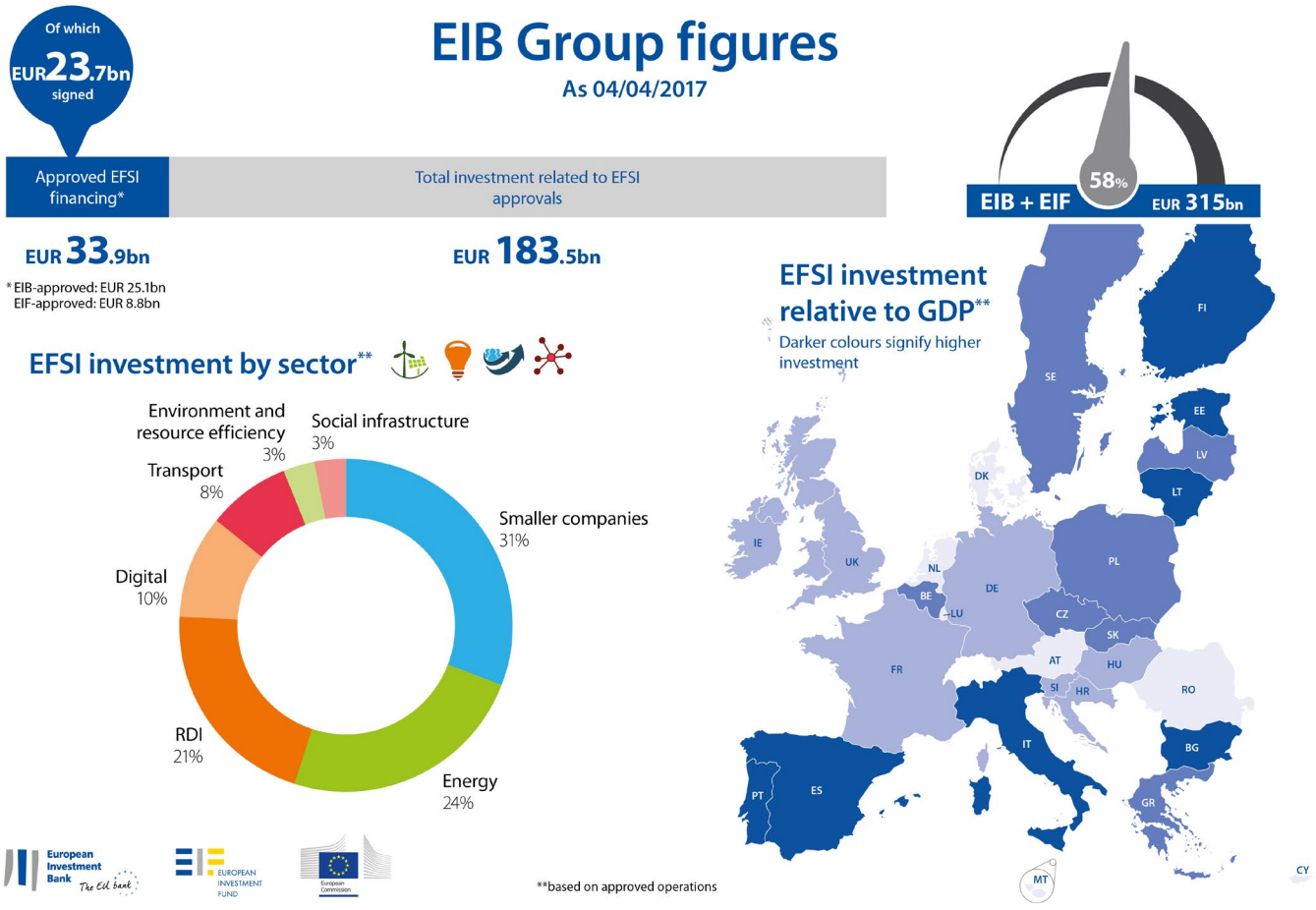
EIB financial intermediaries

www.eif.org/what_we_do/where/index.htm

European Investment portal:

ec.europa.eu/eipp/desktop/en/index.html

ec.europa.eu/eipp/desktop/en/support.html



Source: European Commission

Tallinn Airport Upgrade

PROMOTER – FINANCIAL INTERMEDIARY:
TALLINNA LENNUJAAM AS

DESCRIPTION
The project comprises a number of investments at the international airport of Tallinn aimed at improving environmental and safety performance, alleviating current congestion and accommodating future growth in traffic. The airport, which is located 4 km south-west of the city, is the largest airport in Estonia, handling 2.16 million passengers in 2015.

It includes the displacement of the runway and the taxiway system to alleviate noise and air pollution, provision of new aircraft aprons, the reconfiguration and refurbishment of the passenger terminal, the expansion of the car parking areas, new aircraft maintenance hangars and a range of other safety and environmental related enhancements. The project will increase the capacity of the airport by approximately 2 million passengers per annum (mppa).

OBJECTIVES
The project comprises a number of investments at the international airport of Tallinn aimed at improving environmental and safety performance, alleviating current congestion and accommodating future growth in traffic. The airport, which is located 4 km south-west of the city, is the largest airport in Estonia, handling 2.16 million passengers in 2015.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
€30 million

TOTAL COST (APPROXIMATE AMOUNT):
€80 million

STATUS:
Under appraisal – 30/08/2016.

CPH Airport Expansion Ten-T

PROMOTEUR – INTERMÉDIAIRE FINANCIER:
COPENHAGEN AIRPORTS AS

DESCRIPTION
The project concerns the expansion of Copenhagen Airport to cater for future growth in air traffic and enhance passenger service standards and operational efficiency. It represents the next phase in the airport's plans to grow to 40 million passengers a year and includes piers, new stands and a range of other airside and landside upgrades.

OBJECTIVES
The project will increase capacity and service levels at Copenhagen Airport, benefiting both passengers and other airport stakeholders alike.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
DKK 1250 million (€168 million)

TOTAL COST (APPROXIMATE AMOUNT):
Not disclosed.

STATUS:
Signed – 27/10/2016

Greek Regional Airports Ppp

PROMOTER – FINANCIAL INTERMEDIARY:
HELLENIC REPUBLIC and HELLENIC REPUBLIC ASSET DEVELOPMENT FUND SA

DESCRIPTION
The project comprises the financing, design and construction of the expansion or refurbishment of a number of airports in Greece that are to be privatised by the Greek Government under the terms of a 40 year upgrade, maintenance, management and operation concession agreement.

OBJECTIVES
The works represent the imminent capital expenditure requirements which are anticipated to address existing capacity shortfalls and current service level deficiencies at a number of Greek airports.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
€300 million

TOTAL COST (APPROXIMATE AMOUNT):
€400 million.

STATUS:
Approved – 21/10/2014

LITHUANIAN AIRPORTS
VNO KUN PLQ

Lithuanian Airports

PROMOTER – FINANCIAL INTERMEDIARY:
VI LIETUVOS ORO UOSTAI

DESCRIPTION
Rehabilitation and modernisation of airport infrastructure

OBJECTIVES
The project comprises a number of investments at Vilnius international airport aimed at providing more efficient air transport infrastructure, ensuring a level of safety that meets international standards and improving environmental performance. The airport, which is located 7 km south of the city, is the largest of Lithuania's four commercial airports by passenger traffic, handling 2.9 million passengers in 2014.

PROPOSED EIB FINANCE (APPROXIMATE AMOUNT):
€30 million

TOTAL COST (APPROXIMATE AMOUNT):
€75 million

STATUS:
Approved – 16/06/2016

14 GNSS – Galileo/EGNOS (European Satellite Navigation Systems & Programmes)

Grants to support European presence in space and the development of satellite services.

PERIOD
2014 – 2020

GLOBAL BUDGET
€7.072 billion

SECTORS
Innovation
New Technologies
Research
Services
Transport

BENEFICIARIES
Local and Regional authorities
Public Administrations
Research centres

GEOGRAPHICAL SCOPE
European Union
Switzerland

PROGRAMME DETAILS

The 2014–2020 satellite navigation programmes carry on the 2007-2013 flagships projects of the European Union: GALILEO and EGNOS. They form part of the Europe 2020 strategy and policies for sustainable development. This consists of providing navigation services, generating considerable developments in numerous sectors of activity, driving technological innovation and growth of competitiveness in the European economy and providing a source of job creation, commercial revenue and socio-economic benefits.

OBJECTIVES

- To build a European system developed to improve the performance of the American GPS over the European area
- To offer an open service which is free to the user and provides positioning and synchronisation information intended for high-volume satellite navigation applications in the area covered by the system
- To offer a service for the dissemination of commercial data, the EGNOS Data Access Service (EDAS) to promote the applications for professional or commercial use by means of improved performance and data with greater added value than those obtained through the open service
- To offer a safety-of-life service aimed at users for whom safety is essential

GALILEO programme:

- To establish Europe's global navigation satellite system (GNSS)
- To offer an open service, which is free to the user and provides positioning and synchronisation information intended for high-volume satellite navigation applications t offer a safety-of-life service aimed at users for whom safety is essential
- To offer a commercial service for the development of applications for professional or commercial use by means of improved performance and data with greater added value than those obtained through the open service
- To offer a public regulated service restricted to government-authorised users, for sensitive applications which require a high level of service continuity
- To participate in the search and rescue support service of the COSPAS-SARSAT system by detecting emergency signals given off by beacons and relaying messages to them.

OBJECTIVES (continued)

EGNOS programme:

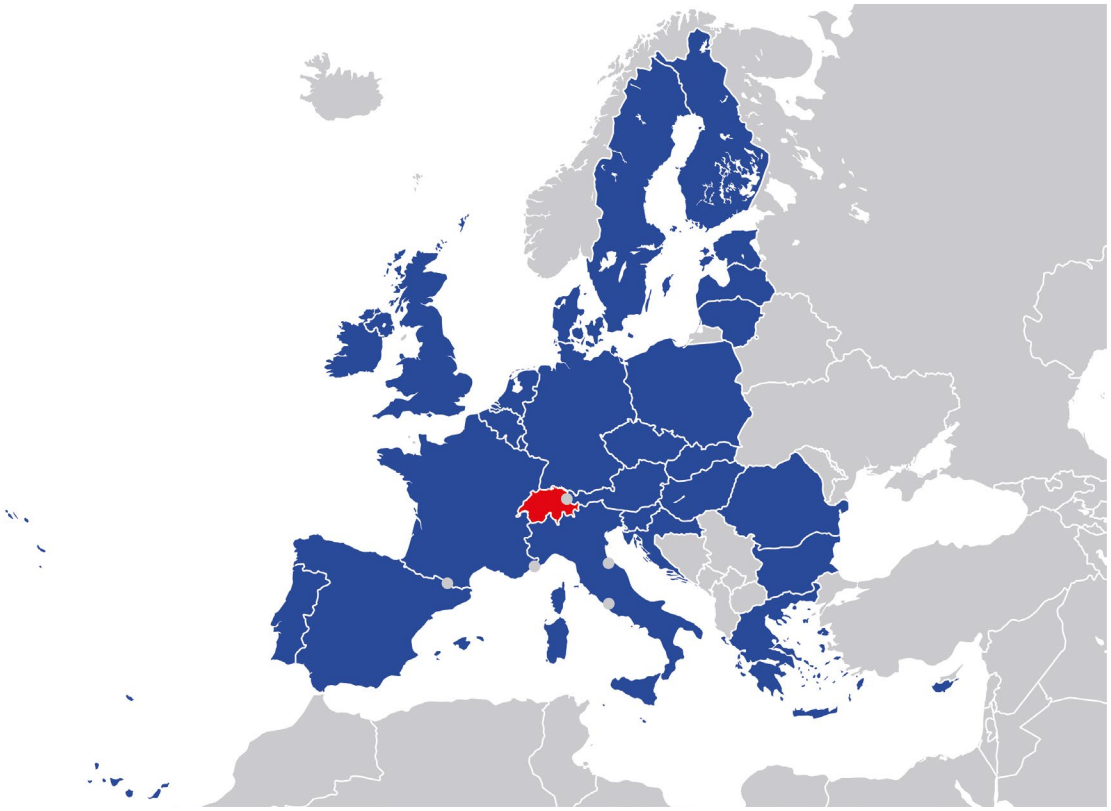
The European Geostationary Navigation Overlay Service (EGNOS) is Europe's regional satellite-based augmentation system (SBAS) that is used to improve the performance of global navigation satellite systems (GNSSs), such as GPS and Galileo. It has been deployed to provide safety of life navigation services to aviation, maritime and land-based users over most of Europe.

EGNOS uses GNSS measurements taken by accurately located reference stations deployed across Europe. All measured GNSS errors are transferred to a central computing centre, where differential corrections and integrity messages are calculated. These calculations are then broadcast over the covered area using geostationary satellites that serve as an augmentation, or overlay, to the original GNSS message.

As a result, EGNOS improves the accuracy and reliability of GNSS positioning information, while also providing a crucial integrity message regarding the continuity and availability of a signal. In addition, EGNOS also transmits an extremely accurate universal time signal.

REGIONS

- European Union
- Switzerland



The European Commission has assigned the operational management and maintenance of EGNOS to ESSP (European Satellite Services Provider), a company founded in 2001 by seven key European air navigation service providers (ANSPs: AENA (Spain), DFS (Germany), DSNA (France), ENAV (Italy), NATS (UK), NAV (Portugal) and Skyguide (Switzerland).

PROJECT FUNDING

Each year, the agency publishes an annual programme including information on grants that are going to be awarded during the year: the objectives, the schedule of the call for proposals with the indicative amount and the expected results, the essential selection and award criteria to be used to select the proposals.

FOR MORE INFORMATION

European GNSS Agency

gsa.europa.eu/category/glossary/taxonomy/term/1564

Tel: +420 234 766 000

European GNSS Agency (GSA) funds 14 projects to help foster the implementation of EGNOS-based operations and LPV-200 procedures at European airports as part of its 2015 Aviation Call for Grants.

Starting from July and August 2016, the funded projects are expected to foster the design, development and operational implementation of European Geostationary Navigation Overlay Service (EGNOS)-based operations, including LPV-200 (localiser performance with vertical guidance) procedures, at different European aerodromes, with an emphasis on the regional airports and heliports that general and business aviation operators depend upon.

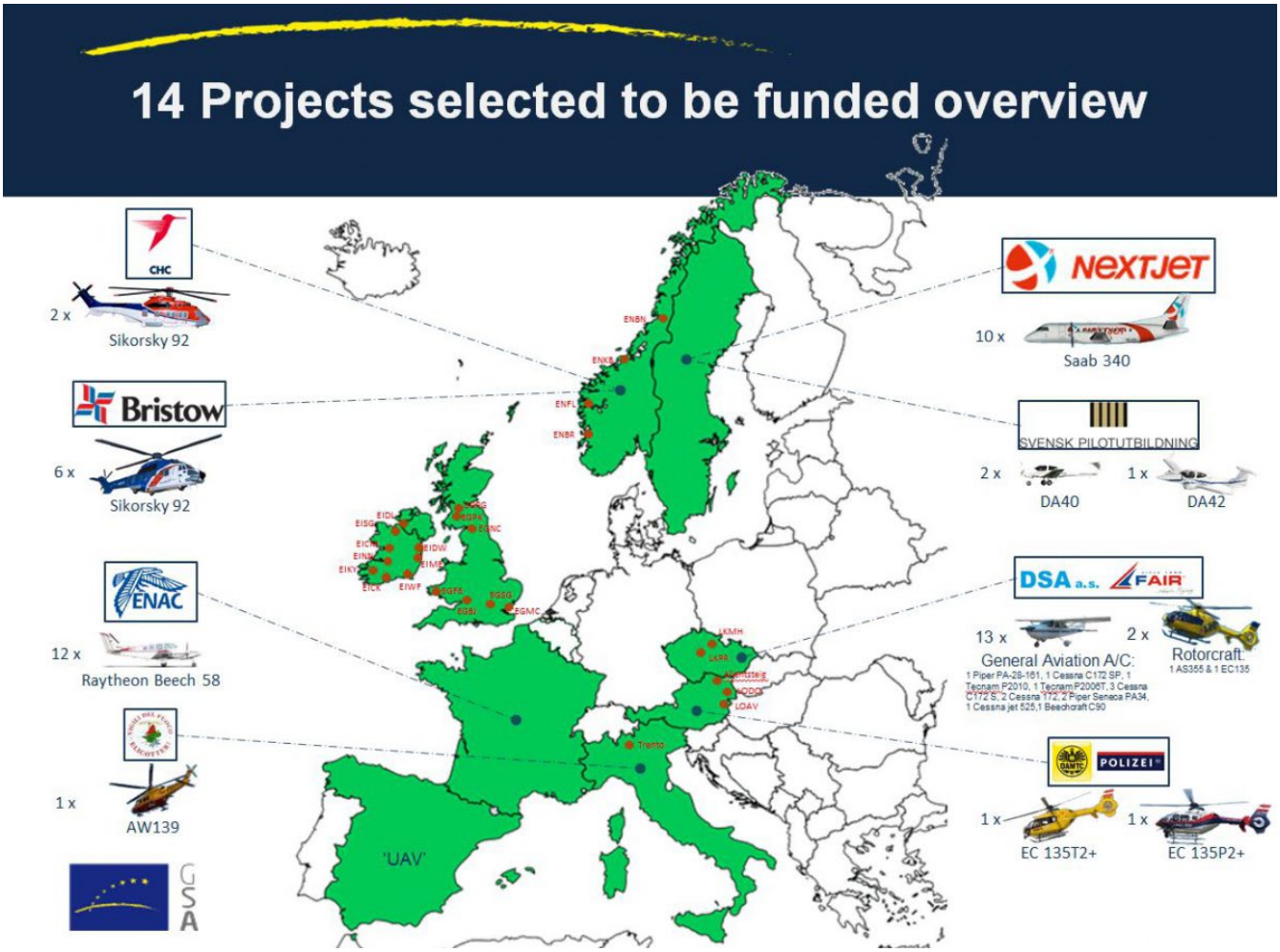
In addition, the call also aims to support the development and installation of GPS/EGNOS-enabled avionics and grant airworthiness certification for required navigation performance approach (RNP APCH) procedures down to LPV minima and point in space (PinS), and to achieve the approval of Air Operator Certificates (AOCs) for LPV operations of aircraft already equipped with satellite-based augmentation system (SBAS) capabilities.

Specifically, the following results are expected:

- 40 LPV procedures at 18 airports
- 2 LPV-200 procedures at Italy's Trento Airport
- 15 PinS LPV procedures
- 2 RNP 0.3 routes
- 44 aircraft retrofitted by 9 operators
- 4 avionics solutions (STC) development
- 3 flight simulator-type upgrades
- Development of EGNOS navigation and surveillance sensors for (RPAS) applications.

The total budget for the call was €6 million.

EXAMPLES OF EGNOS FUNDING RECIPIENTS



Source: European Global Navigation Satellite Systems Agency

EXAMPLES OF EGNOS FUNDING RECIPIENTS

Project name	Beneficiary	Proposal	Impact
AIRLA ALL IRELAND LPV APPROACH; PROJECT	Irish Aviation Authority	Significant reduction in the minima with reference to every NPA currently published in the Aeronautical information Publication (AIP) Significant reduction in operational costs for airlines operating at regional (non-state) airports	LPV approach procedures at 9 state and regional airports in Ireland, with 21 proceduresRestructure the airspace to facilitate direct RNAV arrivals (from en-route to an LPV 'T-BAR' type approach structure) for the planned runway in use Increased safety
LONDON OXFORD AIRPORT	Oxford Aviation Services Ltd	Lateral navigation (LNAV), LNAV/ vertical navigation (VNAV)and LPV minima to runways 01 and 19 Approach to runway 19 to be designed with LPV-200 criteria	Primary regional and business aviation airport in the Thames Valley, identified by European Business Aviation Association (EBAA) members as a priority for LPV and operators already with LPV capabilities
GLASGOW PRESTWICK AIRPORT	Glasgow Prestwick airport Limited	LPV, LNAV and LNAV/VNAV to runways 21, 12 and 30 Replace, overlay and replicate the current conventional procedures	Substantially improved minima on runway 21 and a much more accurate arrival than currently provided by the non-directional beacon (NDB) or surveillance radar approach (SRA)
CUMBERNAULD AIRPORT	Cormack Aircraft Services Limited	LPV on both runway ends (currently non-instrument)	Main operating base for Hebridean Air Services (LPV-capable), 2 ATOs, 2 rotorcraft operators and many private aircraft owners
GAGA GNSS APPROACHES FOR GENERAL AVIATION	AOPA UK Helios	LPV approach procedures at 3 general aviation (GA) airports: Haverfordwest, Gloucestershire and Stapleford	Increased availability of instrument procedures for GA community Support to training needs for instrument-rated (IR) pilots Attract new commercial customers
LONDON SOUTHEND AND CARLISLE LAKE DISTRICT AIRPORTS	London Southend Airport company Limited Stobart Air Limited	Implementation of LPV-200 at Southend and LPV + PinS at Carlisle	Considerable business aviation traffic, with many LPV-capable aircraft Increased accessibility and safety compared to current NPA (Carlisle) Attract new commercial operations based on better accessibility

EXAMPLES OF EGNOS FUNDING RECIPIENTS

Project name	Beneficiary	Proposal	Impact
ENAC	Ecole Nationale de l'aviation Civile	Retrofit of 12 BE58 aircraft with GTN650 Upgrade of 3 BE58 Flight Navigation Procedures Trainer (FNTP) II simulators All Ecole Nationale de l'Aviation Civile (ENAC) flight instructors' IR-ME training and operational feedback sessions to authorities, other ATOs and airlines	EGNOS adopted by one of the leading flight training organisations in Europe for professional instrument rating training Expected total number of LPV landings on an annual basis is 6 200 in flight landings and 4 900 in simulator Integration and promotion of LPV procedures in the ATO with the largest training fleet in Europe
NEXTJET	Nextjet AB	EGNOS LPV approach approved for installation in all Nextjet's 10 Saab 340 platforms STC development by Scandinavian Avionics	Large Scandinavian regional operator will be able to modernise and extend the flexibility of its Saab 340 operations, especially on small and remote airports Lower cost of operation, with positive effect on customers due to reduction in delays in bad weather conditions
SVENSK PILOTUTBILDNING	Svensk Pilotutbildning AB	Svensk Pilotutbildning, an ATO based at the Earth Science Geostationary Platform (ESGP) in Sweden, plans to upgrade 3 aircraft and 2 simulators Provide PBN/ EGNOS/LPV to existing IR students and other customers	ATO will make 1 250 in-flight LPV approaches on a yearly basis, within the normal training activities Majority of training flights will be performed at the home base (ESGP) with LPV on both runway ends; nearby airports will have LPV by 2016 Equipped simulators will allow cost-effective training for students
BRISTOW		Retrofit of 6 S92s and a second flight management system (FMS) to be LPV-capable Add LPV capabilities to aircraft already equipped with one FMS that are certified for RNAV 5, RNAV 1/PRNAV and RNP APCH with LNAV minima	Major rotorcraft operator serving oil and gas (O&G) SAR and Arctic SAR. Bases currently are Stavanger, Bergen and Hammerfest. Stavanger and Bergen have current LPV published. Bergen is currently equipped with two PinS approaches for helicopters with LNAV minima only LPV adds such operational benefits as the possibility of fully coupled flight, potentially better minima and maybe steeper angles for further noise reduction

EXAMPLES OF EGNOS FUNDING RECIPIENTS

Project name	Beneficiary	Proposal	Impact
PIONEERS 2: EARLY ADOPTION OF PINS ROTORCRAFT PROCEDURES	Pildo Consulting S.L.; Austrocontrol; Christophorus; Flugrettungsverein; BMI-Flugpolizei; Norsk Luftamulanse; CHC helicopters	Rotorcraft retrofit	Maximise the operational use of EGNOS in rotorcraft operations, enabling major helicopter emergency medical services (HEMSs) and off-shore operators with LPV capabilities, and also open the potential of EGNOS towards government operations (police and military)
EGNOS IN THE CZECH REPUBLIC	GNSS centre of Excellence; z.s.p.o.; DSA A.S.; F Air, SPOL. S.R.O.; RLP CR, S.P.; Aero-Taxi OKR, A.S.	Retrofit of 13 GA aircraft, 2 rotorcraft and 2 flight simulation training devices (FSTDs) with EGNOS-enabled avionics Introduction of EGNOS for rotorcraft operations in CZ	LPV capabilities at two industry leaders in CZ for pilot training, covering +/- 60 % of national market, and +/- 20 % of market share in Central Europe First PinS in CZ to be used by HEMS. Other hospitals waiting for operational feedback of this procedure First PinS at busy international airport
AEROPORTO CAPRONI	P.A.T. Nucleo; Elicotteri VVF; Aeroporto 'Gianni; Caproni'; S.p.A.	Design and validation of approach and departures supported by SBAS serving Trento Airport and the helipad at Cles hospital Specific point-to-point link to connect the instrument flight procedure (IFP)	Increased safety and continuity of the medical and emergency operations
REAL: RPAS EGNOS-ASSISTED LANDINGS	Pildo Consulting S.L.; Sharper Shape Ltd; EuroUSC – Italia; FADA/CATEC	Develop an EGNOS-based navigation and surveillance sensor, ready to be coupled with a generic RPAS autopilot and ground station system Contribute to the approval of innovative RPAS operations, supported by a safety case, which in turn is supported by high levels of accuracy and integrity provided by EGNOS Validation in two scenarios: Scenario 1: transport for urgent medicines Scenario 2: Operations to extinguish fires	



15 Horizon 2020

PERIOD
2014 – 2020

GLOBAL BUDGET
€79 billion

SECTORS
Energy
Environment
Industry
Innovation
New technologies
Research
SME

ACTIONS
Communication activities
Creation of networks
Creation of products/services
Creation of tools
Exchange of know-how
Research activities
support to investment.

BENEFICIARIES
Corporations
International Organisations
Local and Regional authorities
Non-profit organisations
Research centres
SMEs
Universities.

GEOGRAPHICAL SCOPE
Asia
Candidate countries
Central America
Developing countries
European Economic Area
European Union
Mediterranean countries
New Independent states
Switzerland

Grants for projects of Research and Innovation to establish an economy based on knowledge and innovation.

PROGRAMME DETAILS
Horizon 2020 is the financial instrument implementing the Innovation union, political initiative to ensure the competitiveness of Member States. It aims to finance research, development and innovation projects. Acceding, potential and candidate countries can be associated to the programme. In 2016 and 2017 the programme aims to contribute to the jobs, Growth and Investment Package of the European Commission by strengthening Europe's global competitiveness, creating new and sustainable jobs and promoting growth.

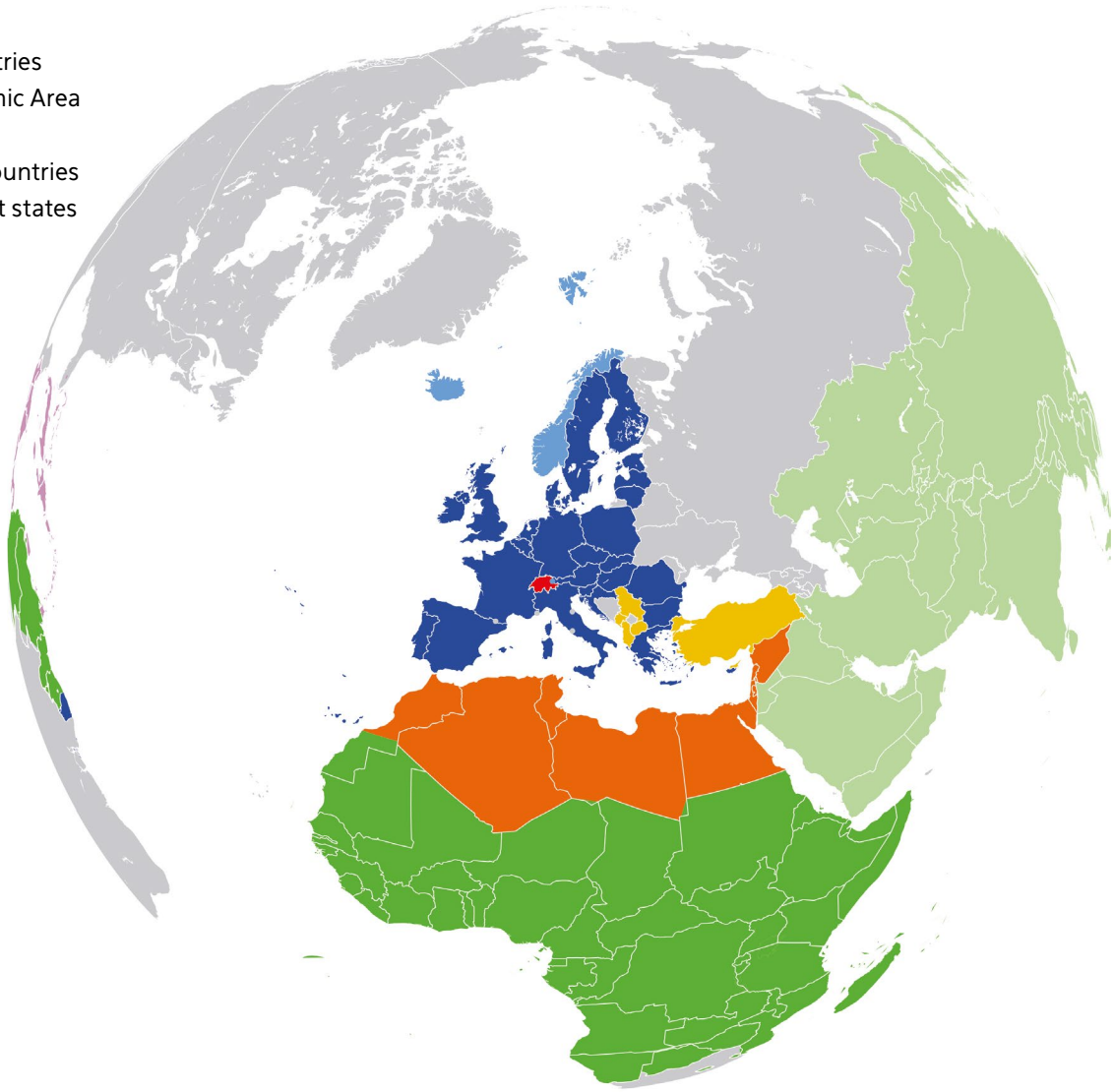
OBJECTIVES
- To build an economy based on knowledge and innovation
- To support the implementation of the "Europe 2020 strategy" and of the European Research Area.

PROGRAMME SECTIONS:
- Excellent Science
  - European Research Council
  - Future and Emerging Technologies
  - Marie Skłodowska-Curie actions
  - Research Infrastructures, including e-Infrastructures
- Industrial Leadership
  - Leadership in Enabling and Industrial Technologies
  - Nanotechnologies, Advanced Materials, Advanced Manufacturing and Processing, and Biotechnology
  - Information and Communication Technologies
  - Space
  - Access to risk finance
  - Innovation in SMEs
- Societal Challenges
  - Health, Demographic Change and Wellbeing
  - Food Security, Sustainable Agriculture and Forestry, Marine, Maritime and Inland Water Research and the Bioeconomy
  - Secure, Clean and Efficient Energy
  - Smart, Green and Integrated Transport
  - Climate Action, Environment, Resource Efficiency and Raw Materials
  - Europe in a changing world – Inclusive, innovative and reflective societies
  - Secure societies – Protecting freedom and security of Europe and its citizens

- Spreading Excellence and Widening Participation
- Science with and for Society
- Cross-cutting activities (focus areas)
- Fast Track to Innovation Pilot
- European Institute of Innovation and Technology (EIT)
- Euratom
- Smart Cyber-Physical Systems

REGIONS

- Asia
- Candidate countries
- Central America
- Developing countries
- European Economic Area
- European Union
- Mediterranean countries
- New Independent states
- Switzerland



PROJECT FUNDING

Funding rates vary from **70%** to **100%**. For more information see the next sections developing those Horizon 2020 programmes that could be used by airports.

WEBSITE

ec.europa.eu/programmes/horizon2020/en/



15.1 Horizon 2020 – Industrial Leadership Access to Risk Finance

BUDGET LINE
08 02 02 02

GLOBAL BUDGET
€338.59 million

SECTORS
Economy/finances
Industry
Innovation
Research
SME Policy

ACTIONS
Support to investment

BENEFICIARIES
Banks
Corporations
Investment Funds
Research Centres
SMEs

GEOGRAPHICAL SCOPE
European Union
European Economic Area
Switzerland
Balkans
Candidate countries
Mediterranean countries
New independent states

Under this programme, Horizon 2020 will help companies and other types of organisations engaged in research and innovation to gain easier access, via financial instruments, to loans, guarantees, counter-guarantees and hybrid, mezzanine and equity finance.

PROGRAMME DETAILS

This programme aims at scaling up and building on activities that have proved their worth in supporting R&I in 2007-2013: the Risk-Sharing Finance Facility (RSFF) and the Risk-Sharing Instrument for SMEs (RSI) in the FP7.

OBJECTIVES

- To help companies and other types of organisation engaged in research and innovation to gain easier access, via financial instruments, to loans, guarantees, counter-guarantees and hybrid, mezzanine and equity finance
- To help remedy market deficiencies in accessing risk finance for research and innovation
- To create a facility for debt (Debt facility) and a facility for equity (Equity facility)
- To improve the financing and risk profiles of the R&I activities concerned
- To ease access by firms and other beneficiaries lo loans, guarantees, and other forms of risk finance
- To promote early stage investment and the development of new venture capital funds
- To improve knowledge transfer and the market in intellectual property
- To attract funds to the venture capital market
- To help catalyse the passage from the conception, development and demonstration of new products and services to their commercialisation
- To increase the willingness of the private sector to invest in R&I and hence contribute to reaching a key Europe 2020 target: 3% of union GDP invested in R&D by the end of the decade.

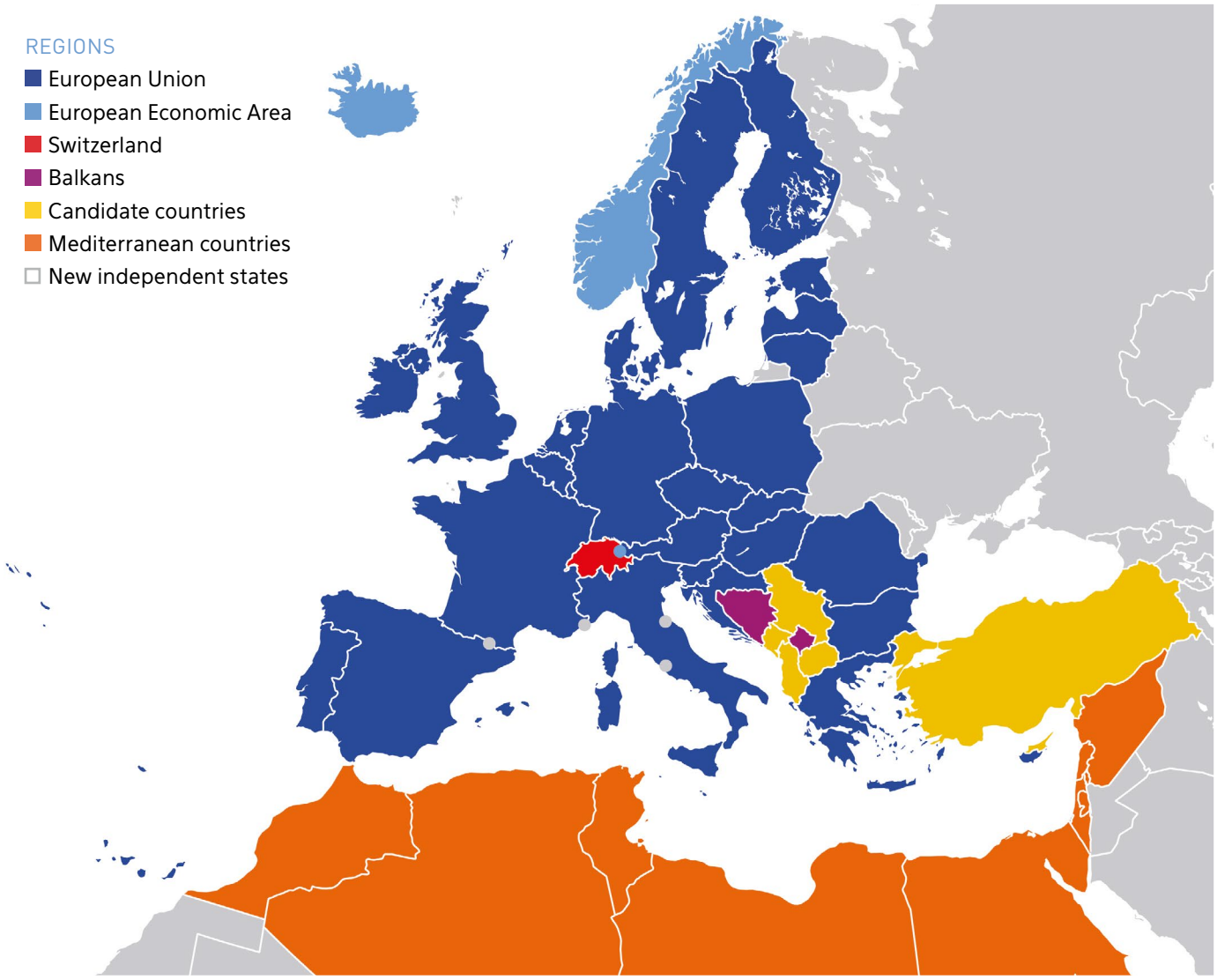
THE DEBT FACILITY PROVIDING DEBT FINANCE FOR R&I:

- Aims to improve access to debt financing – loans, guarantees, counter-guarantees and other forms of debt and risk finance
- Is demand driven, providing loans and guarantees on a first-come, first-served basis
- Is targeted, focusing on policies and key sectors crucial for tackling societal changes, enhancing competitiveness, supporting sustainable, low-carbon, inclusive growth and providing environmental and other public goods.

THE EQUITY FACILITY PROVIDING EQUITY FINANCE FOR R&I:

› Aims to provide equity finance to cover the development and financing needs of innovation enterprises from the seed stage through growth and expansion and to make expansion and growth-stage investments in conjunction to ensure a continuum of support during the start-up and development of companies

› Shall use a portfolio approach and has two windows: the start-up and the growth window.



PROJECT FUNDING

AMOUNT
Depending on the project.

SELECTION
Call for proposals.

WEBSITE
ec.europa.eu/programmes/horizon2020/en/h2020-section/access-risk-finance

CONTACT PERSON
Paul Webb
Head of Unit, Risk Management and Advice, Dir R Resources, Directorate General Research and Innovation, European Commission
paul.webb@ec.europa.eu
+ 322 295 45 33



15.2 Horizon 2020 – Societal challenges – Smart, Green and Integrated Transport

This programmes aims to achieve a European transport system that is resource-efficient, climate-and environmentally-friendly, safe and seamless for the benefit of all citizens, the economy and society.

GLOBAL BUDGET

€450.77 million

SECTORS

Energy
Environment
Industry
Innovation
Research
Transport

ACTIONS

Research activities

BENEFICIARIES

Corporations
International Organisations
Local and Regional authorities
Public Administrations
Research centres
SMEs
Universities

GEOGRAPHICAL SCOPE

Balkans
Candidate countries
European Economic Area
European Union
Mediterranean countries
New independent countries

PROGRAMME DETAILS

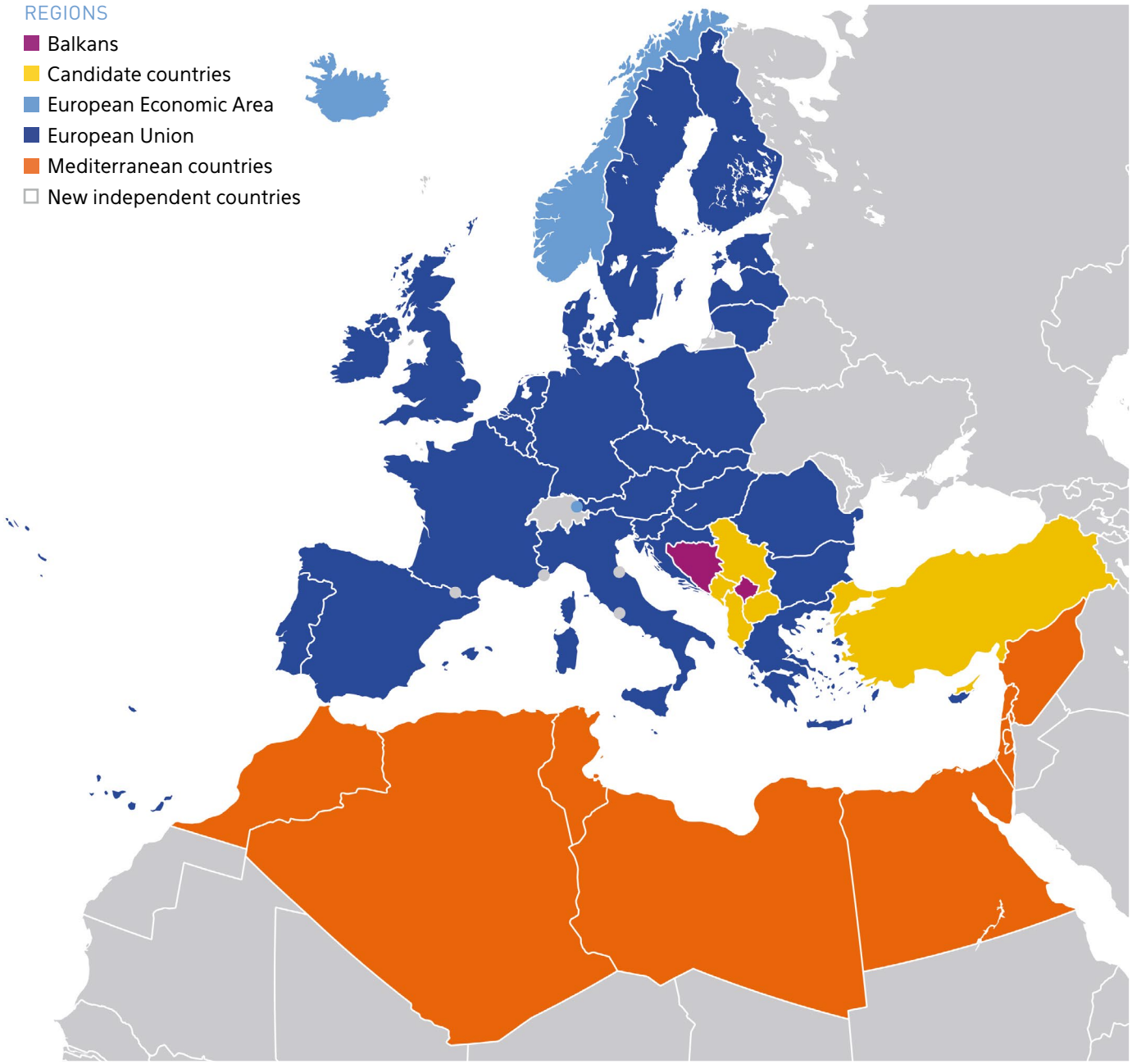
This programme is the continuation of the FP7 "Cooperation-Transport" actions.

OBJECTIVES

- Resource efficient transport that respects the environment: to minimise transport's systems' impact on climate and the environment (including noise and air pollution) by improving its efficiency in the use of natural resources, and by reducing its dependence on fossil fuels
- Better mobility, less congestion, more safety and security: to reconcile the growing mobility needs with improved transport fluidity, through innovative solutions for seamless, inclusive, affordable, safe, secure and robust transport systems
- Global leadership for the European transport industry: to reinforce the competitiveness and performance of European transport manufacturing industries and related services including logistic processes and retain areas of European leadership (such as aeronautics)
- Socio-economic and behavioural research and forward looking activities for policy making: to support improved policy making which is necessary to promote innovation and meet the challenges raised by transport and the societal needs

PRIORITY AREAS FOR 2016-1017

- Mobility for growth (see following section)
- Automated Road Transport
- Green vehicles



PROJECT FUNDING

AMOUNT

Up to **€20 millio**n grant and up to 100% of the total eligible costs. Funding rates and grant amounts depending on the topic and the category of action.

SELECTION

Calls are published several times a year by the DG Transport or DG Research.

WEBSITE

ec.europa.eu/programmes/horizon2020/en/h2020-section/smart-green-and-integrated-transport

CONTACT PERSON

Alan Haig
Innovation and Networks Executive Agency (INEA),
European Commission
alan.haig@ec.europa.eu
+ 32 2 296 57 49



15.3 Horizon 2020 – Societal challenges – Smart, Green and Integrated Transport– Mobility for growth

GLOBAL BUDGET
€210.10 million

SECTORS
Energy
Environment
Industry
Innovation
Research
Transport

ACTIONS
Research activities

BENEFICIARIES
Corporations
International Organisations
Local and Regional authorities
Public Administrations
Research centres
SMEs
Universities

GEOGRAPHICAL SCOPE
Balkans
Candidate countries
European Economic Area
European Union
Mediterranean countries
New independent countries

Grants to support research and innovation activities in the field of transport means and infrastructure.

PROGRAMME DETAILS

This programme aims to support research and innovation activities to integrate transport means and infrastructure into a user friendly European transport system of smart connected mobility and logistics.

OBJECTIVES

- To make equipment and systems for vehicles, aircraft and vessels smarter, more automated, cleaner and quieter, while reducing the use of fossil fuels
- To find smart infrastructure solutions to deploy innovative traffic management and information systems, advanced traveller services, efficient logistics, construction and maintenance technologies

STRANDS

Mode specific challenges:

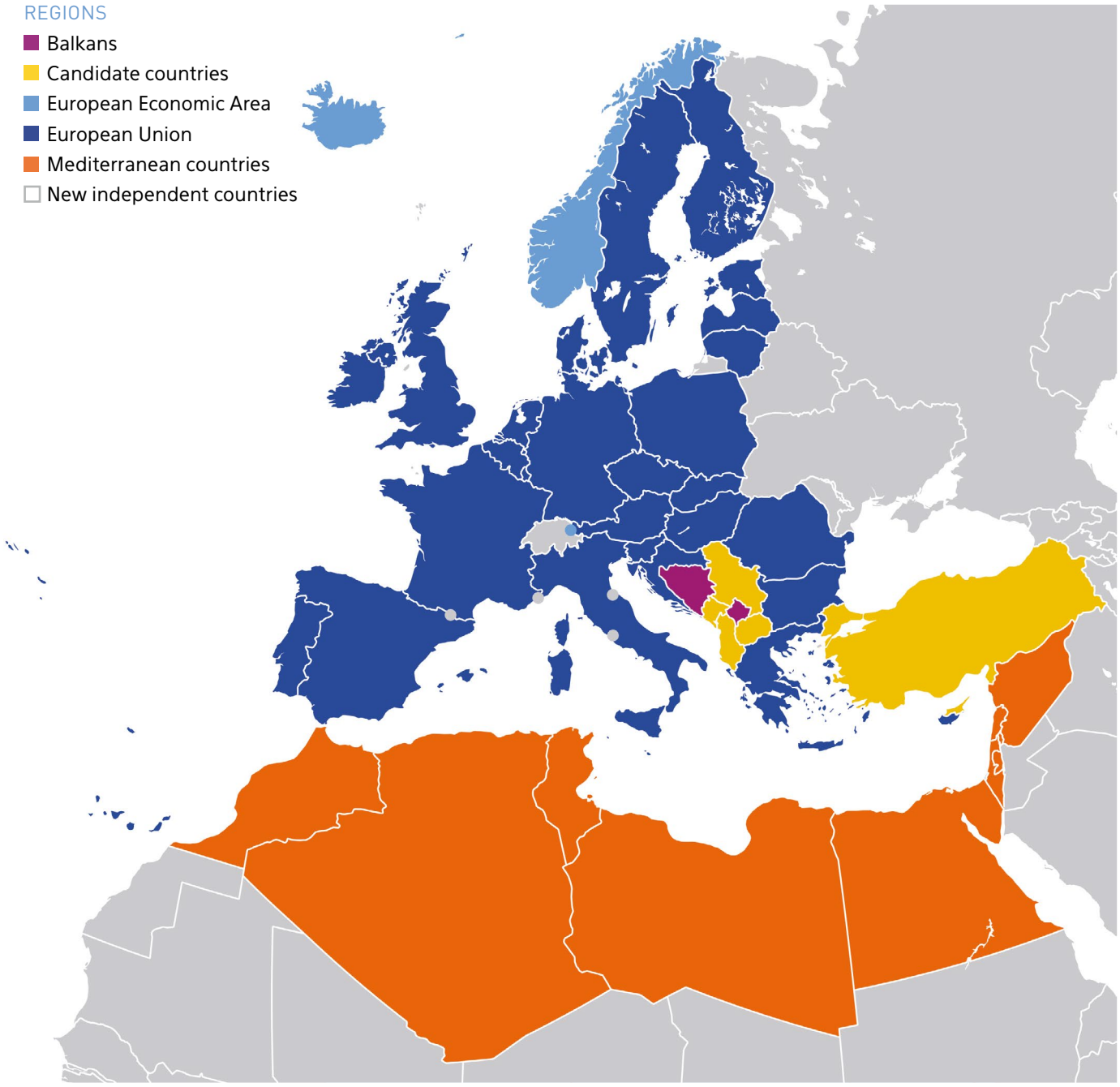
- Aviation
- Waterborne

Transport integration specific challenges

- Safety
- Urban
- Logistics
- Intelligent transport systems
- Infrastructure

Cross cutting issues

- Socio economic and behavioural research and forward looking activities for policy making



PROJECT FUNDING

AMOUNT

Up to **100%** of the total eligible costs. Funding rates and grant amounts depending on the topic and the category of action.

SELECTION

Once a year.

WEBSITE

ec.europa.eu/programmes/horizon2020/en/h2020-section/smart-green-and-integrated-transport

CONTACT PERSON

Alan Haig
Innovation and Networks Executive Agency (INEA),
European Commission
alan.haig@ec.europa.eu
+ 32 2 296 57 49

15.4 Horizon 2020 Article 187 – JTI Clean Sky

To encourage private investments in aeronautics research I general, and in clean Air Transport Technologies in particular.

PERIOD
2014 – 2020

GLOBAL BUDGET
€1.6 billion

SECTORS
Industry
Innovation
Research
Services

ACTIONS
Creation of products/services

BENEFICIARIES
Corporations
Local and Regional authorities
Public Administrations
Research centres
SMEs

GEOGRAPHICAL SCOPE
Balkans
Candidate countries
Developing countries
European Economic Area
European Union
Mediterranean countries
New independent countries
Switzerland

PROGRAMME DETAILS

Clean Sky is a Joint Technology Initiative (JTI), a public-private partnership bringing together companies, universities, public laboratories, innovative SMEs and the European Commission. It develops and demonstrates break-through technologies for the civil aircraft market to cut aircraft emissions and noise, and secure the future international competitiveness of the European aviation industry.

The Clean Sky 2 (CS2) JTI works to improve the global aviation industry, providing safe, seamless and sustainable air mobility to meet citizens' needs. It will develop and test new technologies intended to increase aircraft fuel efficiency, thus reducing aircraft CO_2 and noise emissions.

Joint Technology Initiatives were introduced by the regulation for Framework Programme Seven (FP7). JTIs usually originate in European Technology Platforms (ETPs), i.e. industry-led stakeholder forums that develop common strategic agendas in specific fields. The scope of the research objective and the scale of the resources involved for some topics justified setting up long term public-private partnerships in the form of JTIs. Joint Technology Initiatives combine private sector investments with European (and sometimes national) public funding. The private sector members are bound to provide an in-kind financial contribution to the JTI that at least matches the financial commitment of the public partners. Whereas JTIs are a special funding scheme created under FP7, the legal entity used to implement JTIs is defined under Article 187 TFEU and is known as a Joint Undertaking (JU). Joint Undertakings can also be established to implement other funding schemes.

OBJECTIVES

- To identify, develop and validate the key technologies necessary to achieve major steps towards the ACARE (Advisory Council for Aeronautics Research in Europe) Environmental Goals for 2020 when compared to Year 2000 levels:
  - Fuel consumption and carbon dioxide (CO_2) emissions reduced by 50%
  - Nitrous oxides (NOX) emissions reduced by 80%
  - Reduction in perceived external noise of 50%
- To improve the environmental impact of the lifecycle of aeronautical products
- To strengthen the industrial competitiveness in the European Aeronautical industry

FINANCED AREAS

Two core building blocks:

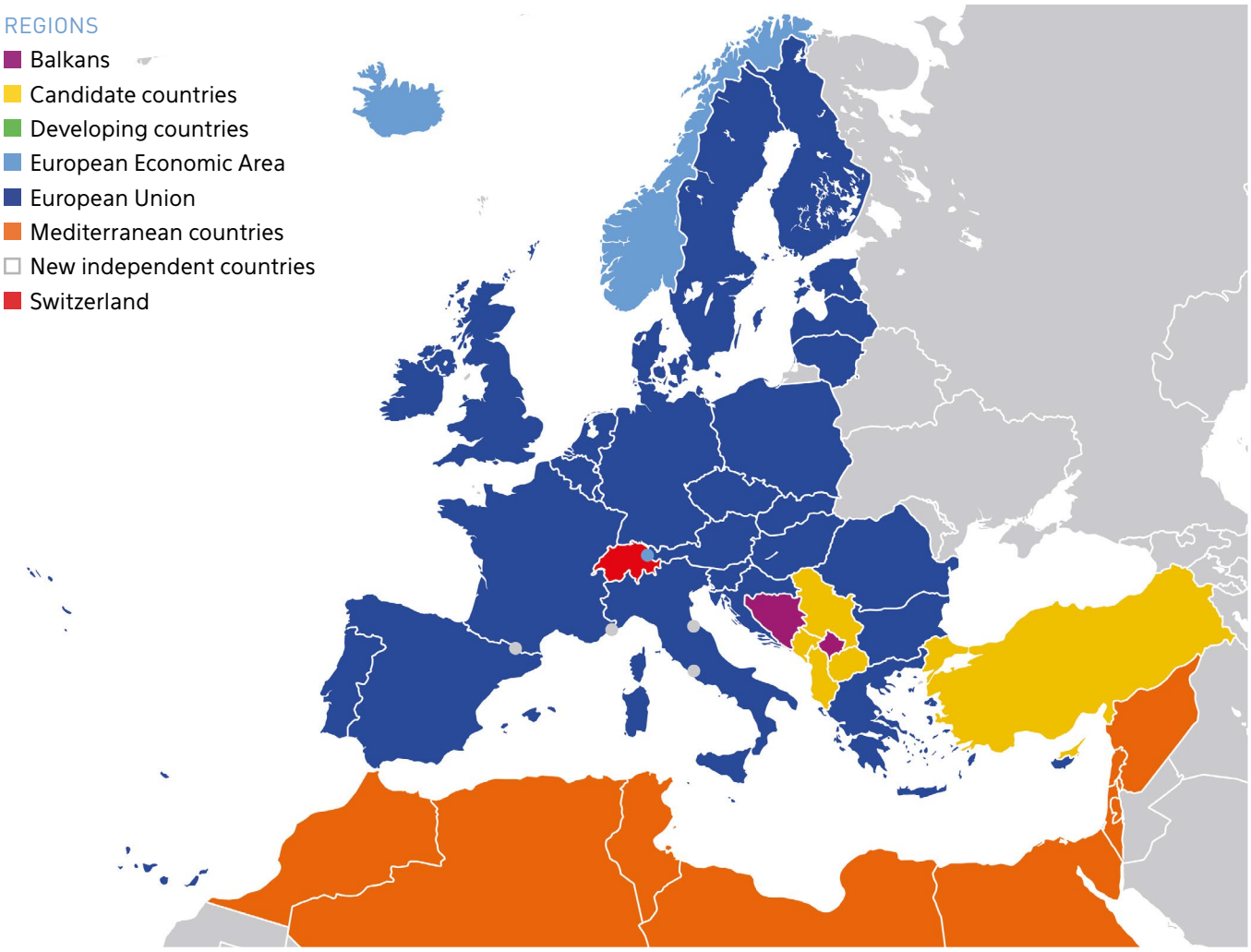
- Innovative Aircraft Demonstrator Platforms (IADPs) for Large Passenger, Regional and Fast Rotorcraft aircraft segments
- Integrated Technology Demonstrators (ITD) for Airframe, engines and Systems

Two transverse activities:

- ECO –design, built on the process made in the ECO-Design ITD in Clean Sky, and coordinated across the ITDs and IADPs
- SAT (Small Air Transport) will coordinate research activities related to the field of small general aviation and commuter aircraft performed in the ITDs

REGIONS

- Balkans
- Candidate countries
- Developing countries
- European Economic Area
- European Union
- Mediterranean countries
- New independent countries
- Switzerland



PROJECT FUNDING

AMOUNT

Depending on the nature of the applicant and according to the call for proposal.

SELECTION

Calls for Proposals (CFP) will specify selection criteria which will typically include: eligibility, relevance, technical excellence, cost and value for money, timetable, and quality. According to the requirements of the ITD and the work package a one-stage or two-stage competition process may be followed. Please check http://www.cleansky.eu/calls.

WEBSITES

Clean Sky: cleansky.eu
ITD leaders: cleansky.eu/content/homepage/about-us
ACARE: acare4europe.com

15.5 Horizon 2020 Article 171 SESAR – Single European Sky Air Traffic Management Research Joint Undertaking

Grants for research and development projects on air traffic management in the Single European Sky for a smarter, safer, cleaner and more efficient air transport.

PERIOD
2014 – 2024

GLOBAL BUDGET
€1.585 billion (with **€585 million** from Horizon 2020 and the remainder as in-kind from Eurocontrol and the industry).

Additional funds may become available from other sources.

SECTORS
Industry
Innovation
Research Services
Transport

ACTIONS
Creation of products/services
Creation of tools
Research activities

BENEFICIARIES
Industry / Corporations
Service providers
Small & Medium Entrprises
Non-profit organisations
Public Administrations
Research centres
Higher education organisations

GEOGRAPHICAL SCOPE
European Union
H2020 associated countries
Countries with an aviation agreement with the EU

PROGRAMME DETAILS

As the technological pillar of the Single European Sky initiative, SESAR aims to modernise and harmonise air traffic management (ATM) in Europe. Co-founded by the European Union and EUROCONTROL in 2007, the SESAR Joint Undertaking (SESAR JU) was set up to establish a public-private partnership and coordinate research to support this endeavour.

The SESAR JU has 19 members, who together with their partners and affiliate associations, represent over 100 companies working in Europe and beyond. The SESAR JU also works closely with staff associations, regulators, airport operators and the scientific community, engaging them into the activities of the JU through agreements and open calls.

In this way, the SESAR JU harnesses the research and innovation expertise and resources of the entire ATM community in order to define, research, develop, validate and demonstrate innovative technological and operational solutions. The SESAR JU is also responsible for the execution of the European ATM Master Plan which defines the EU priorities for R&D and implementation.

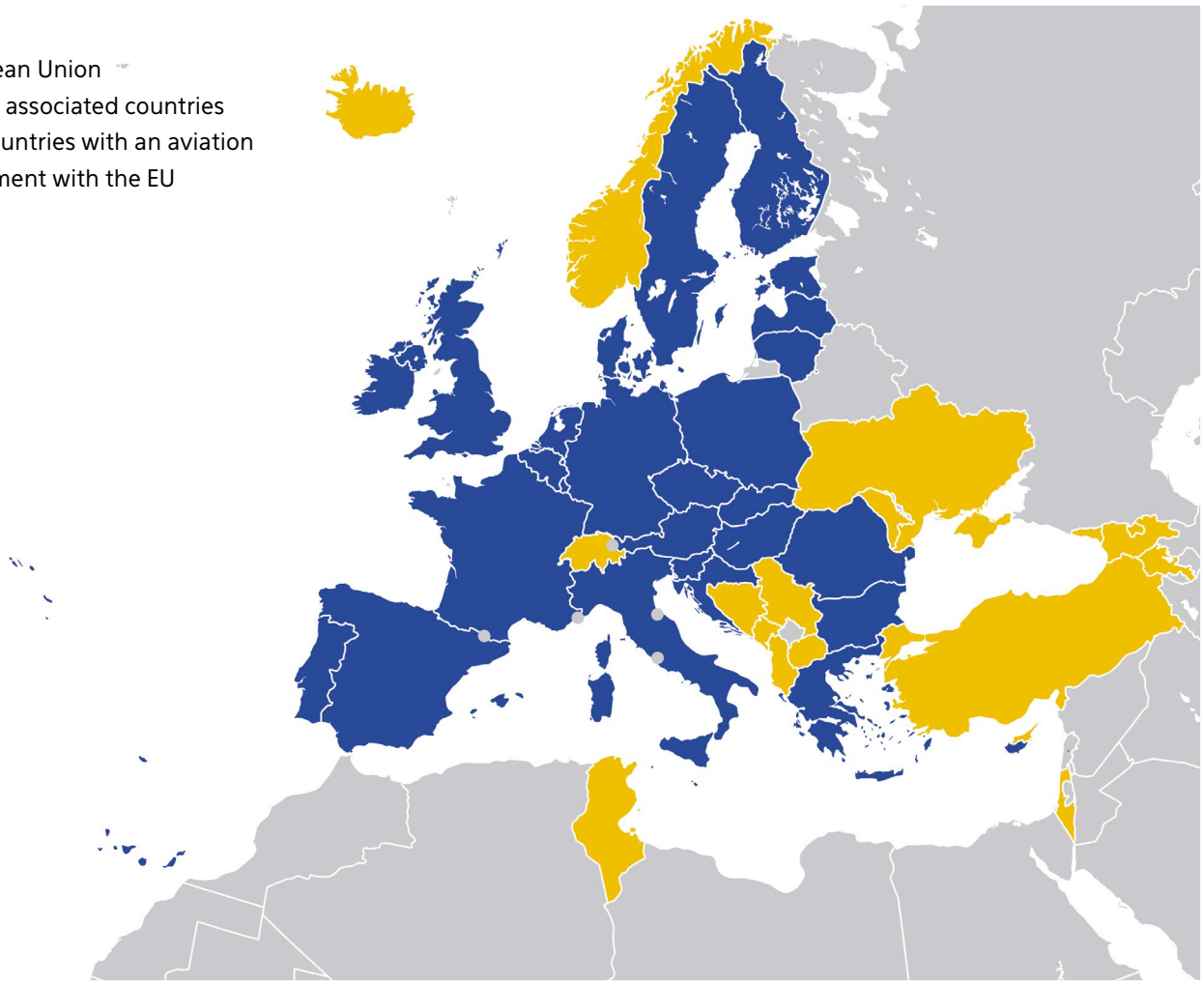
Co-funded by the EU's Horizon 2020 programme and other sources, SESAR 2020 supports the Single European Sky and the EU Aviation Strategy's vision to generate growth for European business, foster innovation and offer passengers with more connections and safer, cleaner and cheaper flights.

Guided by the European ATM Master Plan, SESAR 2020 aims to transform European ATM into a more modular, automated system that takes advantage of advances in digital and virtualisation technologies. With a budget of 1.6 billion euros between now and 2024, SESAR 2020 will focus on developing solutions in four key areas, namely airport operations, network operations, air traffic services and technology enablers. The programme also addresses emerging challenges such as the integration of drones and cyber security.

The research is categorised into three strands: Exploratory research, Industrial research and validation and Very large-scale demonstrations. These strands have been designed as an innovation pipeline through which ideas are transformed into tangible solutions for industrialization and deployment.

REGIONS

- European Union
- H2020 associated countries and countries with an aviation agreement with the EU



PROJECT FUNDING

FUNDING

SESAR 2020 publishes both open and restricted calls. Calls relating to exploratory research and very large scale demonstrations are open, while industrial research calls are restricted SESAR JU members who will normally establish consortia with third party entities to engage the specialist knowledge required to deliver an ambitious programme of SESAR solutions.

WEBSITES

www.sesarju.eu
www.sesar.eu
ec.europa.eu/research/participants/portal/desktop/en/funding/index.html

Collaborative Decision Making (CDM) – Birmingham Airport LTD

The Action will help Birmingham International Airport (BIA) to maintain high performance through the implementation of airport collaborative decision making (A-CDM), which is part of the SESAR Deployment Baseline.

In support, additional technologies will be introduced that will improve the quality and effectiveness of A-CDM. These additional technologies include an upgrade of the surveillance system in line with A-SMGCS level 1. Electronic flight progress strips will also be implemented as part of the Action and it will facilitate the direct inputs into the system by ATC of flight status. The surveillance system will provide better inputs into the A-CDM system in terms of the actual situation on the airfield, and it provides improved situational awareness to relevant stakeholders.

Estimated cost of the action:	€3,412,819
Maximum EU contribution:	€1,706,409.50
Percentage of EU support:	50%

MEMBER STATES INVOLVED:

United Kingdom

IMPLEMENTATION SCHEDULE:

Start date: May 2015

End date: September 2018

BENEFICIARY & IMPLEMENTING BODY:

Birmingham Airport Limited

Implementation of RNP Approaches with Vertical Guidance on the Belgian civil aerodromes outside Brussels TMA

The Action targets the implementation of Required Navigation Performance (RNP) Approaches with Vertical Guidance on the Belgian civil aerodromes outside the Brussels TMA (Terminal Manoeuvring Area), i.e. outside the geographical scope of the PCP. This concerns the airports of Ostend, Liège and Charleroi.

The main objectives of this project are to:

- implement RNP Approaches (LNAV/VNAV) and Localiser Performance with Vertical guidance on all instrument runway ends of the civil aerodromes located within the Belgian part of the Brussels Flight Information Region outside the Brussels TMA (Charleroi, Liège, Ostend).
- achieve compliance with ICAO AR37.11, EC Part-AUR and Regulation (EU) No 716/2014.

Estimated cost of the action:	€707,217
Maximum EU contribution:	€353,608.50
Percentage of EU support:	50%

MEMBER STATES INVOLVED:

Belgium

IMPLEMENTATION SCHEDULE:

Start date: May 2015

End date: January 2019

BENEFICIARY & IMPLEMENTING BODY:

Belgocontrol

Heathrow
Making every journey better

Heathrow Airport Resilience Programme

Heathrow Airport is one of the TEN-T Core Network Nodes and it aims to support its programme of works to be more efficient. Heathrow Airport is considered a bottleneck given its capacity saturation and subsequently the frequencies of delays and air holding experienced by users of the Airport. Predominantly, the activities of the Action involve upgrade of systems and processes within the airport operational facilities and do not change air traffic patterns or route structures.

The Action supports the implementation of the Heathrow Resilience Programme. It addresses the deployment of new technologies and best practices in alignment with the European ATM Master Plan and helps to remove inefficiencies in the provision of Air Navigation Services by improving the resilience of Heathrow Airport operations in adverse conditions and contribute to the achievement of the performance targets by reducing weather related delays.

MEMBER STATES INVOLVED:

Estimated cost of the action:	€3,628,468
Maximum EU contribution:	€1,814,234
Percentage of EU support:	50%

United Kingdom

IMPLEMENTATION SCHEDULE:
Start date: November 2014

End date: April 2017

BENEFICIARIES & IMPLEMENTING BODIES:
Heathrow Airport Limited

British Airways Plc

MZLG
Međunarodna zračna luka Zagreb
Zagreb International Airport

Implementation of the A-SMGCS system at Zagreb International Airport

The Action concerns Zagreb International Airport which is part of the European Core Transport Network.

The overall objective of the Action is to implement an Advanced Surface Movement Guidance and Control System (A-SMGCS) at Zagreb International Airport. As current tower technology at Zagreb Airport is not sufficient, the Action will provide a proper technological solution for traffic management in order to follow planned traffic growth in a safe and efficient way.

Implementation of A-SMGCS aims at providing surveillance, guidance and control of aircraft and vehicles on the airport manoeuvring area and at maintaining the declared surface movement rate under all weather conditions. The Action will contribute to a better capacity and throughput, a better flight efficiency and greater environmental benefits, increased safety as well as cost effectiveness.

Estimated cost of the action:	€4,383,700
Maximum EU contribution:	€3,726,145
Percentage of EU support:	85%

MEMBER STATES INVOLVED:
Croatia

IMPLEMENTATION SCHEDULE:
Start date: February 2016

End date: June 2018

BENEFICIARY:
Croatia Control Ltd (CCL)

16 ISF (Internal Security Fund)

The ISF aims to support the implementation of the Internal Security Strategy and a coherent and comprehensive approach to law enforcement cooperation, including the management of the EU's external borders.

PERIOD
2014 – 2020

BUDGET
€3.8 billion

SECTORS
Citizenship
Justice-Security

ACTIONS
Creation of networks
Creation of products/services
Mobility activities
Training activities

BENEFICIARIES
Member States
Regional & Local Authorities
NGOs
Public Administrations
Public Law Companies

GEOGRAPHICAL SCOPE
European Union
European Economic Area
Switzerland

PROGRAMME DETAILS

The Fund will promote the implementation of the Internal Security Strategy, law enforcement cooperation and the management of the Union's external borders. The ISF is composed of two instruments, **ISF Borders and Visa** and **ISF Police**.

The **ISF Borders and Visa** instrument's main objective is to contribute to ensuring a high level of security in the Union while facilitating legitimate travel. This goal will be achieved through the Fund's support to actions which will aim to reach the following specific objectives:

- Visa: the effective processing of Schengen visas by supporting a common visa policy which aims at facilitating legitimate travel to the EU, providing a high quality of service to visa applicants, ensuring equal treatment of non-EU nationals and tackling irregular migration;
- Borders: achieving a uniform and high level of control of the external borders by supporting integrated borders management, harmonising border management measures within the Union and sharing information among EU States, and between EU States and Frontex, in order to halt irregular migration and ensure the smooth crossing of the external borders.

For the 2014–20 period, €2.76 billion is available for funding actions under the ISF Borders and Visa instrument, of which €1.55 billion will be channeled through shared management and €1.06 through direct management. €154 million is reserved for the Special Transit Scheme (Lithuania).

Concrete actions to be funded through this instrument can include a wide range of initiatives, such as setting up and running IT systems, acquisition of operational equipment, promoting and developing training schemes and ensuring administrative and operational coordination and cooperation.

The **ISF Police** component of the Internal Security Fund will contribute to ensuring a high level of security in the EU. Within this general objective, the Funds' activities will focus on achieving two specific objectives:

Fight against crime
Combating cross-border, serious and organised crime including terrorism, and reinforcing coordination and cooperation between law enforcement authorities and other national authorities of EU States, including with EUROPOL and other relevant EU bodies, and with relevant non-EU and international organisations;

Managing risk and crisis

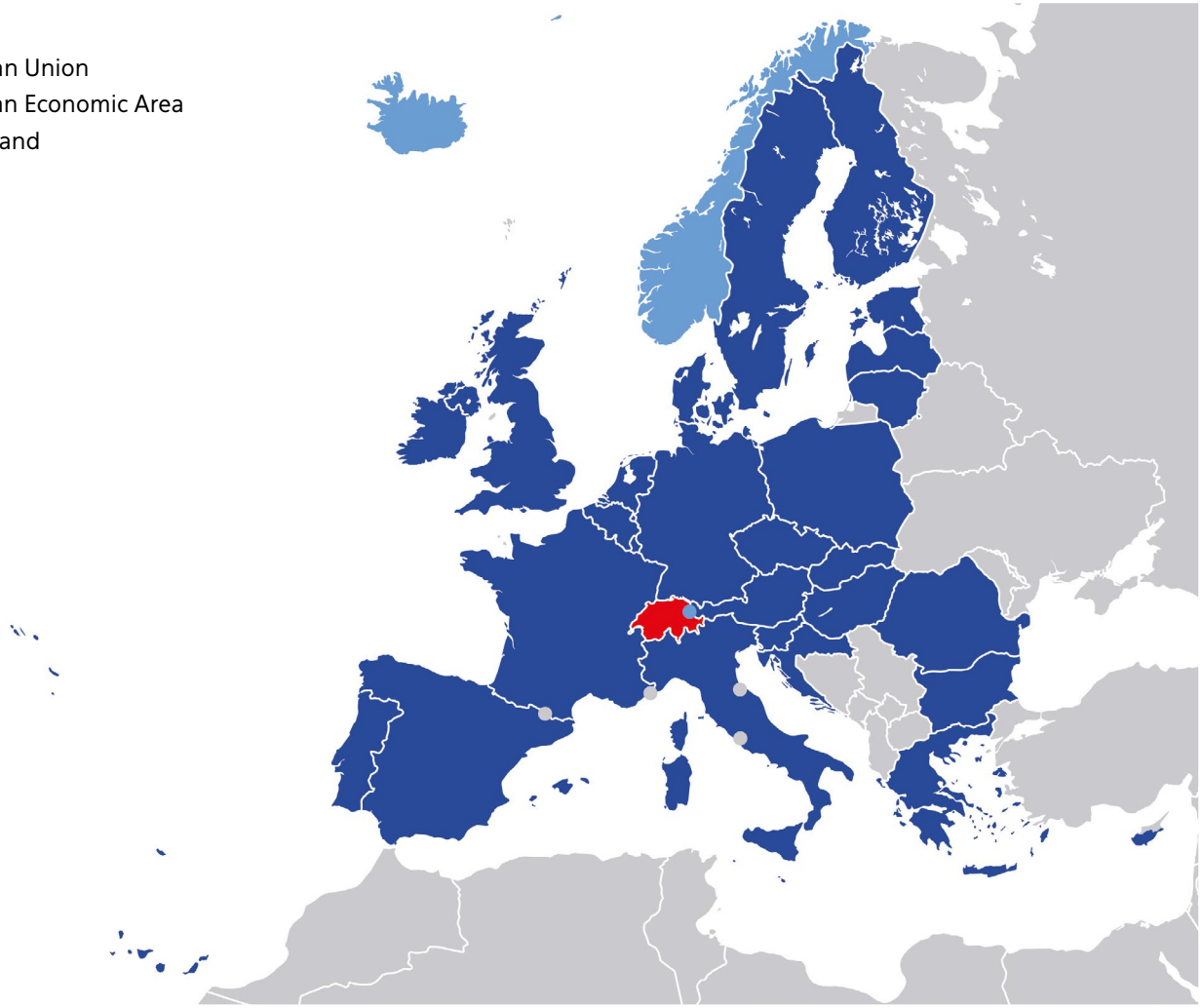
Enhancing the capacity of EU States and the Union for managing effectively security-related risk and crisis, and preparing for protecting people and critical infrastructure against terrorist attacks and other security related incidents.

For the 2014–20 period, slightly over €1 billion is available for funding actions under the ISF Police instrument, of which €662 million will be channeled through shared management and €342 million through direct management.

Concrete actions to be funded through this instrument can include a wide range of initiatives, such as setting up and running IT systems, acquisition of operational equipment, promoting and developing training schemes and ensuring administrative and operational coordination and cooperation.

REGIONS

- European Union
- European Economic Area
- Switzerland



PROJECT FUNDING

AMOUNT

Depending on the call for proposals.

SELECTION

The programme is open permanently.

WEBSITE

ec.europa.eu/dgs/home-affairs/financing/fundings/security-and-safeguarding-liberties_en.htm

CONTACT PERSON

Alexandra Weerts
DG Home Affairs C/4,
European Commission
HOME-ISF@ec.europa.eu
+ 32 229 80 512

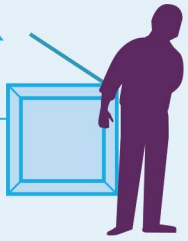


NATIONAL PROGRAMMES
MANAGED BY EU COUNTRIES

- Funding priorities per EU country laid down in multiannual programmes
- EU countries publish calls for proposals and tenders

ISF-Borders & Visa
€1 404 million

ISF-Police
€662 million



UNION ACTIONS
MANAGED BY THE COMMISSION

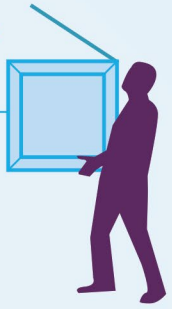
- Actions with a high level of EU added value
- Funding priorities laid down in annual or multiannual work programmes
- The Commission publishes calls for proposals and tenders

ISF-Borders & Visa
€264 million

ISF-Police
€342 million

EMERGENCY ASSISTANCE
MANAGED BY THE COMMISSION

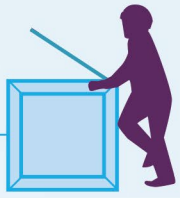
- A flexible mechanism for emergency response
- EU countries can ask for additional funding in case of emergencies



OTHER

- **Including IT SYSTEMS**
  Investing in the development of existing or new IT systems that support the management of migration flows across the external borders.

ISF-Borders & Visa
€1 092 million



Source: European Commission

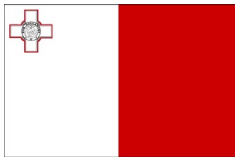
Basic allocation per country

	ISF Borders & Visa	ISF-Police
AUSTRIA	14 162 727	12 162 906
BELGIUM	17 519 321	17 903 270
BULGARIA	40 366 130	32 002 293
CROATIA	35 609 771	19 095 426
CYPRUS	34 507 030	8 117 257
CZECH REPUBLIC	14 381 484	17 029 012
DENMARK	10 322 133	Does not participate
ESTONIA	21 781 752	13 480 269
FINLAND	36 934 528	15 682 348
FRANCE	84 999 342	70 114 640
GERMANY	51 753 437	79 504 401
GREECE	166 814 388	20 489 650
HUNGARY	40 829 197	20 663 922
IRELAND	Does not participate	9 243 080
ITALY	156 306 897	56 631 761
LATVIA	15 521 704	16 941 431
LITHUANIA	24 704 873	16 120 656
LUXEMBOURG	5 400 129	2 102 689
MALTA	53 098 597	8 979 107
NETHERLANDS	30 609 543	31 540 510
POLAND	49 113 133	39 294 220
PORTUGAL	18 900 023	18 693 124
ROMANIA	61 151 566	37 150 105
SLOVAKIA	10 092 525	13 891 478
SLOVENIA	30 669 103	9 882 037
SPAIN	195 366 875	54 227 207
SWEDEN	11 518 706	21 057 201
UNITED KINGDOM	Does not participate	Does not participate
ICELAND	5 326 980	Does not participate
LIECHTENSTEIN	5 000 000	Does not participate
NORWAY	14 317 819	Does not participate
SWITZERLAND	18 920 284	Does not participate

EXAMPLES OF ISF FUNDED NATIONAL PROGRAMMES

Example: National Programme for Malta 2014–2020 "Sustainable Management of Internal Security" ISF Borders and Visa

GENERAL OBJECTIVE:



to ensure a high level of security in the Union while facilitating legitimate travel

SPEFICIFC OBJECTIVES:

supporting a common visa policy; supporting integrated border management

TO SUPPORT BORDER CONTROL:

This objective provides amongst others for the provision of infrastructures, buildings and systems required at border crossing points and for surveillance between border crossing points to prevent and tackle unauthorised border crossings, illegal immigration and cross-border criminality as well as to guarantee smooth travel flows. In addition it supports operating equipment, means of transport and communication systems required for effective and secure border control and the detection of persons as well as IT and communication systems for the efficient management of migration flows across borders, including investment in existing and future systems;

To address the Specific Objective outlined, the National programme provides for the following measures amongst others:

NATIONAL OBJECTIVE

- Upgrade the current infrastructure used in border control such as the design, build and equipping of an AFM Command, Control and Communications Operation Centre;
- Upgrade the Integrated Communications System (ICS) and radars, and replace the radars on patrol crafts, install an Optronics System at radar posts and onboard patrolling sea crafts;

EXAMPLES OF ISF FUNDED NATIONAL PROGRAMMES

- Upgrade the reaction capability of the offshore patrol vessel in service to enable sustained border control operations for long periods of time;
- The installation of an Automated Border Control system;
- The optimisation of the border related IT systems;
- The continued co-financing of the third twin engine helicopter;
- The refurbishment of two hangars and their ancillary facilities for the upkeep of fixed wing and rotary aircraft;
- The construction and commissioning of a new offshore patrol vessel

National Programme ISF – Croatia



BORDERS (41,24 % of ISF Borders) (of a total of €35,609,771 in the period 2014–2020)

The main goal of the ISF investments is to implement border control in line with European standards. Further development in the area of the borders is defined and will be implemented in accordance with The Strategy for Integrated Border Management (based on four tiers model) and other related documents: Action Plan for the Implementation of mentioned Strategy, Schengen Action Plan and Strategy of the Development of Maritime Border Police with the Associated Action Plan. After Croatia enters Schengen area, border management will continue in accordance with adopted IBM Concept, which will also cause redirection of financial assets foreseen for the purposes of inner borders to the purpose of external border management.

Key objectives in the next seven years are establishment of regional coordination centres and procurement of necessary equipment for development of EUROSUR on external borders and for full implementation of the Schengen Acquis. Resources of ISF would also be allocated to trainings of border police at external borders, as well as for trainings on EUROSUR, risk analysis and language trainings.

Croatia will continue to invest in equipment for border checks on border crossing points (BCP's) at external borders as well as for border surveillance at external borders (IT equipment, vehicles and vessels, video surveillance and similar).

The rest of the total amount of the ISF Borders is distributed to 40% for operating support and 6,40 % for technical assistance.

Under operating support fuel costs and maintenance of vehicles, vessels and aircrafts,upgrading and repairing of border control equipment and maintenance of IT systems will be financed.



17 IPA II – Instrument for pre-accession assistance

Grants for projects which aim to bring candidate countries and potential candidates closer to Union values with a view to Union membership.

PERIOD
2014 – 2020

BUDGET
€11.7 billion

BENEFICIARIES
Corporations
Local and Regonal authorities
Public Administrations
Research centres
Schools
SMEs
Training centres
Universities

REGIONS
Albania, Bosnia and Herzegovina, the former Yugoslav Republic of Macedonia, Kosovo, Montenegro, Serbia, and Turkey

PROGRAMME DETAILS

The Instrument for Pre-accession Assistance (IPA) is the means by which the EU supports reforms in the 'enlargement countries' with financial and technical help. The IPA funds build up the capacities of the countries throughout the accession process, resulting in progressive, positive developments in the region.

EU pre-accession funds are a sound investment into the future of both the enlargement countries and the EU itself. They help the beneficiaries make political and economic reforms, preparing them for the rights and obligations that come with EU membership. Those reforms should provide their citizens with better opportunities and allow for development of standards equal to the ones we enjoy as citizens of the EU. The pre-accession funds also help the EU reach its own objectives regarding a sustainable economic recovery, energy supply, transport, the environment and climate change, etc.

Prepared in partnership with the beneficiaries, IPA II sets a new framework for providing pre-accession assistance for the period 2014–2020.

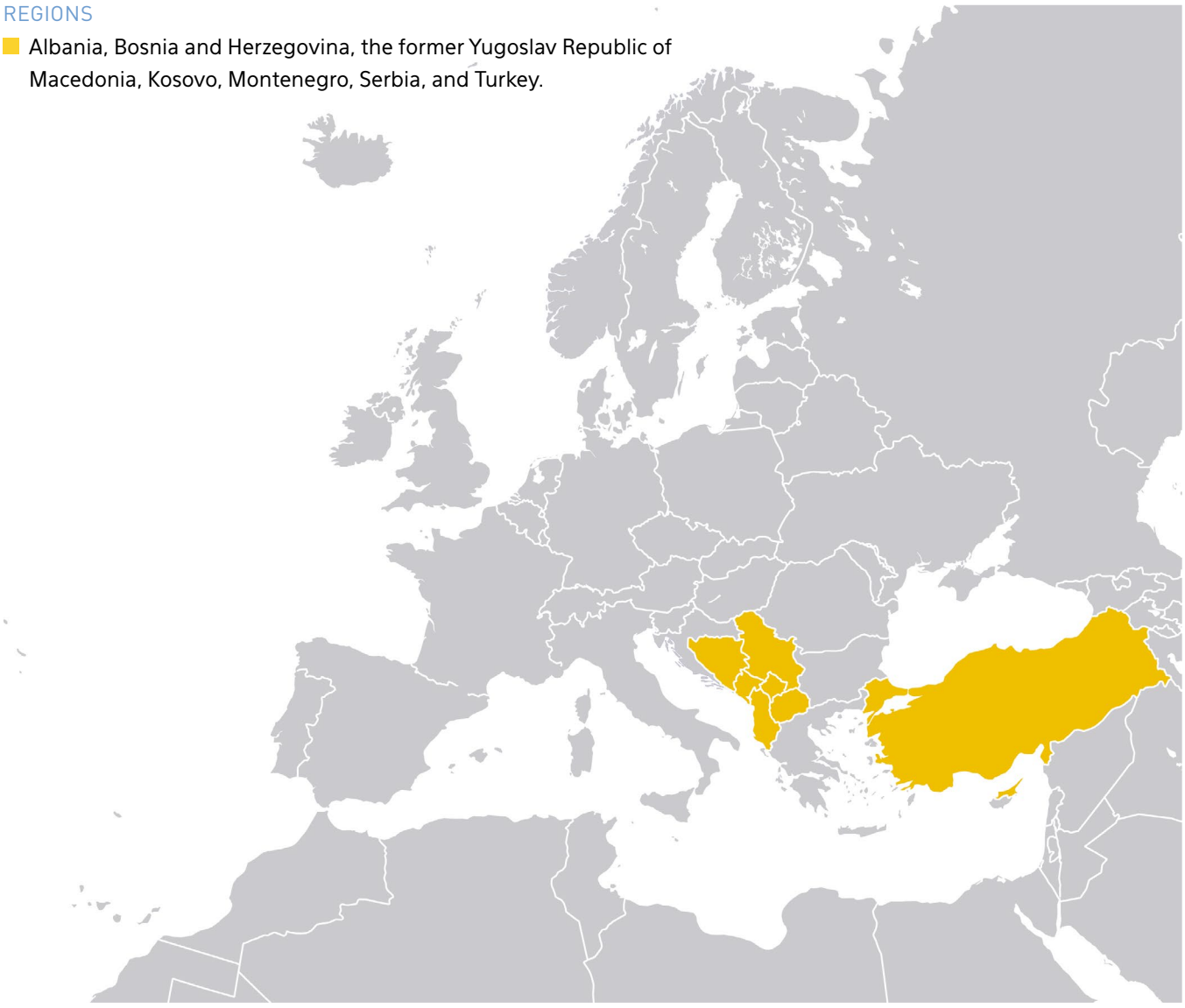
The most important novelty of IPA II is its strategic focus. Country Strategy Papers are the specific strategic planning documents made for each beneficiary for the 7-year period. These will provide for a stronger ownership by the beneficiaries through integrating their own reform and development agendas. A Multi-Country Strategy Paper will address priorities for regional cooperation or territorial cooperation.

IPA II targets reforms within the framework of pre-defined sectors. These sectors cover areas closely linked to the enlargement strategy, such as democracy and governance, rule of law or growth and competitiveness. This sector approach promotes structural reform that will help transform a given sector and bring it up to EU standards. It allows a move towards a more targeted assistance, ensuring efficiency, sustainability and focus on results.

IPA II also allows for a more systematic use of sector budget support. Finally, it gives more weight to performance measurement: indicators agreed with the beneficiaries will help assess to what extent the expected results have been achieved.

REGIONS

- Albania, Bosnia and Herzegovina, the former Yugoslav Republic of Macedonia, Kosovo, Montenegro, Serbia, and Turkey.



PROJECT FUNDING

AMOUNT

Depending on the project.

SELECTION

Several times a year, through calls for tender or for proposals. Please contact the EU Delegation in the concerned country.

WEBSITE

ec.europa.eu/enlargement/instruments/overview/index_en.htm

COUNTRY STRATEGY PAPERS

ec.europa.eu/enlargement/news_corner/key-documents/index_en.htm?key_document=080126248ca659ce

CONTACT PERSONS

Simon Mordue
Dir A Strategy and Turkey.
DG NEAR, European Commission
simon.mordue@ec.europa.eu
+32 229-84970

Michael Koehler
Dir Neighbourhood South.
DG NEAR, European Commission
michael.koelher@ec.europa.eu
+32 229-90753

Genoveva Ruiz Calavera
Dir D Western Balkans.
DG NEAR, European Commission
genoveva.ruiz-calavera@ec.europa.eu
+32 229-50793

In the current Multiannual Financial Framework, there are no airport-related projects financed under this instruments (in the years 2014 and 2015). We include a project financed under the previous MFF:

EXAMPLE OF AN IPA II FUNDING RECIPIENT

Safer Aviation in the Western Balkans

PARTNERS:
Civil Aviation Agency of the Republic of Croatia

TOTAL COST IN €:
700,000

EU CONTRIBUTION IN €:
100 %

START DATE:
January 2012

END DATE:
March 2014

RESULTS:
Enhanced regional cooperation and efficiency;

PRODUCTION OF MANUALS AND GUIDANCE MATERIAL;
Agreement on common frameworks for reporting aviation incidents

TECHNIQUES:
Meetings and seminars



18 JASPERS (Joint Assistance in Supporting Projects in European Regions)

Technical assistance to improve the quality of the project to be financed under the Structural and Cohesion Funds.

PERIOD
2014 – 2020

GLOBAL BUDGET
Not communicated

SECTORS
Energy
Environment
Industry
Local development
Public management
Transport

ACTIONS
Creation of networks
Exchange of know-how
Technical assistance

BENEFICIARIES
Agencies, Chambers
Corporations
Local and Regional Authorities
Non-profit organisations
Public Administrations

GEOGRAPHICAL SCOPE
European Union

PROGRAMME DETAILS

JASPERS is a joint initiative of the European Commission, the European Investment Bank and the European Bank for Reconstruction and Development, aimed at offering technical assistance to the beneficiary Member States at no cost to them, especially the New Member States.

OBJECTIVE

- To assist the managing authorities of Structural Funds in member States in the preparation of quality projects so that they can be approved more quickly for EU support by the services of the European Commission.

KEY SECTORS

- Air, Maritime and Public transport
- Roads
- Water and Waste
- Knowledge Economy and Energy

TYPES OF PROJECTS TO WHICH ASSISTANCE MAY BE GIVEN

Individual projects and horizontal studies eligible for support from the Structural and Cohesion Funds in EU regions covered by the convergence objective.

PRIORITY PROJECTS

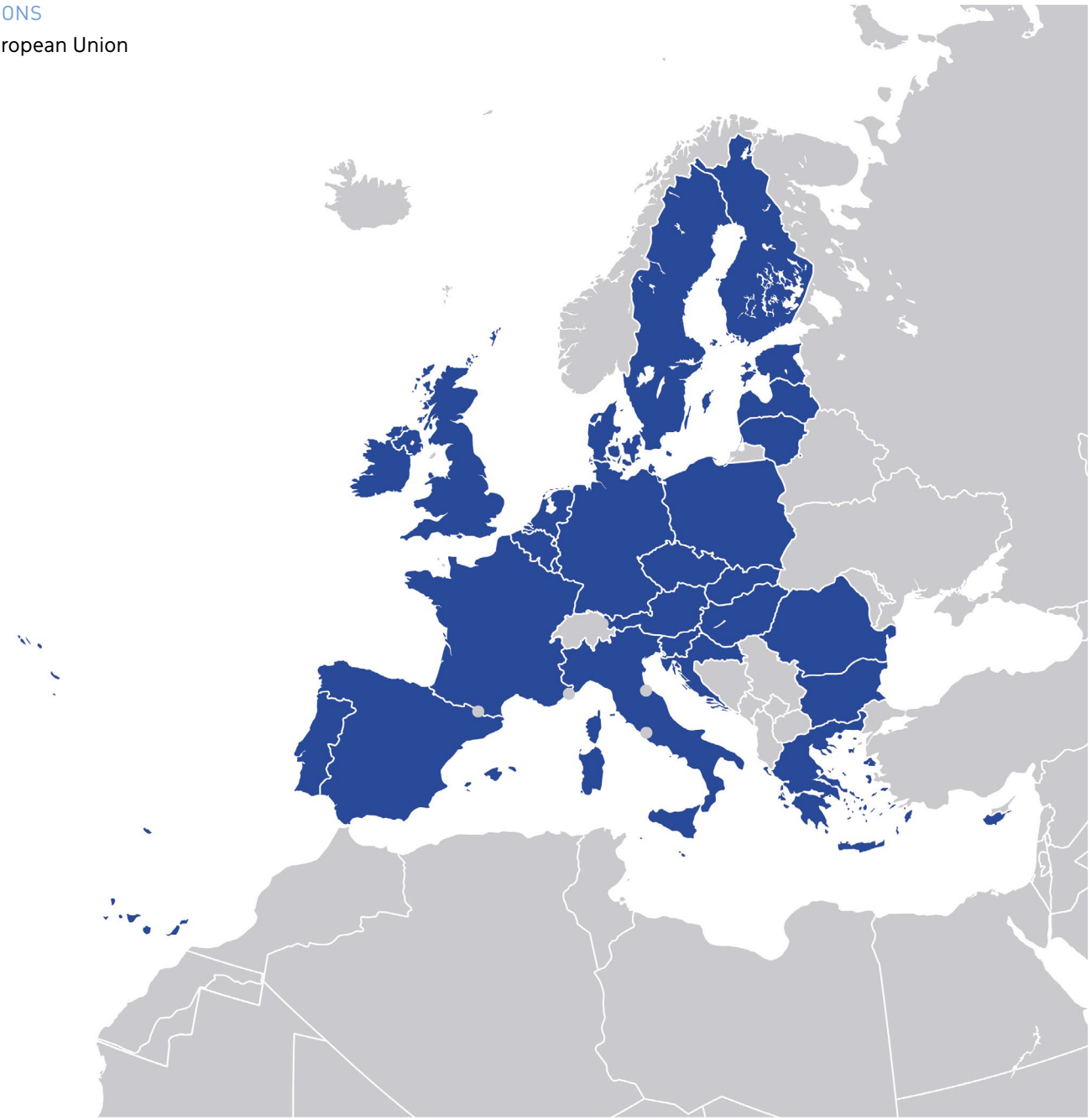
ERDF and Cohesion Funds projects in the ten Member States that joined the Union in 2004 and 2007 as well as to Croatia, Greece, the Former Yugoslav Republic of Macedonia, Montenegro and Serbia.

FINANCED ACTIONS

- Technical assistance from early stages of a project through to eh final application for Grant Support
- Assistance covering the technical, economic and financial aspects and any other preparatory work required to deliver a mature project: advice, coordination, develop and review project structure, removing bottlenecks, filling gaps, identification of problems not addressed, advice on structuring public-private partnerships (PPPs).

REGIONS

European Union



PROJECT FUNDING

AMOUNT

There is no financial assistance. JASPERS provides technical assistance to national implementing bodies involved in preparing large projects.

SELECTION

At any time.

WEBSITE

www.jaspers-europa-info.org

Besides the headquarters in Luxemburg, there are regional offices in Bucharest and Sofia (for Bulgaria, Cyprus and Romania) in Vienna (for Czech Republic, Hungary, Malta, Slovak Rep, Slovenia and Croatia) or in Warsaw (Poland and the Baltic States).

CONTACT PERSON

Agustin Auria
Head of JASPERS, Associate Director
japers@eib.org
+ 352 4379-1

19 LIFE

Grants for projects which aim to bring candidate countries and potential candidates closer to Union values with a view to Union membership.

BUDGET LINE
07 02 01

GLOBAL BUDGET
€3.4 billion

SECTORS
Economy/finance
Energy
Environment
Information
Innovation
Public management
SME policy

ACTIONS
Communication activities
Creation of networks
Creation of tools
Exchange of know-how
Technical assistance
Training activities

BENEFICIARIES
Agencies, Chambers
Corporations
International organisations
Local and regional authorities
Public Administrations
Research centres
SMEs
Universities

GEOGRAPHICAL SCOPE
Candidate countries
European Economic Area
European Union
Switzerland

PROGRAMME DETAILS

The LIFE programme is the EU's funding instrument for the environment and climate action. The general objective of LIFE is to contribute to the implementation, updating and development of EU environmental and climate policy and legislation by co-financing projects with European added value.

The European Commission (DG Environment and DG Climate Action) manages the LIFE programme. The Commission has delegated the implementation of many components of the LIFE programme to the Executive Agency for Small and Medium-sized Enterprises (EASME). External selection, monitoring and communication teams provide assistance to the Commission and EASME. The European Investment Bank will manage the two new financial instruments (NCFF and PF4EE).

OBJECTIVES

- Contribute to a transition to a low carbon and efficient economy in the use of resources, and which is resilient to the effects of climate change, to protect and improve the environment quality, to stop and reverse the process of biodiversity loss, including the support of the Natura 2000 network and tackling the degradation of ecosystems.
- Improve the formulation, implementation and enforcement for the policy and legislation of the EU in the field of environment and climate in other EU policies and to act as a catalyst for, and promote, the integration and mainstreaming of environmental and climate objectives into other Union policies and public and private sector practice.
- Contribute to a better governance in the environment and climate field at all levels.

STRUCTURE

The LIFE programme is divided into two sub-programmes:

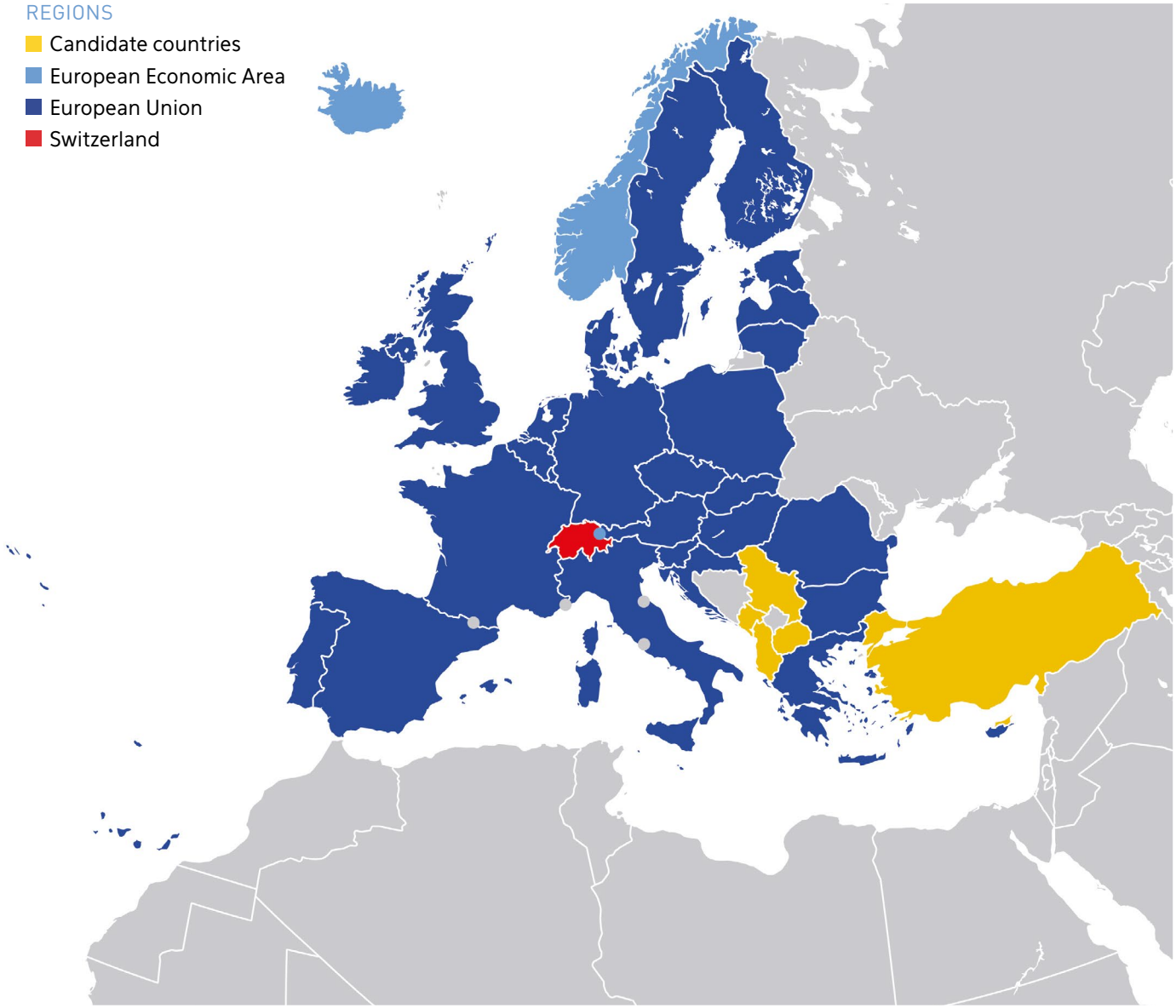
- Environment, composed of three priority areas:
  - Rational utilisation of natural resources
  - Nature and Biodiversity
  - Governance and information
- Climate action, composed of three priority areas:
  - Climate change mitigation
  - Climate change adaptation
  - Climate governance and information

FINANCED ACTIONS

Traditional, demonstration, best practices, information, awareness and dissemination, integrated, technical assistance, capacity building and preparatory projects.

REGIONS

- Candidate countries
- European Economic Area
- European Union
- Switzerland



PROJECT FUNDING

AMOUNT

Action grants, **60%** of co-financing; Operating grants, up to **70%** if the total eligible costs. Co-financing depends on the project category.

SELECTION

Once a year.

WEBSITE

http://ec.europa.eu/environment/life/

CONTACT PERSON

Nicholas Hanley
Dir E Global and Regional Challenges
LIFE. DG Environment,
European Commission
nicholas.hanley@ec.europa.eu
+ 32 229 68703

EXAMPLE OF A LIFE FUNDING RECIPIENT

Eiatne – Identification of Critical Environmental Impacts from Air Transportation over North Europe

OBJECTIVES

The objective was to evaluate, for the benefit of policy-makers, which measures could contribute to minimizing the effects of emissions from aviation in the Nordic region. This was to be done by studying and modeling the response of the atmospheric system to a range of air traffic scenarios. The environmental impacts resulting from each scenario were evaluated through interdisciplinary cooperation, by integrating the results of three models. The EIATNE project also aimed to develop a methodology for assessing environmental impacts which could be used to help formulate environmental policy.

RESULTS

The environmental impacts were studied for a number of different scenarios, involving inter alia: - a doubling of air traffic within the next 30 years;

- increased air traffic over the Arctic region;
- a new cargo hub in Northern Europe and;
- lowering of the flight altitude.

A system of numerical models supported by the latest knowledge on emissions, atmospheric chemistry, and pollutant transport and deposition was used to evaluate the potential impacts of the different scenarios. The emphasis was placed on potential impacts of air traffic emissions on climate change, human health and vegetation damage.

1. One of the findings was that today's air traffic volume does not seem to pose a major threat to the relatively clean surface air and sensitive environment of the Northern European region. However, air traffic does contribute somewhat to acidification, eutrophication and ground level ozone.

2. Flights in clean areas (such as Scandinavia) are more efficient in generating ozone than flights in more polluted regions (such as the continent and the North Atlantic corridor).

3. Although recent studies have indicated that greenhouse gas generation could be minimized by lowering flight altitude in some regions, EAITNE's calculations do not indicate that this is the case for the Arctic region.

4. Relocation of some air traffic routes to the Arctic region, is therefore not expected to have severe environmental consequences. A potential air traffic hub in the Northern European region would only have limited impacts on ground level ozone and on nitrogen oxide (NOX) deposition.

5. Emissions of NOX are important for ozone production not only near the ground (for surface ozone production) but also at cruising altitudes where they increase background ozone concentrations. As ozone acts as a greenhouse gas throughout the whole troposphere and in the long run has a negative effect on health and on vegetation, minimizing NOX emissions at all levels is therefore essential.

ENVIRONMENTAL ISSUES ADDRESSED:

Services & Commerce – Transportation – Storage -Climate change Mitigation – GHG reduction in EU ETS sectors

EXAMPLE OF A LIFE FUNDING RECIPIENT

BENEFICIARIES:

COORDINATOR
FOI. Aeronautics division FFA

TYPE OF ORGANISATION
Research institution

DESCRIPTION
A governmental research agency involved in defence research, also involved in research relating to environmental issues in the field of aeronautics.

As the facilitators of international transport, connecting people, places and products, airports play an undeniably significant role in European life. However, with the capital-intensive nature of the airport business, operating a regional airport profitably can be very challenging. Airports face significant investments on a regular basis – often times relating to improvements linked to other parts of the air transport system – and so funding sources are essential. With this *Guide to European Finance Instruments for Airports*, ACI EUROPE seeks to educate airport operators of the funding options currently available, how to get informed about the themes and opportunities as well as, case studies of relevant projects that have already received funding.

For more information, contact Federico Bonaudi, Manager for Facilitation, Parliamentary Affairs and Regional Airports, ACI EUROPE: **federico.bonaudi@aci-europe.org**

@ACI_EUROPE

Produced by ACI EUROPE.
www.aci-europe.org

Designed by Daniil Alexandrov.

Released on 15 May, at the 10th ACI EUROPE Regional Airports Conference & Exhibition in Cork, Ireland.

©Copyright ACI EUROPE 2017.

EVERY FLIGHT BEGINS AT THE AIRPORT.

ACI EUROPE's REGIONAL AIRPORTS' FORUM

ACI EUROPE
AIRPORTS COUNCIL INTERNATIONAL