



ONLINE
4 October 2024

EUROPE'S RAIL **INFO DAY**

Call for Expression of Interest with a view to selecting associated members with the potential to contribute to the achievement of the objectives of the Europe's Rail Joint Undertaking



AGENDA

1. Welcome Mr Giorgio Travaini, Executive Director of EU-Rail Joint Undertaking	09:00 – 09:05
2. Opening remarks, Mr Keir Fitch, Head of Unit for 'Rail Safety and Interoperability' at DG MOVE, European Commission	09:05 – 09:20
3. Introduction to EU-Rail and Call for Expression of Interest Mr Giorgio Travaini, Executive Director of EU-Rail Joint Undertaking <i>(including Q&A)</i>	09:20 – 10:30
4. In-Kind and Financial contribution explanations Mr Vasileios Chatzigeorgiadis, Head of Corporate Services Unit at EU-Rail Joint Undertaking	10:30 – 11:00
5. General Q&A session	11:00 – 12:00

OPENING REMARKS

Keir Fitch

Head of Unit 'Rail Safety and Interoperability'

DG MOVE, European Commission



INTRODUCTION TO EU-RAIL AND CALL FOR EXPRESSION OF INTEREST

Giorgio Travaini

Executive Director, Europe's Rail Joint Undertaking



**THIS EU-RAIL CALL FOR EXPRESSION OF INTEREST IS
OPEN TO ANY LEGAL ENTITY ESTABLISHED IN AN EU
MEMBER STATE, IN A COUNTRY ASSOCIATED
TO HORIZON EUROPE,
OR AN INTERNATIONAL ORGANIZATION
WITH THE NECESSARY OPERATIONAL AND
FINANCIAL CAPACITY TO BE ABLE TO ENGAGE
ON A LONG-TERM COMMITMENT TO EU-RAIL**

Legal basis: Article 7 of SBA

Opening: 21 June 2024

Deadline: 4 November 2024, 12h

What is EU-Rail Joint Undertaking?

- The EU-Rail Joint Undertaking is a public private partnership established established by the [Council Regulation \(EU\) No 2021/2085](#) of 19 November 2021 establishing the Joint Undertakings under Horizon Europe – (“Single Basic Act”/SBA) under the Horizon Europe programme (2020-2027).
- Building on the achievements of its predecessor, the Shift2Rail Joint Undertaking, EU-Rail aims to accelerate research and development in innovative technologies and operational solutions supporting the fulfilment of EU policies and objectives relevant for the railway sector and supporting the competitiveness of the rail sector and the European rail supply industry.
- To do so, EU-Rail provides funding mainly in the form of grants to indirect actions which are selected following open, transparent and competitive Calls for Proposals.

Mission & Vision

To deliver a **fully integrated European railway network** for citizens and businesses.

Rail Research and Innovation to make Rail the everyday mobility.

High capacity



Flexible



Interoperable



Multimodal



Sustainable



Reliable



Competitive



Inclusive





General

Single European Railway Area

Transition to integrate European rail system into the wider mobility system

Strong European rail industry

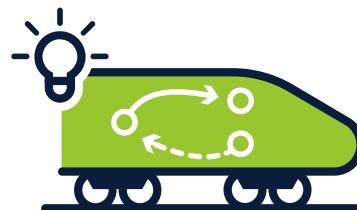
Specific

- a) Integrated European railway network
- b) Sustainable and resilient rail system
- c) Unified operational concept and a functional, safe, and secure system architecture
- d) Competitive green rail freight
- e) Demonstration projects
- f) Strong and globally competitive European rail industry
- g) Synergies with other EU policies, programmes, initiatives, instruments, or funds

Towards a green and digital Europe



EU-Rail will play an instrumental role
in the achievement of the specific milestones
for rail research and innovation



Expected Results

Meeting customer requirements



Improved performance and capacity



Improved efficiency and reduced lifecycle costs



Sustainable and resilient transport: enabling an increased use



Interoperable rail system and greater adaptability to new technologies



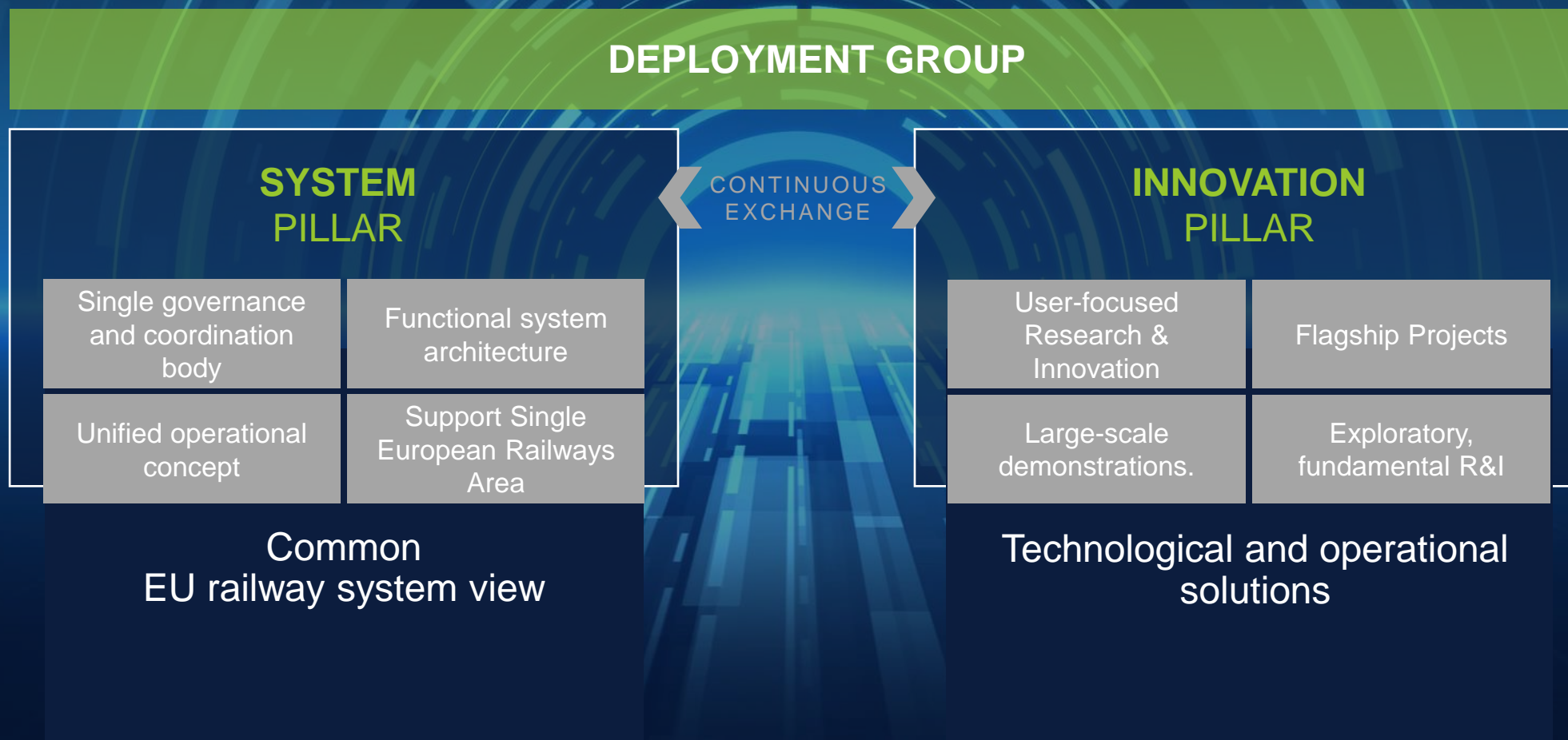
Better services: Smart and cost-efficient rail connectivity



Improved EU rail supply industry competitiveness



One integrated R&I Programme based on a **system view**



Implementation

- Ensure the functional system architecture
- Input to standards and regulations
- migration considerations



Private Members contribution, at least
€615 million

EU contribution, up to
€615 million

Flagship Area 1-6:

Call 2022 (50% of R&I)
Call 2025/2026 (30%)
Call 2027: activities until 2031
(technical work ending at least a year
before, targeting two years before)

+

Launching **Exploratory calls** for
proposal or **tenders** on a regular
basis

Bridge research and innovation
to future coordinated deployment

Navigating the EU-Rail key documents of a Programme approach



Focus on the

- **MAWP:** It defines how the EU-Rail JU has designed its R&I activities to achieve the general and specific objectives set out in the SBA through an Integrated Programme:
 - *System Pillar (tasks)*
 - *Innovation Pillar*
 - *7 Flagship Areas + TT*
 - *Exploratory and other activities*
 - *Deployment group*

EU-Rail Multi-Annual Work Programme

Network management planning and control & Mobility Management in a multimodal environment

Network management planning and control (new processes and automation for decision support) & rail management in a multimodal environment (real-time demand-driven operations, including demand from other transport modes)

Digital & Automated up to Autonomous Train Operations

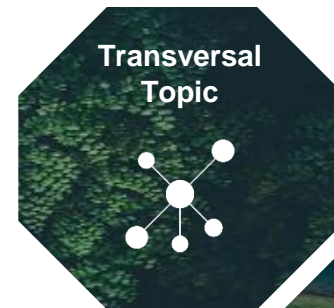
Digital "Automated & Autonomous" Train Operations building upon the next gen Automatic Train Control based on ERTMS + enhancements on TCMS for integration at the on-board level

Intelligent & Integrated asset management

Knowledge from the digital transformation will feed back into the design, construction, manufacturing as well as into operation and maintenance processes.

A sustainable and green rail system

Innovative solutions and services based on leading edge technologies to minimize the overall energy consumption and environmental impact of the railway system



+ Exploratory Research and other activities



Digital Enablers

Provide Digital Twins Design toolbox for design as well as for validation, verification and test + a Federated dataspace where all digital elements of the system can play together in a coherent and interoperable way

Innovation on new approaches for guided transport modes

Explore non-traditional and emerging flexible and/or high-speed guided transport systems, as well as to create opportunities for innovators to bring forward ideas for shaping those future systems

Regional rail services / Innovative rail services to revitalise capillary lines

Decreasing cost while offering a high quality of service and operational safety + increase customer satisfaction and attractiveness

Sustainable Competitive Digital Green Rail Freight Services

Digitalization and automation of operational functions (e.g. DAC) and processes as well as increasing the efficiency of the immaterial (information/data) layer of transport in logistic

Founding Members




MAWP v3.0 updates, main additional elements

Major new content update of the MAWP to be implemented in the second and third wave of Flagship Projects:		Impacted FAs/TT:
Artificial intelligence: <ul style="list-style-type: none"> Trustworthy / Explainable AI : support digital engineering, the CDM as well as the application of AI within the digital enablers use of digital enablers for improvement of testing (e.g. application of AI on ERTMS test generation, execution and validation) AI-assistance for predictive maintenance, including monitoring, inspection and interventions 		FA3, TT
Cybersecurity : <ul style="list-style-type: none"> Advance Data based tooling for automated Risk Assessment, fully compliant with IEC 63442 / IEC 63452 and implementing attack path methodology Post-Quantum Cryptography – to protect train after 2030 (forecasted date for Quantum technology to be ready) Sustainable Cyber Resilience: how to design trains and infrastructure, systems, products to be easily updated (security update) with less constraint possible on homologation and safety certification, in compliance with the Cybersecurity Resilience Act, including security update “over the air” (with usage of a trust centre) Railway Operational Technology Cloud Cybersecurity (Cybersecurity of Cloud used for OT purpose) Advanced data-based tooling for automated risk assessment 		FA1, TT
Further Europe rail next communication system support : <ul style="list-style-type: none"> use of public MNO, local wireless communications used for railways Satellite based communications / IRIS² ACS/FRMCS adaptation for Wireless Object Controller and for monitoring systems Potential ETCS adaptation to FRMCS: Baseline 3 migration solutions 		FA2, FA6
Climate adaptation : <ul style="list-style-type: none"> Development of BIM Technologies for the Predictive Management of railway infrastructure vulnerable to the effects of climate change Action protocols and strategies for the management of exploitation, redesign and execution of corrective actions (related to climate change) Resilient design of earthworks against climate change Reduction of carbon footprint by holistic design/lifetime (circular economy) 		FA3, FA4
Regional solutions : <ul style="list-style-type: none"> System integration into a new regional vehicle demonstrator of the Sustainable Rolling Stock innovations, including the updated innovations below: Applications for innovative and/or sustainable materials for train car bodies and interior Integrated automation solution including ATO GoA4, ASTP, remote operation and virtual coupling Fully digitalised and connected onboard systems (FRMCS compliant, train collecting data) New energy management solutions (onboard train energy recovery) 		FA6

Call for Expression of Interest main objectives

1. Expand the membership base, ensuring a balanced representation of the rail value chain with stakeholders able to complement and contribute to the achievements of the EU-Rail Objectives and extending the EU-rail's geographical coverage.
2. Outreach to stakeholders having additional competences and capabilities (including where necessary those from outside the classic rail sector) which are relevant for the programme implementation.
3. Mobilize and pool additional in-kind contributions and additional investments to the programme by organizations wishing to act in the programme as associated member.
4. Foster synergies and technical alignment with other parts of the Horizon Europe programme and national and regional R&I programmes.

 In particular, EU-Rail is looking for stakeholders having capabilities/capacities and competencies in the field of the new/enlarged R&I areas described in the update of the [Multi-Annual Work Programme](#) to be implemented in view of the second and third wave of Flagships Projects. *(See table « MAWP v3.0 updates, main additional elements »)*

Call for Expression of Interest *versus* Call for proposals

- This CEI is NOT a Call for proposals in the meaning of Horizon Europe Regulation and will not lead to any pre-allocation of Union funding to the organisations that will be selected as associated members.
- In addition, applying to this CEI and becoming an EU-Rail associated member is not a prerequisite for applying to EU-Rail's Calls for proposals and participating to any EU-Rail's projects.
- EU-Rail provides funding mainly in the form of grants to indirect actions which are selected following open, transparent and competitive Calls for proposals, except for duly justified deviations set in the Work Programme.

Practical information

- Where to find EU-Rail's Associated Members Call for expression of interest 2024?

[EU-Rail website > 'Calls' tab](#)

- BEFORE submitting your proposal:

- Checks:

- ✓ 1. Admissibility
- ✓ 2. Eligibility

- Follow rules described in AM CEI

Admissibility

- Applicants must submit their expressions of interest via email to: info-call@rail-research.europa.eu before the deadline given in the CEI: **4 November 2024, 12:00h**
- Applications must be **complete, readable, accessible** and **printable**.

Eligibility



**LEGAL ENTITIES
ESTABLISHED IN EU
MEMBER STATES (MS)**



**LEGAL ENTITIES
ESTABLISHED IN
ASSOCIATED
COUNTRIES (AC)
TO HORIZON EUROPE
PROGRAMME**



**INTERNATIONAL
ORGANIZATIONS**

Associated Countries



- **19 Associated Countries (AC):** Albania, Armenia, Bosnia and Herzegovina, Canada, Faroe Islands, Georgia, Iceland, Israel, Kosovo, Moldova, Montenegro, New Zealand, North Macedonia, Norway, Serbia, Tunisia, Turkey, Ukraine and United Kingdom.
- **Transitional arrangements:** An applicant/legal entity based in a third country **in process of association** to Horizon Europe **is eligible** (Morocco).
 - ➔ *Its selection as EU-Rail associated member will be conditioned to the association of the country in which it is established to the HE programme.*

Applications eligibility

- Applications shall be submitted and signed by the legal representatives of the individual legal entity applying for EU-Rail membership.
- Applications submitted by the applicants in the form of consortium (in the sense of a group of beneficiaries or potential beneficiaries receiving funding for a project under Horizon Europe) will not be considered eligible.

An applicant can although, for example:

- ✓ apply with Affiliated Entities
- ✓ apply as a Joint Venture
- ✓ apply as several companies (each signing the same LoC but only one seat in the EU-Rail groups)

! No minimum contribution required

Documents to be submitted

- **Application Form template** duly filled in and signed, providing legal information, key competences and capabilities and financial soundness (applicant's operational capacity). Please follow precisely each instructions in the template, as well as the guidance that have been added in each sections.

➡ Possible competences and contributions from “constituent entities” and “affiliated entities” to the applicant that may be involved in the technical execution of the R&I activities may be described in the application form.

- **Letter of Commitment** duly filled in, in which applicants provide a preliminary estimation of the level of “in-kind contributions” that may be committed to EU-Rail subject to the negotiation stage, together with additional commitments, with the Executive Director of EU-Rail that will take place with the selected candidates.

➡ The estimation of the “in-kind contributions” should be global plus an estimated breakdown of the in-kind contributions to operational activities (IKOP) and in-kind contributions to additional activities (IKAA).

SELECTION PROCESS

Selection of applications

➤ Pre-selection / Technical assessment

- All applications will be assessed and scored **individually** (by independent external and EU-Rail experts) and **by a panel** composed of a minimum of 3 independent experts in consensus meetings
- The applications will be assessed according to **two criteria**:
 - C1/ Additional/complementary competences and capabilities
 - C2/ Financial soundness, resources and in-kind contributions
- To be pre-selected, the applications shall be qualified as “**satisfactory**”. For that, the application scores shall be equal to (or higher than) the following individual minimum thresholds and the minimum overall threshold:
 - the **minimum threshold** applicable to both individual selection criteria is set at **40**
 - the **minimum overall threshold** is set at **80** (sum of the scores allocated in each individual criterion)

Selection of applications

C1	<p>Additional/complementary competences and capabilities:</p> <ol style="list-style-type: none"> Added value in terms of competences and capabilities of the applicant to significantly contribute to the EU-Rail's integrated programme and its objectives, as defined in the Master Plan and extending the EU-rail's membership geographical coverage. Relevance of applicant's proposed R&I strategy and disruptive technologies able to address the new/enlarged identified R&I areas in the updated Multi-Annual Work Plan. Ability of the applicant to reach sufficient TRL and industrial readiness to ensure that the market applicability of successful R&I output by the end of the EU-Rail's integrated Programme. Ability of the applicant to develop and integrate technologies from non-rail sectors (such as but not limited to digital, artificial intelligence, communication, etc.) into the EU-Rail's integrated Programme. Documented knowledge, experience, track record of the applicant, proof of R&I and engineering capabilities and resources in Europe with clear evidence of European exploitation and contribution to EU competitiveness and in performing impactful R&I relevant to EU-Rail's objectives (as noted in terms of previous or ongoing R&I, its demonstrated innovation potential and impact).
C2	<p>Financial soundness, resources and in-kind contributions:</p> <ol style="list-style-type: none"> Financial soundness of the applicants (operational capacity based on typology/size of applicant, financial information, balance sheets, etc.). Applicant's ability to commit long-term financial (indicatively 5% of the total expected associated member contribution) and in-kind contribution (IKOP and IKAA) to EU-Rail, leverage ratio of the proposed contributions and relevant additional investments; ability to bring synergies between EU-Rail and other programmes based on: <ol style="list-style-type: none"> description and estimates of IKOP and IKAA made by the applicant as stated in the application and with EU-Rail; Typology and size of the applicant; and applicant's relevant private investments and/or R&I activities planned/funded under EU/national/regional programmes that are relevant to EU-Rail and its objectives (such as but not limited to other parts of Horizon Europe including other EU Partnerships, National Recovery and Resilience Plans/NRRPs or regional Operational Programmes) contributing to the EU-Rail's updated MAWP.

Selection of applications

➤ Executive Director assessment

The Executive Director shall assess the applications for associated members and present a list of short-listed associated members applications to the Governing Board for its approval..

➤ Governing Board final assessment and selection

The EU-Rail Governing Board will **assess, accept or reject** the applications for membership based on the list proposed by the Executive Director.

➤ Endorsement by European Commission

The list of associated members decided by the Governing Board shall be finally **endorsed** by the European Commission.

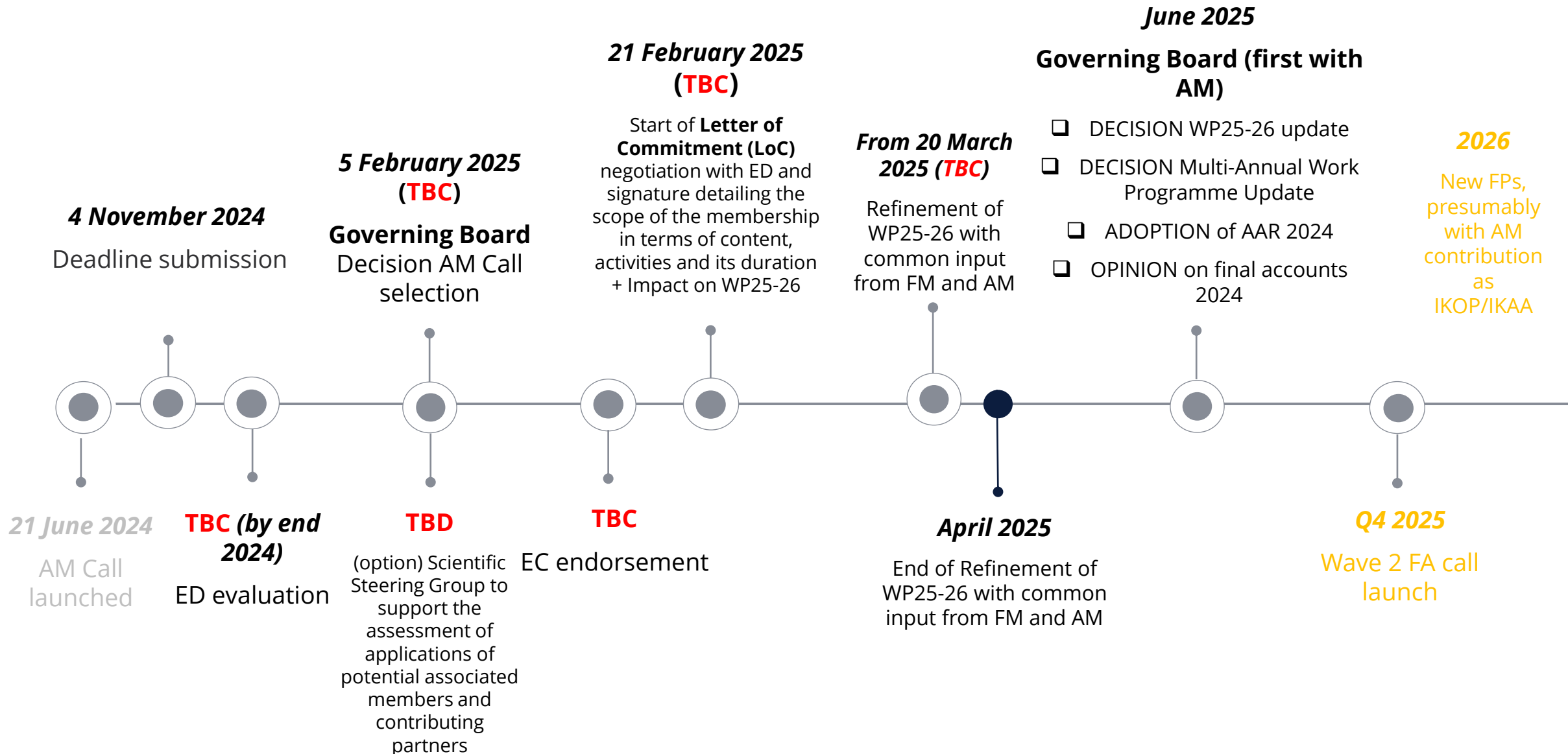
➤ Letter of Commitment signature process

- The selected entities confirming their engagement to become associated member will be required to enter into a negotiation with the Executive Director in order to finalise their **Letter of Commitment (LoC)**.
- The LoC details the scope of the membership in terms of content, activities and its duration, as well as the contributions to the joint undertaking.

➤ Notification of outcome and accession

- All the applicants will be informed simultaneously and individually by electronic means of the decision reached by EU-Rail's Governing Board regarding the selection of associated members and the reasons motivating the outcome of this procedure.
- After the signature of the LoC, the associated members will be asked to appoint their **representatives** at the Governing Board: **membership starts!**

EU-Rail AM Call 2024: Estimated calendar



Any questions? Deadline: 18 October 2024, 17h

Info-call@rail-research.europa.eu

- **Q&As for the 2024 CEI in view of selecting associated members** accessible and transparently published (anonymised) on EU-Rail's [website](#) – only those answers are valid and official.

Q&A 1rst part

In-Kind and Financial contribution explanations

Vasileios Chatzigeorgiadis

Head of Corporate Services Unit,
Europe's Rail Joint Undertaking



Private Members' contributions

According to of **Article 89 the Council Regulation (EU) 2021/2085 of 19 November 2021 establishing the Joint Undertakings under Horizon Europe** (SBA – Single Basic Act), during the programme period, the members of the EU-RAIL other than the Union shall make or arrange for their constituent or affiliated entities to make a **total contribution of at least EUR 600 million***, consisting of:

- in-kind contributions to operational activities ('IKOP');
- in-kind contributions to additional activities ('IKAA');
- financial contributions to the administrative expenses of the JU

** This figure is now set at 615 million € to match the equivalent EU contribution.*

EU-RAIL

In-Kind Contributions

In-kind contribution to operational activities

IKOP is defined in Article 2.8 of the SBA as contributions by private members, constituent entities, or the affiliated entities of either, by international organisations and by contributing partners, consisting of the **eligible costs incurred by them in implementing indirect actions less the contribution of that joint undertaking** and of the participating states of that joint undertaking to those costs.

IKOP = Total Eligible Cost of the grant agreement - the validated JU grant amount

Total eligible costs (as per HE's eligibility criteria in Article 6 of the HE MGA) to implement project tasks as described in the Description of the Action of a concerned project (Annex 1 of the Grant Agreement).

In-kind contributions to additional activities

IKAA are defined in Article 2.10 of the SBA as contributions by the private members, constituent entities or the affiliated entities of either, and by international organisations, consisting of the **costs incurred by them in implementing additional activities less any contribution to those costs from the Union** and from the participating states of that joint undertaking. **IKAA can be linked to JU projects or to the JU Programme.**

Therefore, the IKAA is calculated as follows:

$$\text{IKAA} = \text{Total Costs of the AA} - \text{EU funding}$$

IKAA can consist of any types of costs as far as it is necessary for the implementation of an approved additional activity (e.g. personnel costs, subcontracting costs, financial contributions, other direct costs, etc...).

IKAA are eligible from the entry into force of the SBA (30/11/2021) for the members and their affiliates, and from the **Letter of Commitment signature and GB approval decision** for the Associated Members and their affiliates (**with no retroactive effect**).

In-kind contributions to additional activities

Additional activities may include (art. 90 SBA):

- (a) activities covered under the indirect actions of the Europe's Rail Joint Undertaking but not funded under such indirect actions;
- (b) activities directly linked to the Europe's Rail Joint Undertaking work programme;
- (c) research and innovation activities building on activities funded by the Europe's Rail Joint Undertaking or Shift2Rail Joint Undertaking;
- (d) complementary research and innovation activities funded by the members other than the Union, having a clear Union added value and contributing to achieving the objectives of the Europe's Rail Joint Undertaking;
- (e) activities funded by the members other than the Union in projects funded by national programmes or by regional programmes which complement activities funded by the Europe's Rail Joint Undertaking;
- (f) uptake of results of activities funded under the Shift2Rail and Europe's Rail Joint Undertakings, further exploitation, demonstration activities, standardisation and development of recommendations for seamless transition strategies, migration paths and updates of TSI, and European authorisation and certification activities not linked to wider deployment.

EU-RAIL

Annual IKAA Planning, Reporting and Approval

Annual IKAA Planning

- Each Member shall provide to EU-RAIL JU its planned IKAA for the **Year N** by the end of **September of Year N-1** (and that of its Affiliated Entities) broken down:
 - per type of Additional Activity (Programme / Project related)
 - with a description of the planned activities
 - an overview of the estimated amount of IKAA over the coming years.
- After checking the proposed plans of the Members, the JU will submit to GB the Annual IKAA Plan for approval.
- The IKAA Plan is annexed to the JU's Work Programme and upon its approval by the GB it is published.
- Amendment to the IKAA Plan or the Year N is possible only until September of the Year N.

Annual IKAA Report and Certification

In accordance with Article 11.2 SBA, each **Private Member shall submit to the JU by 31 May N+1**

- **the annual IKAA Report**, which shall consolidate the IKAA delivered by the Private Member and its constituent and affiliated entities. It shall be provided indicating the IKAA related to a specific action and the IKAA related to the overall objectives of the JU, **mirroring the IKAA Plan submitted by the Private Member to the JU**, which has been the basis for the inclusion in the Work Programme. **The IKAA actual costs may differ from the IKAA Plan and the necessary justifications shall be accompanying the IKAA report;**
- a **certificate of an independent audit body on the costs declared as IKAA** in the Annual IKAA Report. The certificate provided shall follow the EU-Rail template for the Terms of Reference and the model annexes for the IKAA Certification. **IKAA certificates that do not comply with the EU-Rail templates cannot be accepted.**

The costs incurred in additional activities (both for Project-specific IKAA and Programme-specific IKAA) shall be reported by the concerned entities in the **IKAA Report form via the Funding and Tenders Portal.**

Only costs for additional activities that are foreseen in the IKAA Plan and approved by the EU-Rail JU GB can be reported. If a reported additional activity is not foreseen in the IKAA Plan, the related costs shall not be accepted as IKAA until the concerned additional activity is added to the IKAA Plan through an amendment and approved by the GB.

Annual IKAA Approval

Each year, **after verification by the EU-Rail of the submitted information in the IKAA Report form, the EU-Rail JU Governing Board shall approve the total IKAA reported and certified for the previous year** (and potential adjustments to prior years) and shall take note of the explanations provided in cases of major deviations. The EU-Rail JU GB may request further clarifications and the IKAA Report form may need to be reopened for corrections, as necessary.

Furthermore, **the Consolidated Annual Activity Report ('CAAR') covering year N shall include information on the additional activities reported by the Private Members.** The EU-Rail JU GB will subsequently approve the certified IKAA by approving CAAR.

EU-RAIL

Financial Contribution

EU-RAIL Contributions

- SBA Art.28.4: “In accordance with Articles 10 and 11, **the resources of a joint undertaking entered in its budget shall be composed of the following contributions:**
 - a) **members’ financial contributions** to the joint undertaking for the administrative costs, divided equally on an annual basis between the Union and the members other than the Union [...]”
- EU-Rail Private Members contribute to the administrative costs of the JU – 2021-2031 (share of the EU-Rail Programme) for a total of up to 24m€ (SBA Art.89)
 - a) Distribution of the 24m€ is agreed in the Private Members **Letters of Commitments (LOC)**
 - b) The initial maximum amount of individual contributions to the administrative costs is indicated in the Letter of Commitment, Annex 1, Paragraph 1.
- The **financial contribution to the JU administrative costs is indicatively 5% of the Member total expected (in kind) contribution (IKOP+IKAA).**
- There is no entry fee and the contribution to the JU administrative costs is requested to the Members on an **annual basis.**

EU-RAIL Financial Contribution

Invoicing:

EU-RAIL launches the invoice process (“Debit Note”) for the year towards its administrative budget for the Programme in Q4. **This invoice is issued in accordance with each respective Letter of Commitment or its on-going amendment when applicable for the Associated Members** (hence with revision of total figures) and in accordance with the adopted EU-Rail Work Programme.

What it means in practice:

- In early Q4 the member receives a **pre-info email with the calculation** and a request of confirmation of the accounting details
- The **member confirms the amounts** and the accounting details by mid Q4
- Once the deadline for confirmation expires, **EU-Rail issues the invoice electronically** and sends it by email to the point of contacts confirmed in the accounting details
- Any **delay in payment could result in late payment interest. Late interest calculation is based on: ECB Rate + 3.5 points given the current late interest rate approx. 7%**

EU-RAIL

Leverage Effect and Contribution Targets

in the future application of call for proposals by a JU Member

Leverage effect and contribution targets

The EU-Rail Members are today requested to comply with an amount of total in-kind contributions (IKOP and IKAA) that should be no less than 1.263 times the funding request, in aggregate, of the applicant Private Members.

“Total Project Costs” – total leverage of 2,263		
HE Eligible costs		IKAA
HE Max Contribution (co-funding) – funding rate 60% and = [44.5% Total Project Costs]	IKOP – 40%	“If Applicable – linked to the project or activities” - Own accounting practice
HE eligible costs		
Funded by the JU		

This leverage factor is today aligned with the ratio between the contribution from members other than the Union and the Union financial contribution, as on the basis of Articles 88 and 89 of Council Regulation (EU) 2021/2085.

Calculation examples

	Funding Rate			Leverage Effect
	60%			1,263
Total Eligible Costs	EU Funding	IKOP	IKAA	Total Project Costs
166.666,67	100.000,00	66.666,67	59.633,33	226.300,00

	Funding Rate			Leverage Effect
	100%			1,263
Total Eligible Costs	EU Funding	IKOP	IKAA	Total Project Costs
100.000,00	100.000,00	-	126.300,00	226.300,00

	Funding Rate			Leverage Effect
	55%			1,263
Total Eligible Costs	EU Funding	IKOP	IKAA	Total Project Costs
181.818,18	100.000,00	81.818,18	44.481,82	226.300,00

General Q&A session



Thank you for your interest!