



Report about the regional funding programs of Germany

The North-West Regional Development Agency (NW RDA) is a public utility non-profit organization functioning in base of the public Romanian Law on Regional Development in the NUTS II area covering 6 counties from Northern Transylvania. It is considered a public equivalent body, governed by public law. Since 2007, the Agency acts as Intermediate Body for the Regional Operational Program (ROP) 2007-2014 and from 2013 also for the Competitiveness Operational Program, being in charge of promotion of call of proposals, first-step evaluation, contracting and then monitoring the projects for a wide range of beneficiaries, from municipalities, county councils, other public authorities, to education units and SMEs. Having that in mind, during 2021 NW RDA will become Management Authority for the programming period 2021-2027, being responsible for: elaboration of the Regional Operational Program for the North-West Region, elaboration of the applicant guides for every axis foreseen in the ROP, launching the calls of proposals, first-step evaluation, contracting and then monitoring the projects.

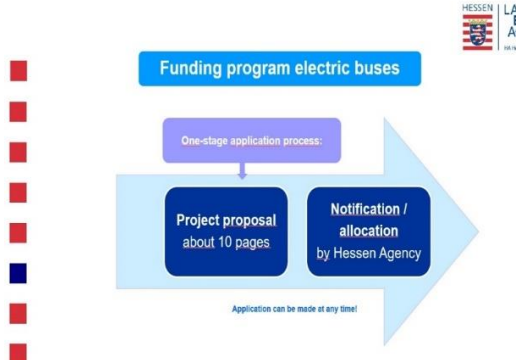
Bellow you can see a table that compares the differences between the applicant guides, available for 2014-2020 programming period, and the documents that has to be attached by the beneficiary to the application within both regions:

Documents used in Germany for funding the acquisition of electric buses:	Documents used in Romania for funding the acquisition of electric buses:
<ol style="list-style-type: none">1. Applicant Guide (7 pages)2. Form – Expenditure and Financing Plan (3 sheets excel)3. Application for funding (formal note: The number of pages of the application is limited to a maximum of 10 pages)	<ol style="list-style-type: none">1. Applicant Guide (86 pages)2. Annex 4.1.1 – Instructions to complete the application for funding in MySMIS3. Annex 4.1.2 – Evaluation grid for the verification of administrative compliance and eligibility4. Annex 4.1.3 – Technical and financial evaluation grid5. Annex 4.1.3.a to f – SF_DALI, PT, DALI, SF, SF+DALI, PT conformity and quality grid6. Annex 4.1.4.a and b – Tool for calculating GHG emissions from the transport sector7. Annex 4.1.5. – Specific contractual clauses O.S. 4.18. Annex 4.1.6 – details about the maximum ceilings of eligible expenditure categories and sub-categories <p>Standard or indicative templates for this document are provided for:</p> <ol style="list-style-type: none">9. Model_A – Declaration of eligibility



	<ol style="list-style-type: none"> 10. Model_B – Declaration of commitment 11. Model_C – Partnership Agreement 12. Model_D – Calculation method for income generating projects 13. Model_E – Declaration on making changes during the evaluation process 14. Model_F – List of equipment, means of transport, works or services 15. Model_H – VAT eligibility declaration 16. Model_I – Centraliser table for investment objectives 17. Model_J – Indicative model of project approval decision 18. Model_K – Note on compliance with cost standards 19. Model_L – Specifications for auditing expenses from Refund Requests 20. Model_M – Traffic study 21. Model_N – Opportunity Study 22. Model_O – Basin Administration Partnership Agreement 23. Model_P – Consent on the processing of personal data 24. Model_R – Application certification
<p>1. Applicant Guide — within this document are summed up the rights and obligations of the grant applicant (7 pages total) and has the following structure:</p> <ol style="list-style-type: none"> a. Application and use of the grant; b. Change in financing expenditure; c. Assigning and processing of contracts; d. Purchased objects to fulfil the purpose of the grant; e. Notifying obligations of the beneficiary; f. Proof of use; g. Verification of use; h. Refinancing of the grant, interest rate; 	<p>1. Applicant Guide — within this document are summed up the rights and obligations of the grant applicant (86 pages total) and has the following structure:</p> <ol style="list-style-type: none"> a. Information about the priority axis/investment priority/specific objectives; b. Project call information; c. Net revenue-generating projects and application of state aid rules; d. Eligibility and selection criteria; e. Filling in applications for funding; f. Project verification, evaluation, selection and contracting g. Amendment of the applicant’s guide; h. Annexes;



<p>The call regulation — mentioned on their website in the section dedicated to the call:</p> <ul style="list-style-type: none"> - The application can be submitted at any time, is an appeal with continuous submission - The application procedure shall be carried out in one step: 	<p>The call regulation — mentioned within the Applicant Guide:</p> <ul style="list-style-type: none"> - The application can be submitted online within the time frame given in the applicant guide -> b. project call information; - The application and the annexes have to be digitally signed by the legal representative; - The application procedure shall be carried out in four steps: evaluation, financial and technical evaluation, precontracting and contracting;
<p>2. Form – Expenditure and Financing Plan (3 sheets excel)</p>	<p>2. No additional document needed for the budget which is currently included within the application - section Budget</p>
<p>3. Application for funding (maximum 10 pages, for the purchase of electric buses and related charging infrastructure) and includes the following sections:</p> <ul style="list-style-type: none"> — data about the applicant (name, address, postal code, contact person, telephone number, email) — Initial SITUATION (current state of bus park (number of vehicles, types of vehicles) and operating area (number of lines, mileage daily)); — PROJECT DESCRIPTION (Objective, planned route of the e-bus/n pilot line (traffic length, topography, etc.), Technological Test Duration, Justification of the Need to Support) — Technical SPECIFICATIONS AUTOBUZ ELECTRIC (Light (m), Battery Size (kWh), Battery Range (km), Passenger Number, Purchase Price, Eligible Manufacturers) 	<p>3. Application for funding will be filled in the electronic form via https://2014.mysmis.ro/frontOffice/faces/pages/autenticare/login.xhtml and the applicant has to have a valid account in MySMIS and a digital signature in order to start writing the application; Sections of the application:</p> <ul style="list-style-type: none"> — data about the applicant (legal representative, registered office, financial data, financing, description of group structure etc.); — project attributes (major project Y/N, phased project Y/N, State aid Y/N, Income generating project etc.); — previous funding obtain for the applicant; — project manager contact information and contact person; — administrative, financial, technical and legal capacity of the applicant; — project location; — project objectives and results;



<ul style="list-style-type: none">— Loading INFRASTRUCTURES + Equipment (Specification of the loading infrastructure to be purchased (including type, number, power), Requirement of bus depot adjustment (additional investments, etc.)— Project implementation stages— COST PLANNING— PERSPECTIVE (Conversion prospects of the fleet as a whole to electric propulsion, 7.2 Contribution to reducing CO2 emissions, noise reduction, resource efficiency)	<ul style="list-style-type: none">— context, justification, target group, sustainability, relevance and identified risks;— equal opportunities, nondiscrimination, accessibility for people with disabilities, sustainable development, polluter pays, biodiversity protection, efficient use of resources, disaster resilience etc.
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Conclusions:

1. The applicant guide issued by the Northern Hesse Region is easy to understand by the beneficiaries, due to the fact that is shorter and contains information about what the beneficiary can and can't do with the grant, on the other hand, the applicant guide issued by the national authorities from Romania, for this call, is comprehensive, hard to read and has information in it which is repeated through various sections;
2. In terms of submitting process, Northern Hesse Region drafted a process that approves the grant throughout one step evaluation of the application making it shorter and easier to understand for the beneficiary, on the other hand the submitting process in Romania is throughout an online platform, but the evaluation process is composed out of 4 steps evaluation (administrative and eligibility evaluation, technical and financial evaluation, precontracting and contracting) making it longer and complicated for the beneficiary (existing cases where the evaluation was completed after more than 6 months);
3. The costs related to the acquisition of electric buses (and other eligible costs) are contained in a separate excel file that will have to be filled in and submitted together with the application by the beneficiary in the Northern Hesse Region and on the other hand, all eligible and ineligible costs are contained within the application form in Romania;
4. The application form lengths doesn't have to be more than 10 pages in Northern Hesse Region from Germany, simplifying through this measure the whole submission and evaluation process, making it shorter in terms of time for beneficiaries, on the other hand in Romania, is not imposed a maxim number of pages for submitting the application form and also the beneficiary has to submit 16 annexes to the application form in order to pass all evaluation steps;



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Taking into account all the facts presented in this report, this analyze will help NW RDA to issue simplified applicant guides for the next programming period 2021-2027 and also to take into account all the problems identified by the beneficiaries during the submitting, evaluation and implementation process.