

**Interreg
Europe**



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Key project features

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Information event
Online, Latvia



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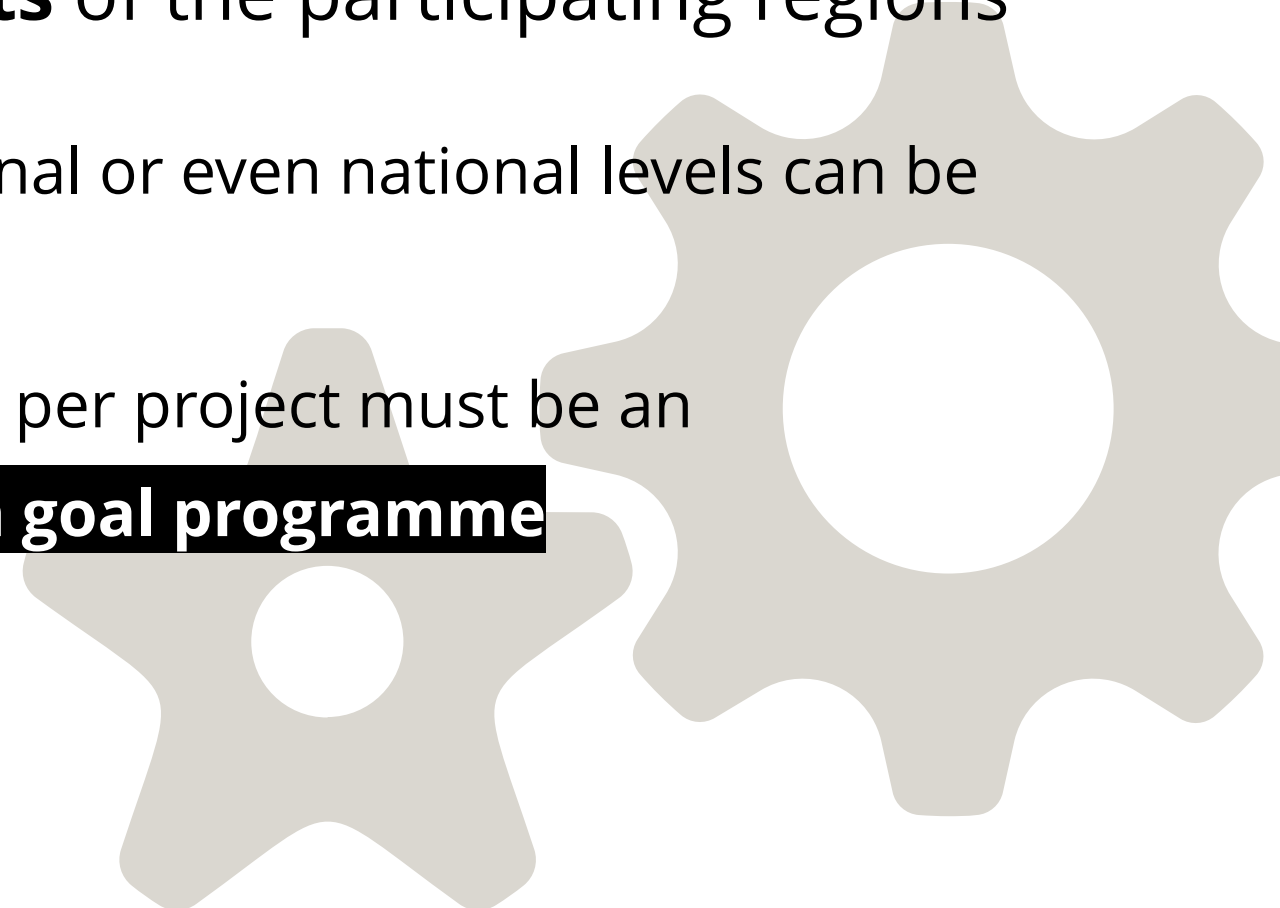
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1. Project objectives & activities

Project **objective**

Improve the **policy instruments** of the participating regions

- Public interventions at local, regional or even national levels can be addressed
- But at least **one** policy instrument per project must be an **Investment for jobs and growth goal programme**



Project **activities**

- Exchange of experience & **capacity building** through identification and transfer of **good practices**
- **Pilot actions** possible from the start of the project or at mid-term (but maximum one per policy instrument)

What is a **good practice**



- A **policy-related** initiative
- Proved to be **successful** in a region
- Potential **source of inspiration** for other regions

Example of a **good practice**



Climate Toolkit 4 Business

This online toolkit **for SMEs** was developed in Ireland by the Department of Enterprise, Trade and Employment with the Department of Environment, Climate and Communications. It was launched in late 2021.

The toolkit provides SMEs with advice on **how to limit their environmental footprint**. It helps them consider the main pollution components of their business activity (energy, travel, materials, water) and break down their green transition into smaller components. The tool automatically generates an **action plan** for individual SME based on their consumption data.

Since its launch, close to **ten thousand users** viewed an individual climate action report for their business.

The tool development, promotion, maintenance and staff cost around **EUR 154,000**.

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AccelerateGDT

<https://www.interregeurope.eu/good-practices/climate-toolkit-4-business>

What is a **pilot action**



Implementation-related activities dedicated to **testing** a new public intervention approach.

Possible only under certain conditions:

- Clear contribution to policy improvements
- Clear interregional & testing character

Example of a **pilot action**



Autonomous shuttle service

The aim of this pilot action is to **improve the transport connectivity of suburban areas** in Vilnius and to provide access to public transport stops located outside of people's walking reach.

The pilot action will test in **three selected suburban areas** of Vilnius a 12-seat L4 autonomous electric shuttle service to escort children to/from local schools and connect adults to/from bus stops. It will **test the viability of the service**.

The Vilnius City Municipality will explore many aspects of the service before deciding **whether to scale up the solution** and include it in their **SUMP**. They will explore, for example, the vehicle model selection criteria, the impact of adverse weather conditions, the infrastructure requirements, optimal charging and routes, or operational costs.

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EMBRACER

Implementation of activities

2 phases over 4-year implementation

CORE	FOLLOW UP
3 years	1 year
Exchange of experience to achieve policy improvements	Monitor policy improvements

Implementation of activities

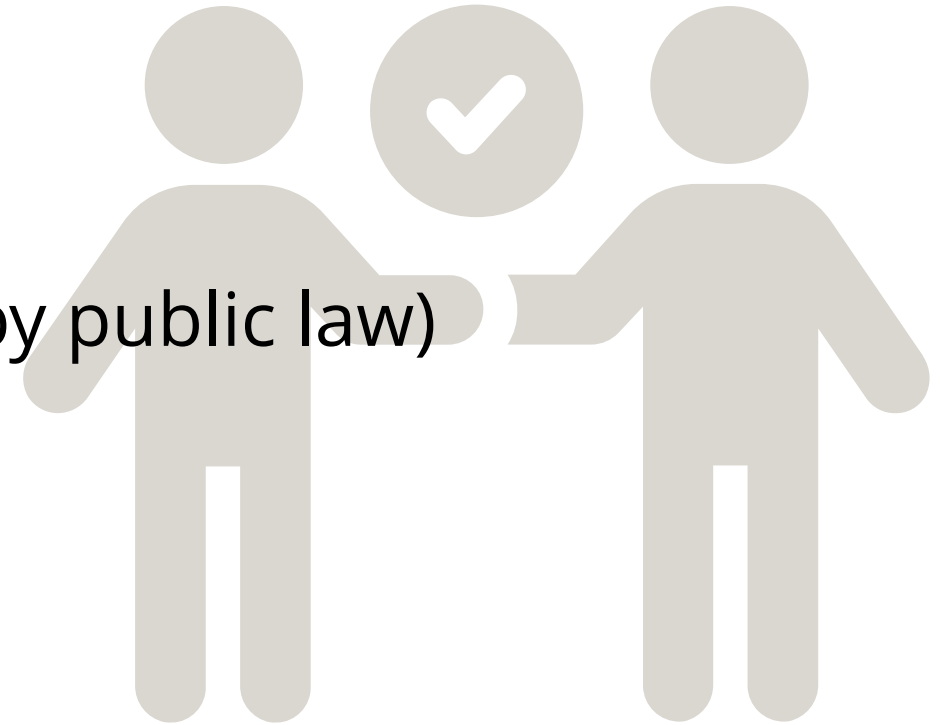
- **Action plans** no longer needed (only for regions which do not achieve results by end of core phase)
- Some **flexibility** in the follow-up phase:
 - Up to each project to define the exact activities
 - Exchange of experience still possible

2

- Partnership
requirements

Who is **eligible**?

- **Public authorities**
- **Public law bodies** (bodies governed by public law)
- **Private non-profit bodies**



Policy relevance of partnership

Policy responsible authorities must be involved in the project:

- As **partners** for at least **50%** of the policy instruments addressed
- As **'associated policy authorities'** for the remaining policy instruments

Creation of a **stakeholder group** in each region

What is an **'associated policy authority'**



Main features:

- Officially included in the application form
- No budget - travel & accommodation costs covered by relevant project partner
- Declaration provided at the application stage
- Involvement regularly monitored during project implementation

Discovery partner



Rationale: facilitate participation from the 7 new countries

Albania, Bosnia and Herzegovina, Moldova, Montenegro, North Macedonia, Serbia, Ukraine

Main characteristics:

- Lighter form of involvement: no need to address a policy instrument
- Aim: to discover interregional cooperation and learn from others
- Recommendation: max 2 per project

Geographical coverage

- **Broad** coverage required
- **Mix** between more and less advanced regions
- **Five areas**



Geographical areas	Countries covered
North	Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Sweden
East	Austria, Bulgaria, Czech Republic, Hungary, Poland, Romania, Slovakia, Slovenia
South	Croatia, Cyprus, Greece, Italy, Malta, Portugal, Spain
West	Belgium, France, Ireland, Luxembourg, Netherlands, Switzerland
EU candidates	Albania, Bosnia and Herzegovina, Moldova, Montenegro, North Macedonia, Serbia, Ukraine

3

- Project
finances

Projects **co-financing** rates

Co-financing rates	According to legal status or location
80% Interreg fund*	Public or public equivalent from the EU & 7 candidate countries*
70% Interreg fund*	Private non-profit from the EU & 7 candidate countries*
50% Norwegian fund	Public, public equivalent and private non-profit from Norway (NO)
Swiss fund	Public, public equivalent and private non-profit from Switzerland (CH)

* Subject to revised CP approval

Simplified financial rules

Cost categories	Simplification
Preparation costs	Lump sum €17,500
Staff	Fixed % of the real gross employment cost
Office & administration	Flat rate of 15% of staff costs
Travel & accommodation	Flat rate of 15% of staff costs (real cost reporting only in specific justified cases)
External Expertise and Services	
Equipment	
Infrastructure and Works	For pilots only

Plus:

- Simplified reporting, faster payments to projects
- Less control (sampling, risk-based verifications)

Time for questions



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