

ANNUAL REPORT 2018

JASPERS

**JOINT ASSISTANCE
TO SUPPORT PROJECTS
IN EUROPEAN REGIONS**



EUROPEAN INVESTMENT BANK

ANNUAL REPORT 2018

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European Investment Bank Annual Report 2018 on JASPERS

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Flowers from around the world decorate the covers of the European Investment Bank's main publications in 2019. Flowers remind us of life's diversity and beauty, and reinforce the importance of protecting our natural environment.

This report has been written with the active assistance of many individuals in operational and internal divisions of the EIB. Our cordial thanks go to all of them for their support.

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The Joint Assistance to Support Projects in European Regions (JASPERS) initiative helps regions and cities improve the quality of investment supported by EU funds.

JASPERS is a team of 141 people based in Luxembourg, Brussels, Bucharest, Sofia, Vienna and Warsaw covering a wide range of areas of expertise in three business lines: project preparation, independent project appraisal activity and capacity building.

JASPERS is a partnership between the European Commission and the European Investment Bank and it operates under three different mandates: its main mandate from the Commission's Directorate-General for Regional and Urban Policy (DG REGIO), funded by the European Structural and Investment Funds (ESIF); the Instrument for Pre-Accession mandate from the Commission's Directorate-General for Neighbourhood and Enlargement Negotiations (DG NEAR); and the Connecting Europe Facility (CEF) mandate from the Commission's Directorate-General for Mobility and Transport (DG MOVE).

JASPERS supports projects that improve citizens' daily lives. Think of a water treatment plant connecting all residents to the water supply and wastewater collection networks. Think of a city development based on smart innovations, environmentally friendly technologies and climate change adaptation. Think of the modernisation of a railway line, increasing the safety and comfort of passengers while reducing their travel times. These are just a few examples of the type of projects that JASPERS supports in the sectors in which it operates (rail, air and maritime; water and wastewater; smart development; energy and solid waste).

How does all this happen? First, we provide national authorities with strategic planning advice, so better projects see the light of day. Then, we support the teams of Member States of the European Union by transferring knowledge about project preparation, environmental issues, EU legislation or any related needs they may have. Finally, we support the European Commission's approval process by carrying out an independent quality review, thus preparing the ground for the European Commission's eventual decision.

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FOREWORD



Vazil Hudák

Vice-President, European Investment Bank

JASPERS adds value to public-funded investment in the European Union and prospective Member States.

Since its establishment in 2007, JASPERS has achieved formidable results, assisting its beneficiaries with capacity building, strategic planning and the development of projects from inception to implementation.

It is now time for JASPERS to capitalise on these achievements and position itself in the context of post-2020 Cohesion Policy.

JASPERS will maintain a prominent role in defining and preparing suitable projects that support its main objectives, envisaging a future that is smarter, greener and carbon-free, more connected, more social and brings citizens closer to each other.

JASPERS will continue to adapt to the changing needs and demands of Member States and other key stakeholders.



Marc Lemaître

Director General, Directorate-General for Regional and Urban Policy, European Commission

In 2018 JASPERS successfully continued its mission to assist the European Commission and EU Member States in taking forward mature and high-quality investment projects. JASPERS is now providing assistance in 21 Member States and also in Instrument for Pre-Accession countries. In 2018, the Commission approved 68 JASPERS-supported grant funding applications with a total project cost of almost €20bn and EU grant support of over €10bn. The average time to approval was reduced by 62% compared to the 2007-2013 programming period.

JASPERS is not only about major projects, but also about spreading good practice, for instance, on climate change proofing of infrastructure projects and on cost-benefit analysis via cross-country and country-specific workshops and seminars.

While the proposed regulatory changes for Cohesion Policy post-2020 will make the Member States fully responsible for preparation, selection and approval of

all co-financed projects, the expertise built up by JASPERS over the years will remain completely relevant. In particular, it serves as a critical and independent adviser to Member States. It ensures that there is a solid project pipeline and that the most complex and challenging projects are delivered on budget and on time. JASPERS' services are expected to continue to be in high demand.

At the end of 2018, JASPERS had a portfolio of 439 active advisory assignments, covering all beneficiary countries; 10% of these assignments are expected to contribute to the quick start of Cohesion Policy 2021-2027 investments.

We are looking forward to continuing this successful cooperation, which achieves a higher quality of public investments in Member States and their regions, and thus contributes concretely to more economic, social and territorial cohesion in Europe.





ACTIVITY REPORT



OVERVIEW OF ACTIVITIES IN 2018

In 2018 JASPERS completed an all-time high of 191 assignments for all mandates and delivered services across a wider range of projects in more countries than in previous years, including its first assignments in Austria and Germany.

Activities covered advisory assistance for project preparation, capacity building and project appraisal to support the approval of projects by the European Commission. In 2018, JASPERS issued a record number of appraisals (62), reflecting the increasingly mature pipeline of projects being prepared by the Member States.

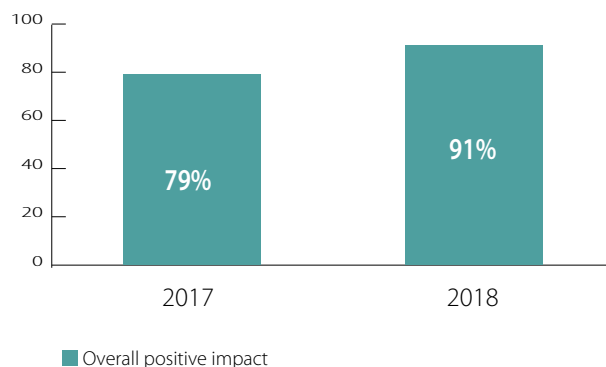
While the focus of JASPERS' assistance continued to be on major projects¹, activity in support of non-major projects increased. This support concentrated on measures of direct benefit to European citizens in sectors such as environment, health, and research and development.

JASPERS continued to assist administrations and promoters by sharing knowledge about project preparation, environmental issues and EU legislation, also providing horizontal support.²

JASPERS monitors the deployment of EU policies and processes in order to identify and contribute to those assignments where it is likely to make a stronger impact.

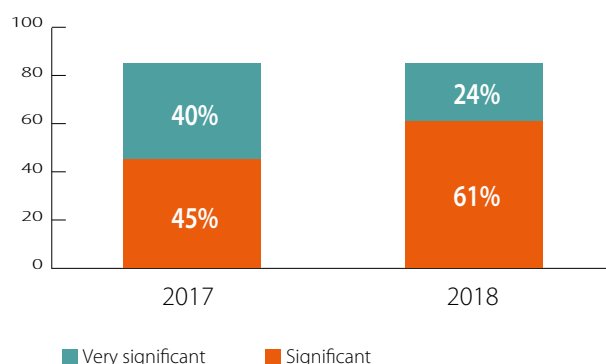
Feedback from Member States indicates a strong demand for JASPERS as a key partner after the current programming period ends in 2020. In consultation with its key stakeholders, JASPERS is actively working on its post-2020 strategy, adapting it to expected major changes. For example, JASPERS anticipates an increase in cross-sectoral programmes and projects, resulting in the need to improve both cross-sectoral and cross-divisional cooperation, especially in urban projects, which integrate different sectoral dimensions (transport, energy and waste, hospitals, education, and information and communication technologies (ICT)). JASPERS also expects an increase in the number of new partners participating in the projects.

TABLE 1: PERCEPTION OF JASPERS' IMPACT



JASPERS requests customer feedback for each assignment. Feedback results in past years have been consistently positive. With a 91% positive feedback score, in 2018 JASPERS surpassed its target of 85% positive impact and achieved an increase in the number of assignments with a "very significant" impact rating. JASPERS' contribution to improving project quality was particularly appreciated with regards to early risk detection and removal of potential barriers during project implementation.

TABLE 2: PERCEPTION OF IMPROVEMENT IN PROJECT QUALITY



The perception of improvement in project quality includes the positive impact in terms of project cost savings. In 2018, JASPERS beneficiaries confirmed over €318m in cost savings obtained thanks to JASPERS' advisory activity.

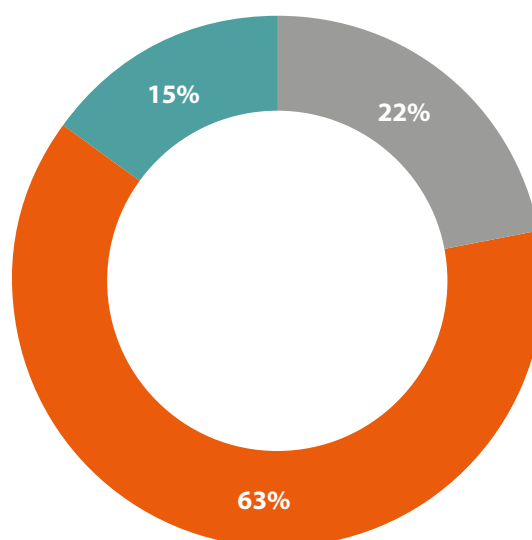
¹ "Major projects" are usually large-scale infrastructure projects in transport, environment and other sectors such as culture, education, energy or ICT. As they receive more than €50 million in support through the ERDF and/or Cohesion Fund, they are subject to an assessment and a specific decision by the European Commission.

² Support to beneficiaries on horizontal issues (such as state-aid issues, CBA methodology, institutional structures) to facilitate project preparation and approval.

Ensuring resilience to the adverse impacts of climate change and reducing greenhouse gas emissions are already key challenges now and will continue to be so in the future. JASPERS has stepped up support for the development of climate action investments. This includes support for investments in adaptation (projects aimed at reducing the effects of climate change, such as enhanced flood defences and resilient city initiatives) and mitigation (projects focused on the reduction of greenhouse gases, such as energy efficiency and renewables), as well as assistance to Member States in assessing the resilience and sustainability of their infrastructure.

At end-2018, JASPERS had a portfolio of 439 active advisory assignments, covering all beneficiary countries;³ 10% of these assignments are expected to hit the ground running during the next financial perspective.⁴ Two-thirds of the advisory assignments completed in 2018 and half of all active assignments relate to transport (rail, air and maritime, and roads).

FIGURE 1: DISTRIBUTION OF ACTIVE JASPERS ADVISORY ASSIGNMENTS BY TYPE AS OF 31 DECEMBER 2018



- Capacity building/Horizontal and strategy support
- Major projects: 293
- Non-major projects: 70

TABLE 3: JASPERS ACTIVITY IN 2018

	Completed	Ongoing	Created
Total	191	464	187
Advisory	129	439	114
ESIF	120	377	94
CEF	0	11	7
IPA II	9	51	13
Appraisal ESIF	62	25	73

In 2018, the European Commission approved 68 JASPERS-supported grant funding applications for projects with a total cost of almost €20bn and EU grant support of over €10bn. The average time to approval was 85 days, a 62% improvement on the average approval time recorded in the 2007-2013 programming period (224 days).



³ As at 31/12/2018, JASPERS beneficiaries were: Albania, Austria, Bulgaria, Croatia, Cyprus, Czech Republic, Germany, Greece, Hungary, Ireland, Italy, Kosovo, Latvia, Lithuania, Malta, Montenegro, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, the Republic of North Macedonia, Turkey, United Kingdom.

⁴ The Multiannual Financial Framework (MFF) of the European Union, also called the financial perspective, is a seven-year framework regulating its annual budget. It is laid down in a unanimously adopted Council Regulation with the consent of the European Parliament.

ACTIVITIES UNDER JASPERS MANDATES

European Structural and Investment Funds (ESIF) mandate: supporting growth and job creation

With a budget of €454bn for 2014-2020, the European structural and investment funds (ESIF)⁵ are the European Union’s main investment policy tools. By 2023, the ESIF are expected to have delivered a critical mass of investment in priority areas for sustainable growth and job creation in the European economy. ESIF is JASPERS’ central mandate.

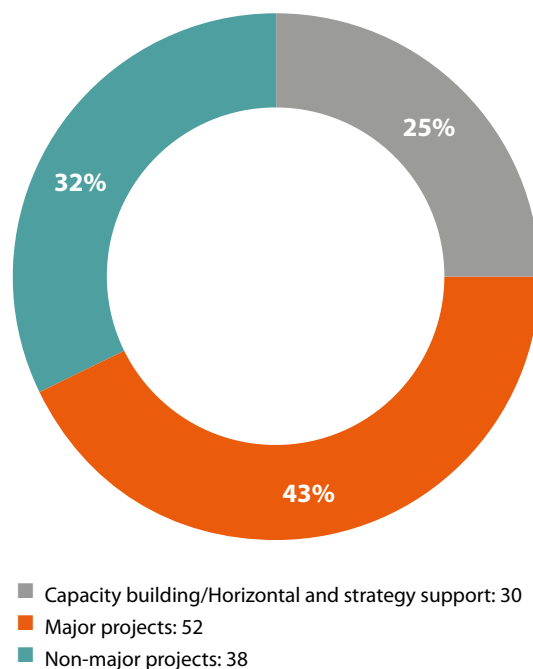
The purpose of this mandate is to support the absorption of the €350bn of funds available for Cohesion Policy by supporting the planning, preparation and procurement of projects to ensure the highest technical, social and environmental standards.

In 2018, JASPERS completed 182 assignments under this mandate, compared with 166 in 2017. Of the assignments completed in 2018, 120 were related to advisory activity, and the other 62 to project appraisals for the Commission’s Directorate-General for Regional and Urban Policy (DG REGIO) and Member States.⁶

Although advisory support focused on the preparation of major projects, there was increased demand for involvement in sector strategies and project evaluation as well as capacity building further upstream. JASPERS completed assignments such as the transport sector strategy in Slovakia and two local transport strategies (“Sustainable Urban Mobility Plans”) for the cities of Bratislava and Košice, and supported the definition of Urban Mobility Plans for various Romanian cities. At year-end 2018, 377 advisory assignments had received JASPERS’ support and 94 new assignments had been created.

Details of JASPERS’ activities in EU Member States under this mandate are available in Annexes 1 and 2. An overview and a list of the JASPERS-supported major projects approved by the European Commission in 2018 are available in Annexes 5 and 6.

FIGURE 2: DISTRIBUTION OF ASSIGNMENTS COMPLETED BY JASPERS IN 2018 BY TYPE (ESIF MANDATE, ADVISORY ACTIVITY)



⁵ European Regional Development Fund (ERDF); European Social Fund (ESF); Cohesion Fund (CF); European Agricultural Fund for Rural Development (EAFRD); European Maritime and Fisheries Fund (EMFF). Cohesion Policy includes the ERDF, ESF and CF.

⁶ JASPERS carries out an Independent Quality Review (IQR) on projects if requested by Member States. This opportunity is provided for under Article 102 of the Common Provisions Regulation, which states that Member States may seek a positive opinion on their proposed project by an independent quality reviewer before submitting the project to the European Commission in order to benefit from a streamlined approval procedure. JASPERS also carries out post-submission appraisals (PSAs) of projects submitted by Member States for DG REGIO.



Instrument for Pre-Accession (IPA) II mandate: support for EU enlargement

In February 2018, the European Commission reaffirmed the prospect of EU membership for the Western Balkans in a document entitled “A credible enlargement perspective for and enhanced EU engagement with the Western Balkans”.⁷

JASPERS supports the European Union’s commitment to a European future for the Western Balkans. Its IPA II mandate agreement with the Commission’s Directorate-General for Neighbourhood and Enlargement Negotiations (DG NEAR) covers all pre-accession countries (Albania, Bosnia and Herzegovina, Kosovo, the Republic of North Macedonia, Montenegro, Serbia and Turkey) for the period 2016-2020, and the Serbia National Programme agreement for the period 2015-2019.

JASPERS completed nine assignments in 2018 under this mandate. As of 31 December 2018, there were 51 ongoing JASPERS assignments in these countries (of which 26 were under the Serbia National Programme), in support of investments totalling over €4bn.

The transport and water sector assignments were the most relevant for IPA countries in 2018. A total of 21 projects, with an aggregate cost of €1.7bn, related to the transport sector, and 26 projects, with a total cost in excess of €700m, related to the water sector.

JASPERS signed working arrangements with the office of the National IPA Coordinator of Kosovo in August 2018. The first JASPERS assignment was a workshop on project preparation, which was delivered in November 2018. Following the workshop, JASPERS and the National IPA Coordinator office identified further assignments.

⁷ https://ec.europa.eu/commission/sites/beta-political/files/communication-credible-enlargement-perspective-western-balkans_en.pdf.

Connecting Europe Facility (J-CEF 2) mandate: support for the European Union's transport network

The Connecting Europe Facility (CEF), under the responsibility of the Commission's Directorate-General for Mobility and Transport (DG MOVE), benefits people across all Member States. It aims to make travel easier and more sustainable and to enhance Europe's energy security, by enabling wider use of renewables, and facilitating cross-border interaction between public administrations, businesses and citizens. The CEF offers funding for transport projects across the European Union, with the principal objective of completing the core Trans-European Transport Network (TEN-T) and its corridors by 2030. In 2018, JASPERS and DG MOVE signed a new three-year agreement (J-CEF2) focused on transport.⁸ The agreement became operational on 1 January 2018 and will run to 31 December 2020.

Under this agreement, JASPERS can assist the implementation of current and future CEF calls for proposals by backing the promoters' efforts to enhance the quality and readiness of their projects. JASPERS supports

public and private promoters during project preparation, including improving the technical/financial capacity of the applicant, the economic viability of the project based on the cost-benefit analysis (CBA) and the technical aspects of the project. JASPERS experts work with national authorities to identify projects and preparatory actions needing assistance before they can be included in the annual Country Action Plans. The objectives of J-CEF2 support are fully in line with the strategic orientations of the Member States, the European Union and the European Investment Bank in supporting the preparation and, ultimately, the financing of TEN-T and strategic transport infrastructure.

A total of five assignments were supported via the CEF mandate in 2018 – four in Spain and one in the Czech Republic – relating to projects with a total investment value of €2.7bn. Seven project proposals connected with these assignments were submitted under the CEF mandate in 2018: four under the 2017 CEF Transport Blending Call and three under the 2018 CEF Transport Call. The combined budget of the project proposals amounted to €244.9m.



⁸ The support provided by JASPERS for the preparation of CEF projects was included under amendment No 12 to the JASPERS Framework Partnership Agreement 2014-2020 (FPA), which groups together JASPERS mandates with DG MOVE, DG REGIO and DG NEAR in one document. The Commission awarded a Specific Grant Agreement (SGA), J-CEF2, under the terms and conditions set out in the FPA and the Financial and Administrative Framework Agreement 4 between the European Union and the European Investment Bank (EIB). The SGA extends JASPERS support to CEF until end-2020 for projects seeking CEF funding, including CEF blending calls. The grant provided by DG MOVE amounts to €3 000 000, accounting for 90% of eligible costs. The EIB is contributing financially, covering 10% of eligible costs, which are estimated at €3 333 333.

JASPERS ADVISORY ACTIVITIES:

FOCUS ON PROJECT PREPARATION IN ROMANIA

Within the framework of the 2014-2020 financial perspective, ESIF resources are deployed to cover the complex and multi-faceted development needs of countries in the European Union.

In this context, JASPERS is the main instrument for the bulk of ESIF centrally-funded technical assistance services and a key instrument of the cohesion policy. It addresses multiple policy objectives and comprehensively covers all sectors and aspects of project development, including advice on horizontal issues that are relevant to more than one project or more than one country.

JASPERS' action in Romania is one example of this kind of support. In 2018, its assistance focused on the development challenges identified by the country's Large Infrastructure Operational Programme for 2014-2020 (sustainable transport infrastructure, environment and renewable energy, waste management, risk prevention, and training for the assessment of major project applications). JASPERS experts supported the planning and screening stages, the preparation of feasibility studies, the approval process and the initial stages of implementation.

From traffic congestion to the fast lane for growth

In 2018 drivers spent the equivalent of 27 days stuck in cars clogging the streets of Bucharest and its surrounding areas. With sprawling urban development, traffic loads largely exceed the ring road's capacity, making Romania's capital one of the most congested cities in Europe. Bucharest's car-to-person ratio is also very high: the city has over 1.3 million registered vehicles for a population of about 2.2 million inhabitants.

Solving traffic congestion around Bucharest and making long-lasting improvements to the main east-west link across continental Europe are high on the agenda of the Romanian government, which seeks an integrated approach to road infrastructure development.

The 72 km-long ring road crosses Romania's main national roads radiating from the centre of the country



INTEGRATED ROAD INFRASTRUCTURE NETWORK FOR BUCHAREST ORBITAL AREA – KEY FIGURES

- Total project cost: **€1.58bn**
- Grant funding requested: **€1.06bn**
- Construction of 48 km of the southern section of the A0 motorway and 3 km of links to the local road network
- Upgrading of the northern ring road between A1 and DN7 (9 km) and DN2 and A2 (12 km) to dual carriageway
- Upgrading of the southern ring road between A1 and DN5 (about 15 km) to dual carriageway
- Construction of four new interchanges on the existing ring road (DJ602, DJ401, DN4, DN1A).

and links three motorways on the Rhine-Danube Corridor, a core network for European transport. Improvements to the roads around the Romanian capital can help reduce congestion and enhance access to regional markets, creating the conditions for greater trade and investment in the country, and therefore more growth and jobs. Road infrastructure modernisation will also increase the ring road's safety. Based on the results of a strategic study for orbital roads in Bucharest in the medium term (by 2025) and long term (by 2040), Romania's national company for the administration of road infrastructure designed a project aiming to accommodate both long-distance freight/passenger traffic and local metropolitan traffic. JASPERS assisted the Romanian authorities by advising on feasibility, providing recommendations for improvements and reviewing the supporting documentation and the financing application to ensure compliance with EU requirements and suitability for grant funding.

Throughout Europe, there is growing understanding of the importance of planning functional, “liveable” cities that offer a good quality of life for citizens, favouring a shift towards cleaner and more efficient transport. JASPERS supports the transition towards competitive and resource-efficient mobility systems in Europe's cities and urban areas and provides guidance and training to national authorities through workshops focusing on a greater uptake of new recognised tools and processes for urban mobility planning. Sustainable Urban Mobility Plans (SUMPs) are a precondition for accessing EU grants for urban mobility through the 2014-2020 programming period.

In 2018, JASPERS assisted the Romanian Ministry of Regional Development and Public Administration and European Funds in the delivery of a programme of SUMPs for Bucharest and the seven growth pole cities.⁹ JASPERS worked with the Ministry and the cities involved on the scoping, tender preparation and implementation stages of each SUMP, promoting the role of the Ministry and Regional Development Agencies in their coordination.

The final SUMPs set out a pipeline of initiatives for new roads, metro, bus/tram routes and traffic management, as well as initiatives for walking and cycling and a set of organisational improvements in the management of urban transport covering the period up to 2030.

Bucharest Metro Line 2: the light at the end of the tunnel

Some 700 000 passengers use the four lines of the Bucharest subway every day. Metro Line 2, the system's busiest, passes through a multitude of neighbourhoods and is the only one to serve the centre of the city. Trains crawl along much of this line at an average speed of 38.5 km/h. The line carries over 70 million passengers per year, and serious congestion occurs during peak periods, especially at interchange stations. Disruptions in service are frequent, leading to further congestion.

This line was constructed some 30 years ago according to the standards in force at that time. These did not include facilities for persons with reduced mobility.

Metro Line 2's current level of operation has significantly deteriorated. This has affected reliability, with increasing deviations from the timetable and soaring maintenance costs.

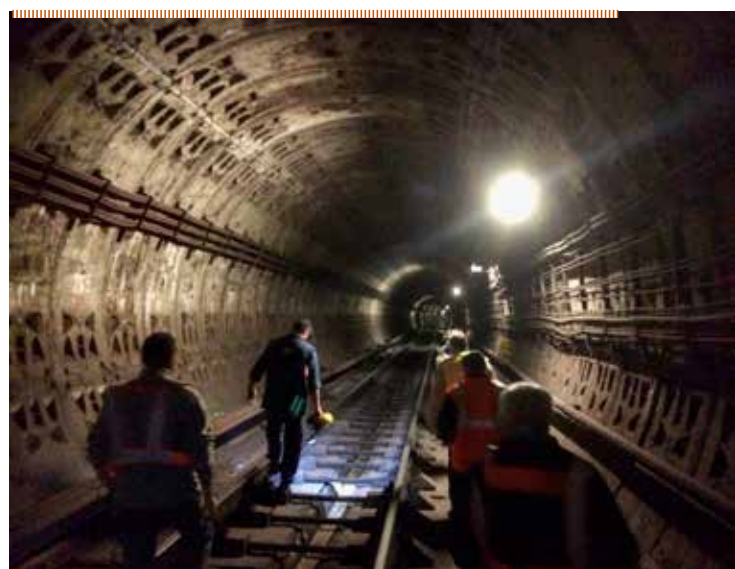
⁹ Braşov, Cluj-Napoca, Constanţa, Craiova, Iaşi, Ploiesti and Timişoara.

In 2018, JASPERS supported the repair and upgrading of the entire line. An ongoing major challenge of this project, which has an investment cost of €115m, is how to maintain live operations during the construction programme. JASPERS addressed this issue through innovative design and operational proposals developed during the design stage.

In line with the strategic and planning objectives of the Bucharest SUMP, this project will improve the reliability, comfort and safety of passenger services by modernising and upgrading obsolete equipment, promoting a shift from private to public transport and enabling a reduction in environmental impact.

KEY PROJECT DATA

- Total project cost: **€115m**
- Grant funding: **€97.2m**
- Replacement of railway track, reconstruction of track substructure and trackside facilities (electrical and sanitary utilities) along the full 18.68 km length of twin track
- Construction of a new mobility access point at Tineretului station
- Modernisation of normal and safety lighting, implementation of modern electro-security, cathodic protection, monitoring and voltage-limiting equipment
- Sanitation and fire prevention installations





KEY PROJECT DATA

- Total project cost: **€67.3m**
- Grant funding: **€26.4m**
- Construction of a 140 km-long, 400 kV single circuit power transmission line from Gutinaş to Smârdan
- The line comprises a 2 km underground section and a 138 km overhead section.

cause a serious blackout. In order to ensure the secure dispatch of renewable power from the region, it is thus necessary to construct a new 400 kV power line to deliver electricity to consumers safely.

JASPERS supported the reinforcement of Romania's power transmission grid capacity (up to 1 380 MVA), provided recommendations to improve the transparency of the draft Applicants' Guidelines and carried out a comprehensive review of the project documentation, including the application form, the feasibility study, the CBA, the environmental documents and other required annexes.

Increasing energy supply produced by renewable resources

Romania's electricity mix is relatively balanced, with coal, hydropower, natural gas, nuclear energy and wind power having comparable shares of capacity and power generation. Electricity production from renewable resources, notably wind, has experienced rapid growth, due to public policy support for renewable energy production. The share of renewable energy generation in Romania is expected to further increase (to 24%) in 2020, while the EU-wide revised objectives call for a 32% target increase by 2030.

The Dobruja region, comprising Bacău, Vrancea and Galaţi counties in eastern Romania, has great renewable energy (wind and solar) potential and a significant excess power generation that is expected to grow further. The region is connected to the rest of the country by four power lines, but the 400 kV line towards Moldova is becoming technically obsolete and in need of renovation. Power flow simulations have demonstrated that in the event of a breakdown of one line the other lines in the region will be significantly overcharged, which may

Faster ambulances to address emergencies

Every second can make the difference between life and death for patients who need emergency care, and shorter waiting times can save lives.

In 2017, Romania had the highest road fatality rate in the European Union (98 deaths per million inhabitants¹⁰). A spate of incidents in recent years highlighted the need to upgrade the country's ambulances, which are old, slow and increasingly require repairs to keep them roadworthy. To respond to this situation, the European Regional Development Fund (ERDF) financed a project overseeing the distribution of new ambulances across seven Romanian regions.

The total cost for each region was nearly €20m, almost three quarters of which was funded by the ERDF. This enabled the acquisition of around 1 340 ambulances, including vehicles for special interventions (new-born babies, patients with biological risks, multiple victims) and for intervention in areas with difficult access. JASPERS supported the projects and improved their scoping quickly and efficiently.

¹⁰ http://europa.eu/rapid/press-release_MEMO-18-2762_en.htm

Waste no time: go for efficient waste management

Romanians each generated on average 272 kg of waste in 2017, the lowest amount in the European Union,¹¹ where the average quantity of waste per capita was 480 kg. Despite the small amount of waste generated, Romania's recycling rate is very low (7%), while its land-filling rate is 70%, one of the highest in Europe.

In September 2018, the European Commission published the latest review of how EU waste rules are applied in Europe, presenting challenges and suggesting actions to improve waste management and ensure compliance with EU waste legislation.¹² Along with 13 other European countries, Romania is at risk of missing the 2020 target for reuse/recycling of municipal waste and of entering an infringement procedure if it does not halve the quantity of its deposited waste.

To support Romania's efforts to improve this situation, the European Commission primarily identified timely updates of the National Waste Management Plan (NWMP) and technical support for local authorities to develop a system for choosing collection services and service procurement and management.

In 2018, JASPERS also helped remove the technical and contractual obstacles preventing seven commissioned waste management projects from realising their design capacity. Their construction had absorbed €188m in EU grants and EIB loans, and three of them were at risk of having to reimburse the financial support received in the light of their non- or underperformance.

Through site visits, meetings and analysis of tenders and contracts, and in collaboration with the EIB's Project Advisory Support Unit (PASU), JASPERS identified technical and contractual issues hampering the correct operation of the plants. Predominantly, the under- or non-performance of the projects was due to tender and contract issues. Romania adopted the recommendations laid out in the final JASPERS and PASU report and incorporated them into its 2019 law on waste.



JASPERS' INPUT

- ensured uniform application of waste prevention and waste management legal requirements, and good practice by treatment facilities
- raised awareness on waste generation and promoted citizens' participation in waste management
- tackled issues that had arisen in implementing/operating waste management systems
- ensured effective use of economic and regulatory instruments
- strengthened institutional capacity at national and local levels
- improved monitoring and control activities

¹¹ https://ec.europa.eu/eurostat/statistics-explained/index.php/Municipal_waste_statistics

¹² http://ec.europa.eu/environment/waste/pdf/waste_legislation_implementation_report_annex.pdf



JASPERS' INPUT

- helped the general assessment of the erosion control needs
- advised on compliance with EU policy and relevant directives
- reviewed and advised on successive versions of feasibility study and supporting documentation
- reviewed regional aspects for design of project measures
- advised on cost-benefit analysis methodology
- liaised with consultants, beneficiaries and managing authorities



Combating coastal erosion on the black sea coast

The Romanian coast along the Black Sea – a 245 km strip of land – has been subject to serious erosion problems for decades. During the communist era, poorly planned hydraulic works (notably dams and port facilities) along the Danube altered the fine balance between erosion and deposition. In the last 35 years, the shoreline has retreated inland by 180-300 metres. This has led to loss of land, property and protected natural systems, and has caused social and economic damage.

This coastline includes a maze of freshwater lakes with important ecosystems, and is home to Romania's main sea resorts. The region has specific geographical features: a mild climate and lakes, marshes, lagoons, gravel and barrier beaches in addition to sandy beaches. It also boasts the Danube Delta, the most important wetland in Europe. This top biodiversity hotspot, which became a UNESCO World Heritage Site in 1991, is a fragile system, which makes its protection a challenge.

In 2012, a master plan was adopted for the protection and rehabilitation of the coastal area. A first phase, successfully implemented in the 2007-2013 programming period, focused on the most urgent stretches of coastline. In 2018, JASPERS completed an assignment supporting the next wave of priority investments, with a total project cost of €841.12m, 85% of which was co-financed by EU grants. The project, which will be implemented in the period 2018-2022 aims to control erosion of the shoreline, protect ecosystems, properties and socio-economic infrastructure, reduce damage to and loss of protected habitats, implement an integrated coastal monitoring programme to support operation and maintenance work and monitor investment works and environmental components in the medium and long term.

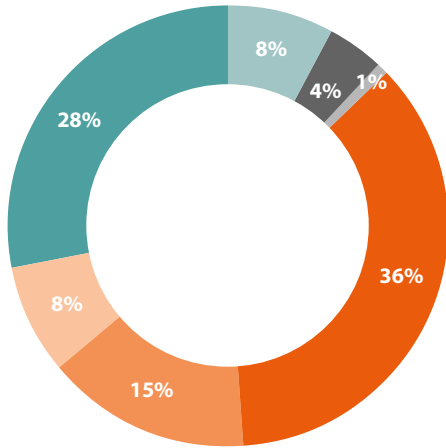
Training for the future

In 2018, JASPERS delivered a series of training sessions to improve the skills of Romania's managing authority and beneficiaries of the Large Infrastructure Operational Programme in assessing major project applications and supporting documents.

The training sessions aimed to increase participants' understanding of the legislative requirements for major project applications and the core principles of analytical tools (including cost-benefit analysis and environmental impact assessment) used for the supporting analysis. The sessions also enabled knowledge sharing on common issues and lessons learned from previous projects. Overall, 328 managing authority and beneficiary staff members attended the eight JASPERS training sessions.

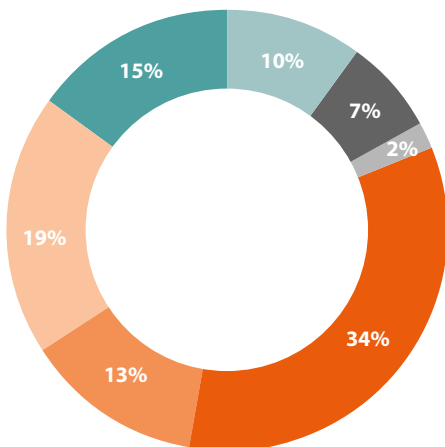
ADVISORY ACTIVITIES BY SECTOR

FIGURE 3: BREAKDOWN OF JASPERS' ACTIVE ASSIGNMENTS IN THE EUROPEAN UNION BY SECTOR AT 31 DECEMBER 2018
(ESIF AND CEF MANDATES)



- Energy and solid waste: 31
- Networking and competence centre: 16
- Multi-sector: 4
- Rail, air and maritime: 139
- Roads: 60
- Smart development: 29
- Water and wastewater: 109

FIGURE 4: BREAKDOWN OF JASPERS' COMPLETED ASSIGNMENTS IN THE EUROPEAN UNION BY SECTOR AT 31 DECEMBER 2018
(ESIF AND CEF MANDATES)

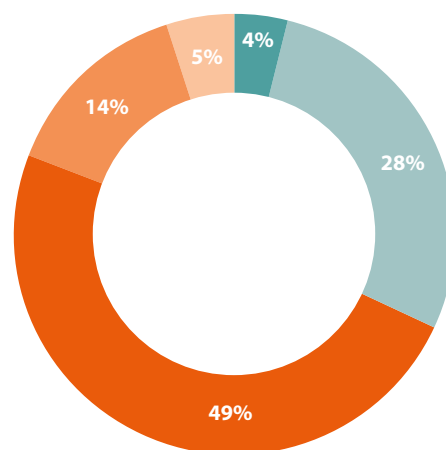


- Energy and solid waste: 12
- Networking and competence centre: 8
- Multi-sector: 3
- Rail, air and maritime: 41
- Roads: 16
- Smart development: 23
- Water and wastewater: 18



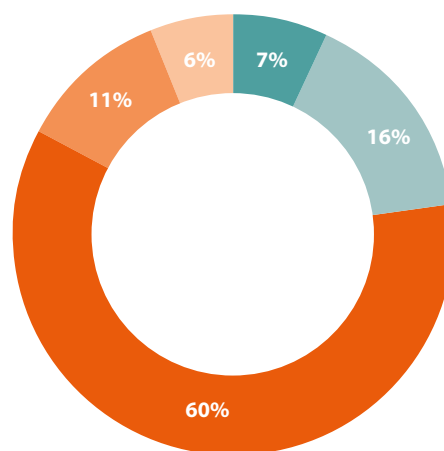


FIGURE 5: BREAKDOWN OF JASPERS' ACTIVE ASSIGNMENTS IN THE EUROPEAN UNION BY SECTOR AT 31 DECEMBER 2018 BY ESTIMATED INVESTMENT COST IN €M (ESIF AND CEF MANDATES)



- Roads: 16,100
- Rail, air and maritime: 28,881
- Water and wastewater: 8,100
- Energy and solid waste: 3,063
- Smart development: 2,254

FIGURE 6: BREAKDOWN OF JASPERS' COMPLETED ASSIGNMENTS IN THE EUROPEAN UNION BY SECTOR AT 31 DECEMBER 2018 BY ESTIMATED INVESTMENT COST IN €M (ESIF AND CEF MANDATES)



- Roads: 3,390
- Rail, air and maritime: 12,725
- Water and wastewater: 2,400
- Energy and solid waste: 1,280
- Smart development: 1,586

Roads

The major projects in JASPERS' roads sector promote sustainable transport and the elimination of bottlenecks in key network infrastructures. The advice provided by JASPERS experts promotes a safer, more reliable and efficient transport system by optimising connectivity, travel time, capacity and safety and reducing emissions.

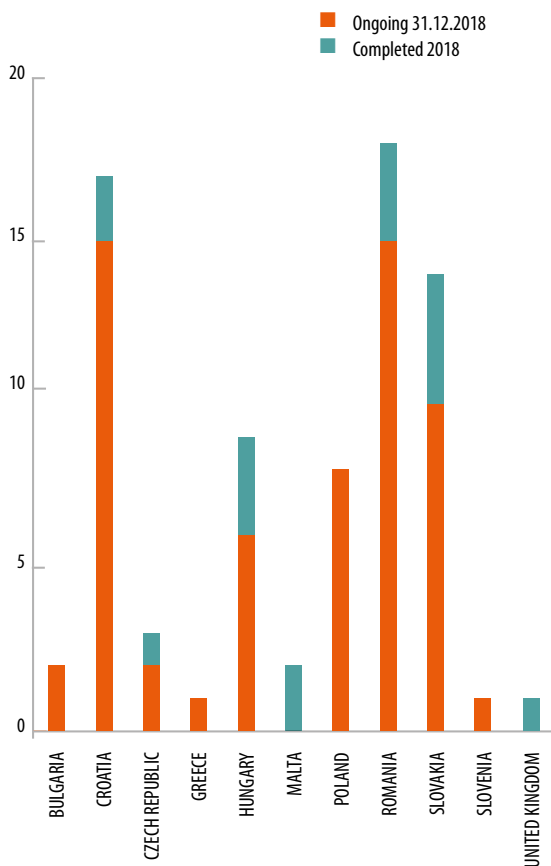
In addition to the advice related to the development of infrastructural projects, in 2018 JASPERS provided input into horizontal topics such as: traffic data collection, analysis and modelling; value engineering; Environmental Impact Assessment and Natura 2000¹³ procedures; climate change resilience and adaptation. JASPERS' assistance focused on road safety, smart roads, climate change, blending and obstacles to absorption.

More specifically, JASPERS assisted in the preparation of guidelines for road projects in Bulgaria and Romania, and for environmental impact and strategic environmental assessment forecasts for national roads in Slovakia.

In 2018, JASPERS continued to support regional development, including bilateral and trilateral dialogue on cross-border issues and projects in Central and Southern Europe, with the objective of better integrating the road networks between Bulgaria, Greece, Hungary, Poland, Romania, Slovakia, Slovenia, Croatia and Bosnia and Herzegovina.

A total of 14 new assignments were added to the roads action plans, with an estimated total cost of €4.7bn.

FIGURE 7: JASPERS PORTFOLIO IN THE ROADS SECTOR (EUROPEAN UNION ACTIVE ASSIGNMENTS AT 31 DECEMBER 2018 AND ASSIGNMENTS COMPLETED IN THE EUROPEAN UNION IN 2018)



¹³ Natura 2000 is a network of nature protection areas in the territory of the European Union. It is made up of Special Areas of Conservation and Special Protection Areas designated respectively under the Habitats Directive and Birds Directive. The network includes both Terrestrial and Marine Protected Areas.

TABLE 4: JASPERS ACTIVITY IN THE EUROPEAN UNION IN 2018 – ROADS SECTOR

KEY FIGURES	TOTAL
Active assignments at the beginning of 2018	61
Active assignments at 31 December 2018	61*
Estimated investment cost of active assignments at 31 December 2018 (in €m)	16 100
Assignments completed in 2018	15
Estimated investment cost of completed assignments in 2018 (in €m)	3 390
Major project applications for funding approved by the European Commission in 2018 (REGIO only)	10
Total investment cost in €m	4 412.76
EU grant amount in €m	2 315.86

* One multi-sector assignment included



Closing the gap between the Hungarian and Romanian motorway networks

The M4 Berettyóújfalu–Nagykerekki motorway project is part of a crucial north-south corridor in the eastern part of the European Union. This link closes the gap between the Hungarian and Romanian motorway networks and provides, in combination with the M35, the M3 and the future M30 on the Hungarian side and the R4 and D1 on the Slovak side, the first north-south motorway corridor east of Bratislava, rerouting heavy freight traffic to relieve the secondary road network in the region.

Once the 2 × 2 motorway connection is completed, it will be possible to reach the Romanian border from Budapest in 2 hours and 40 minutes. By linking the two countries and creating a safe and fast link between the two capitals, this major project will boost the regional and local economies and give new impetus to trade and tourism. Ultimately, Europe's economy and its citizens will benefit from better connectivity in the region.

The project consists of the construction of a 29.5 km link between the Hungarian motorway system (M35) and the Romanian motorway system at the border between the two countries, including a border-crossing facility, a rest stop, a maintenance centre and a heavy-weight axle-load measuring facility. In June 2018, the European Commission approved a grant fund of €265m, equal to 85% of the total investment cost. The project is expected to be implemented by March 2020.

JASPERS supported NIF, the Hungarian National Infrastructure Company, by providing a critical review of, and advice on, key documents and issues, including the feasibility study, the economic and financial justification of the project, and the application for state aid and an EU grant.

Rail, air and maritime

In 2018 the Rail, Air and Maritime (RAM) division continued to focus on supporting the shift to a more competitive and environmentally sustainable transport system. The bulk of investment and funding was allocated to meeting these objectives. During the year, this division worked on 182 assignments, for an estimated investment cost of €32bn. Forty-one assignments were completed, of which 26 were related to major projects. The largest portfolio from a geographical perspective in the RAM sector was in Romania (27% of active assignments during the year), followed by Poland (26%), Croatia (16%), the Czech Republic (14%), Slovakia (10%) and Hungary (7%).

The advisory activity of the RAM division continues to cover a broad spectrum: it includes support for planning and programming, capacity-building programmes for managing authorities and main beneficiaries, and assistance with project preparation. It also comprises the preparation of terms of reference for feasibility studies, the definition of financing and procurement strategies and the preparation of major project applications. Advisory support likewise covers some strategic non-major projects and includes ad hoc assistance with specific aspects of implementation and monitoring.

In 2018 the RAM division strengthened its role in Portugal, where its first assignments included non-major projects listed in COMPETE2020's ESIF Operational Programme. COMPETE2020 is the national managing authority responsible for competitiveness and internationalisation, which includes transport projects in the country.

FIGURE 8: JASPERS PORTFOLIO IN THE RAIL, AIR AND MARITIME SECTOR (EUROPEAN UNION ACTIVE ASSIGNMENTS AT 31 DECEMBER 2018 AND ASSIGNMENTS COMPLETED IN THE EUROPEAN UNION IN 2018)

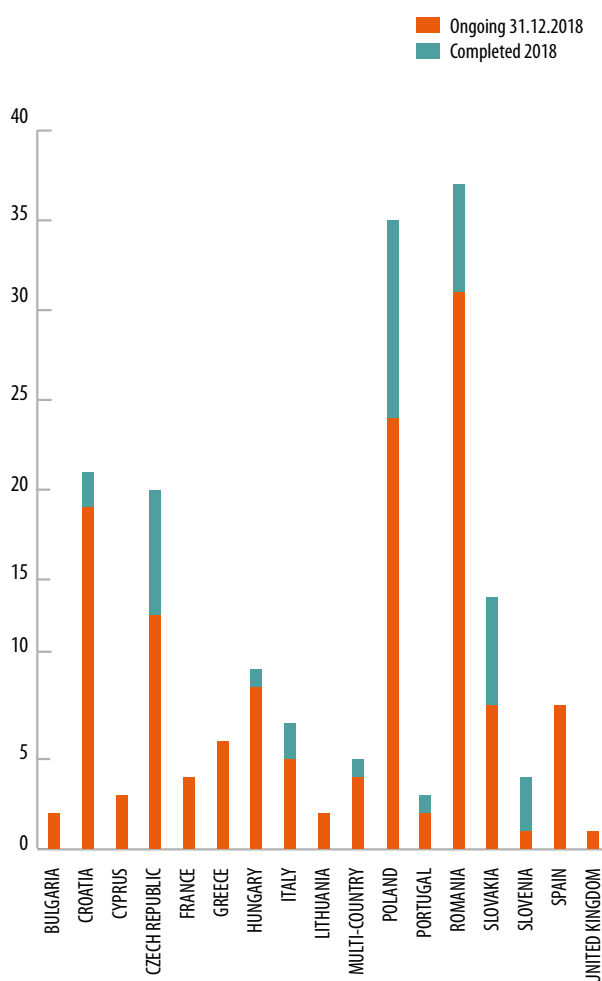


TABLE 5: JASPERS ACTIVITY IN THE EUROPEAN UNION IN 2018 – RAIL, AIR AND MARITIME SECTOR

KEY FIGURES	TOTAL
Active assignments at the beginning of 2018	147
Active assignments at 31 December 2018	141*
of which CEF	11
Estimated investment cost of active assignments at 31 December 2018 in €m	28 689.49
Assignments completed in 2018	41
Estimated investment cost of completed assignments in 2018 in €m	12 725.38
Major project applications for funding approved by the European Commission in 2018 (REGIO only)	21
Total investment cost in €m	8 362.61
EU grant amount in €m	5 610.83

* Two multi-sector assignments included



Latvia: from diesel to environmentally-friendly railways

Railway operations play an important role in the Latvian economy. With annual passenger traffic of around 17 million trips and freight traffic of 55.7 million tonnes,¹⁴ the railway freight modal share is around 60.4%, compared with the EU average of 17.8%.

Of the 1 862 km in the railway network in Latvia, only the 257 km of the Riga Hub, the track for passenger services within the suburban area of Riga, are electrified. Freight traffic is serviced only with diesel traction, with the consequent negative socio-economic and environmental impacts.

Railway freight traffic on the east-west transport corridor from the Commonwealth of Independent States (CIS) to the ports of Riga and Ventspils constitutes 76% of Latvia's total rail freight traffic.

“The strategy for development of the Latvian electrified railway network by 2030” envisages having a fully electrified core railway TEN-T in 25 kV alternating current (AC), from the borders of Belarus and Russia to the major ports of Riga and Ventspils, as well as replacing the existing 3 kV DC system with 2 × 25 kV AC within the Riga Hub. The main objective of the planned electrification is to introduce an environmentally-friendly system, which should also result in reduction of the overall costs of railway transport, an additional modal shift and increased competitiveness of the east-west railway corridor.

Due to its scope and costs, the proposed electrification strategy involves staged implementation until 2030.

The main challenge of the project was the identification, with JASPERS' assistance, of the proper implementation stages to ensure the feasibility and sustainability of each stage and of the overall investments.

JASPERS provided support for the development of a comprehensive feasibility study, including:

- a) ensuring compliance with EU and national strategic objectives and consistency with the relevant Operational Programme;
- b) definition and scoping of the project including identification of the most feasible option;
- c) development of a Environmental Impact Assessment;
- d) identification of the potential project funding structure;
- e) ensuring that the EIA and climate change aspects are in line with the relevant regulatory framework;
- f) identification of the relevant project risks and mitigation measures;
- g) identification of the appropriate procurement process.

JASPERS also assisted with the finalisation of the project application for the EU grant financing package, including clarification during the national and EU approval processes.

¹⁴ https://www.eca.europa.eu/Lists/ECADocuments/SR16_08/SR_RAIL_FREIGHT_EN.pdf

Water and wastewater

Major projects in the water sector promote climate change adaptation, risk management and prevention, environmental protection and resource efficiency. JASPERS' advice helps to improve flood risk management and coastal protection, and disaster preparedness and response. It also helps to achieve compliance with applicable Commission directives.

In 2018 JASPERS completed 18 water projects in Bulgaria, Croatia, the Czech Republic, Malta and Romania, with a total underlying investment cost of €2.4bn. Seventeen of these projects relate to compliance-driven improvements in water supply and wastewater services; five of them also concern enhanced management of flood and disaster risks, including coastal protection, and one aims at the revitalisation of protected forest areas in the Danube and Drava basins.

In 2018, a further seven major projects in Croatia, Poland and Romania and eleven non-major projects in Bulgaria, Croatia, the Czech Republic, Malta and Romania with a total cost of some €1.6bn received ESIF grant approval by the European Commission or national authorities. Three of these, in Croatia and Romania, were approved for Commission grants through JASPERS' Independent Quality Review appraisal in Croatia and Romania, while the other four, in Poland, were approved after direct application submission to REGIO.

Eighteen new assignments were created in 2018 (for Bulgaria, Romania, Slovakia and Slovenia), with an underlying project size of around €1bn.



Throughout 2018, the Water and Wastewater Division complemented its advisory work for project development with capacity-strengthening actions relating in particular to training staff from managing authorities in Bulgaria, Romania and Slovakia, setting up and managing feasibility studies, cost-benefit analysis, environmental impact assessment, climate change and risk and vulnerability assessments.

TABLE 6: JASPERS ACTIVITY IN THE EUROPEAN UNION IN 2018 – WATER AND WASTEWATER SECTOR

KEY FIGURES	TOTAL
Active assignments at the beginning of 2018	111
Active assignments at 31 December 2018	110*
Estimated investment cost of active assignments at 31 December 2018 (in €m)	8.10
Assignments completed in 2018	18**
Estimated investment cost of completed assignments in 2018 in €m	2.40
Major project applications for funding approved by the European Commission in 2018 (REGIO only)	7
Total investment cost in €m	1 172.94
EU grant amount in €m	658.76

* One multi-sector assignment included.

** Within the context of an ongoing horizontal assignment on ad hoc project support, JASPERS further completed its support for five additional non-major projects.



Optimising water resources on the Maltese islands

The Maltese islands (Malta, Gozo and Comino) are characterised by long dry seasons and only around 550 mm of rainfall per year. Groundwater resources are the only natural water source and are insufficient to meet demand, leading to over-abstraction and saltwater intrusion, which then negatively impacts groundwater quality. To meet the potable water needs of the population of 434 000 and the 1.9 million tourists visiting the islands every year, groundwater sources are supplemented by desalinated seawater.

The Water Services Corporation (WSC) of Malta seeks to increase the sustainability of its water resources as well as to improve the water supply and wastewater services it provides through the following integrated approach:

- increasing the production and proportion of desalinated water in the water supply and blending all groundwater with desalinated water to ensure good drinking water quality;
- increasing the distribution of highly polished treated effluent for irrigation purposes to reduce groundwater abstraction by farmers;
- rehabilitating and extending the wastewater collection system to improve the sewage collection rate and reduce seawater intrusion;
- enhancing operational efficiency by modernising equipment, improving the hydraulic situation and using smarter groundwater abstraction that will reduce seawater intrusion into the main groundwater aquifer.

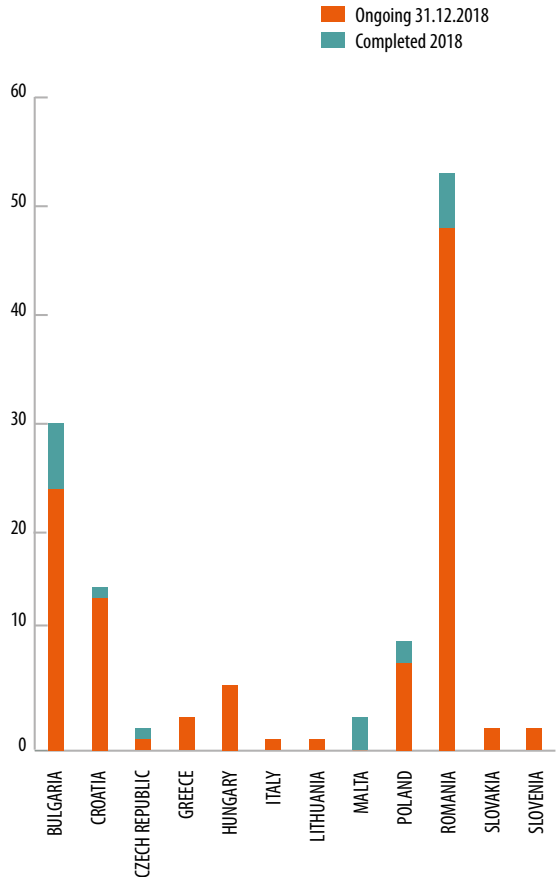
JASPERS supported the WSC from project inception to the preparation and completion of the feasibility study and application form and prepared an independent quality review report.

The total eligible cost of the project investments is €164.8m. The ESIF grant contribution will be €83.9m and the remaining €81.7m will be financed from national and company sources.

JASPERS' INPUT

- facilitated the sustainable operation of the highly polished water production and distribution system with costs recovered from both the consumer and the government;
- proposed a medium to long-term tariff policy that would enable WSC to become financially self-sustainable;
- initiated and assisted in updating the water blending policy, resulting in improved drinking water quality.

FIGURE 9: JASPERS PORTFOLIO IN THE WATER AND WASTEWATER SECTOR (EUROPEAN UNION ACTIVE ASSIGNMENTS AT 31 DECEMBER 2018 AND ASSIGNMENTS COMPLETED IN THE EUROPEAN UNION IN 2018)



Energy and solid waste

JASPERS provides advice in the energy and solid waste sector to support the shift towards a low-carbon economy, protect the environment and promote resource efficiency. JASPERS' advice aims at enhancing energy security, increasing energy efficiency, improving waste management and implementing a circular economy.

The JASPERS Energy and Solid Waste Division completed 12 assignments in 2018. The energy sector accounted for nine completions, with a total project value of €1.2bn, while the waste sector accounted for the other three assignment completions, with a total investment cost of €80m. In addition, one multi-sector training assignment was delivered. During the year, 12 new assignments were created: eight in the solid waste sector, three in the energy sector and one as a multi-country horizontal action.

With the major European energy production facilities and networks completed, the energy sector has started to turn towards more renewable energy and energy efficiency schemes to comply with the Paris Agreement. Correspondingly, in 2018 JASPERS supported a considerable number of "security of supply" projects, seven in total, and two renewable energy projects. This trend is expected to continue, as the number of ongoing and upcoming horizontal/strategic assignments and projects suggests. In particular, JASPERS identified a weakness in the absorption of available funds for energy efficiency, which will be addressed in 2019 with targeted assistance before the end of the present programming period.



In the waste sector, the EU Directive on the circular economy issued in May 2018 reinforces the principles of waste avoidance and reuse of goods and resources, and introduces multiple new obligations for the Member States, from new regulations on economic incentives and instruments to requirements on reporting and demanding waste recycling targets. On the one hand, Member States seek assistance to upgrade or complete their basic waste infrastructure in compliance with the waste hierarchy. On the other hand, they seek assistance for all the new types of business around the higher levels of the waste hierarchy – share & license/reuse/refill/clean/repair/refurbish/repurpose. Correspondingly, in 2018 JASPERS assisted Member States in preparing a circular economy project pipeline.

TABLE 7: JASPERS ACTIVITY IN THE EUROPEAN UNION IN 2018 – ENERGY AND SOLID WASTE SECTOR

KEY FIGURES	TOTAL
Active assignments at the beginning of 2018	33
Active assignments at 31 December 2018	30
Estimated investment cost of active assignments at 31 December 2018 in €m	3 063
Assignments completed in 2018	13
Estimated investment cost of completed assignments in 2018 in €m	1.280
Major project applications for funding approved by the European Commission in 2018 (REGIO only)	6
Total investment cost in €m	1 075.69
EU grant amount in €m	537.66



Cheaper electricity bills and a reduced environmental footprint thanks to the Crete-Peloponnese Interconnector

The average household electricity price in Greece rose considerably between 2010 and 2017, due to an expansion of the energy infrastructure and increases in taxes and levies.

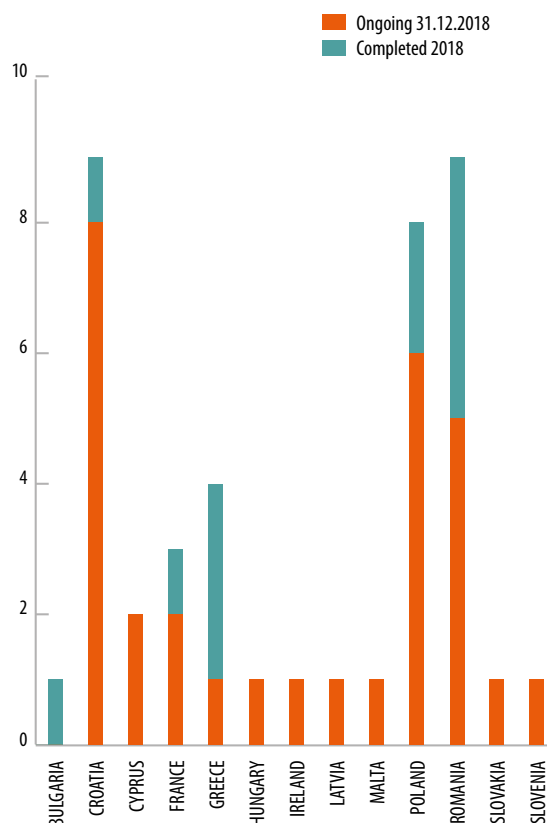
By replacing oil-fired generation with more efficient power production from the mainland, the Crete-Peloponnese Interconnection – an undersea electrical cable connection – will not only provide a reliable power supply for the island but also deliver a substantial relief for all Greek electricity consumers, through an estimated reduction of €180m in the annual surcharges currently included in electricity bills.

The project is being carried out by ADMIE S.A., Greece’s power transmission operator. In 2018 JASPERS assisted ADMIE and the Greek Ministry of Environment and Energy in the preparation of this major project and the related documentation for ERDF financing. Assistance focused on the assessment of various options and justification of the selected option; financial and economic analysis; determination of the EU grant amount; and identification of other issues, such as climate change, due diligence and EIA.

The interconnection between the Malea peninsula and Kissamos Bay (Crete) will improve the stability of the island’s power grid, thereby increasing the capacity for hosting renewable energy sources.

The project will have a positive impact on climate change mitigation.

FIGURE 10: JASPERS PORTFOLIO IN THE ENERGY AND SOLID WASTE SECTOR (EUROPEAN UNION ACTIVE ASSIGNMENTS AT 31 DECEMBER 2018 AND ASSIGNMENTS COMPLETED IN THE EUROPEAN UNION IN 2018)



The displacement of some 400 000 tonnes per year of oil products will allow both a cut in the average fuel cost component of electricity supplied by thermal power by some 50 EUR/MWh and a considerable improvement in the environmental footprint.

The project consists of two new 150 kV submarine cables, each with a length of 135 km, upgrades of existing transmission lines, underground cables and substations and the construction of new ones in both the Peloponnese and Crete, and the installation of a static synchronous compensator in Crete. Once the project starts operations in 2021, the high-voltage AC interconnection with a transfer capacity of 2x200 MVA will meet around one-third of the total electricity demand of Crete. The total investment cost is €356m, of which some €95m will be financed by the ERDF. The Crete-Peloponnese project will also benefit from the EIB’s financial support.

Smart development

JASPERS' Smart Development Division provides advice and guidance with the following objectives: strengthening research, development and innovation (RDI); improving access to, and use of, ICT; and improving the quality of investments in education, training and life-long learning. Activities under these objectives relate to health, education, broadband and smart development assignments in addition to funding allocated to sustainable urban development. In 2018, 15 new assignments in the smart development sector were created, with an estimated total cost of over €774m. Project support to the health, RDI and ICT sectors predominated in the year's activity.

In 2018, under the umbrella of the EU Urban Agenda and Cohesion Policy, JASPERS provided support to the Smart Cities and Regions Initiative. The objective of the first phase was to assess the readiness and maturity of smart city development in the V4 region (Poland, the Czech Republic, Slovakia and Hungary) based on selected cities and regions. JASPERS offered support to six cities and two regions in these countries in the form of a Smart City/Region readiness study for each selected city/region in addition to a report for the V4 region as a whole. Some of the key needs regarding the deployment of Smart City/Region programmes and projects supported by ESIF include the transformation of cities' and regions' governance and organisational structures to favour strategic and integrated approaches. Other aspects regard the alignment of European Union, national, regional and local strategies and investment priorities to enhance the capability for multi-level governance, build institutional capacity to collect, manage and use data effectively, blend financing resources, develop financial instruments and expand know-how and capacity on procurement.

FIGURE 11: JASPERS PORTFOLIO IN THE SMART DEVELOPMENT SECTOR (EUROPEAN UNION ACTIVE ASSIGNMENTS AT 31 DECEMBER 2018 AND ASSIGNMENTS COMPLETED IN THE EUROPEAN UNION IN 2018)

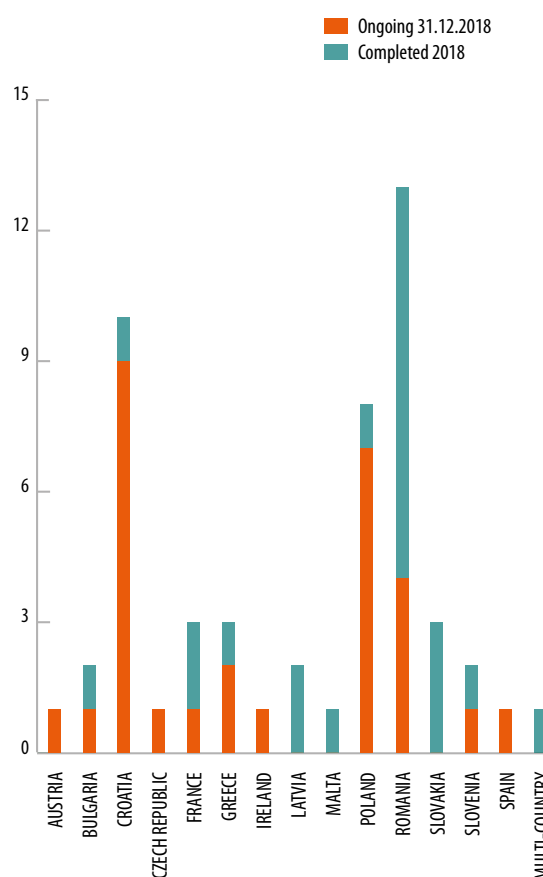


TABLE 8: JASPERS ACTIVITY IN THE EUROPEAN UNION IN 2018 – SMART DEVELOPMENT SECTOR

KEY FIGURES	TOTAL
Active assignments at the beginning of 2018	34
Active assignments at 31 December 2018	29
Estimated investment cost of active assignments at 31 December 2018 in €m	2 254
Assignments completed in 2018	23
Estimated investment cost of completed assignments in 2018 in €m	1 586
Major project applications for funding approved by the European Commission in 2018 (REGIO only)	14
Total investment cost in €m	497.96
EU grant amount in €m	364.45

In the second phase, the initiative will build on the findings of the assessment to offer bespoke JASPERS advisory services to cities and regions on smart city project pipeline development and the preparation of associated programmes and projects. JASPERS will commence the second phase through separate assignments with cities and/or regions with a view to deploying ESIF through Smart City programmes and associated projects.

In 2018 JASPERS started activity in Austria, supporting the construction of a completely new cross-laminated timber plant in the district of Wolfsberg. Three major production innovations (in the use of technology and processes) are expected to increase output and lead to a sustainable increase in competitiveness.

Broadband in Brittany

Broadband is a key area for EU success and several broadband projects have been facilitated by the Smart Development Division. The Brittany ultra-fast broadband project addresses the areas of this region where no broadband above 30 Megabytes per second (Mbps) exists and where no investment from commercial operators is planned. As a result of the project, about 220 000 households and 20 000 businesses will gain access to high-capacity networks.

This enhanced connectivity will pave the way for the provision and use of more applications that require a high bandwidth, such as e-Health and e-Government functions planned on the public side, and different kinds of streaming services and digital television for the private sector. The project will contribute to bridging the digital divide between different areas of the region.

JASPERS' support to the project team focused on providing advice on the application documents in line with EU requirements and the ERDF application procedure (e.g. demand, options, technical criteria, project risk and financial and economic consideration). Particular attention was paid to enhancing the quality of the project, including key compliance with legal requirements.



CAPACITY-BUILDING ACTIVITIES

Capacity building is well embedded in all advisory activities carried out by JASPERS and linked to project assignments. In addition to this, JASPERS periodically implements dedicated multi-country capacity-building activities to consolidate lessons learnt, to disseminate knowledge and to support beneficiaries in cross-sector issues such as CBA, climate change or state aid. These activities are closely coordinated with the different sectoral divisions and the European Commission services.

JASPERS delivers multi-country capacity-building activities through its networking platform. The platform's dedicated web portal (<http://www.jaspersnetwork.org>) is widely used for the dissemination of training materials, workshop proceedings, working papers and other relevant knowledge.

In 2018, the JASPERS Networking and Competence Centre (NCC) Division implemented four such multi-country activities. These workshops and training seminars were attended by over 400 representatives, largely from Member States' authorities and Commission services.

The NCC continued to provide Member States with assistance on environmental requirements for the preparation of projects funded by ESIF in the period 2014-2020, with a focus on lessons learnt from the period 2015-2017.

Several seminars were organised at a regional level to address the requirements of the Water Framework Directive when preparing projects. A dedicated JASPERS guidance document and checklist to support national authorities and project promoters in this task was developed in coordination with the EC and published in July 2018.

During the year, the NCC also delivered several targeted training activities in Bulgaria, Greece, Hungary, Malta and Romania, focusing in particular on support for state aid, CBA, climate change and environmental assessment. Overall, two multi-country and six in-country assignments were completed (for Croatia, Poland, Portugal, Romania and Slovenia).

In 2018 the NCC further consolidated efforts to build the capacity of JASPERS' counterparts in an increasingly sustainable manner by assisting them in developing and implementing their own training programmes, including dedicated "train-the-trainer" modules. Assignments following this approach were developed jointly with partners in several Member States.

As a highlight of these activities, between April and November 2018 the NCC delivered five dedicated training modules as part of the ESIF Academy programme developed by the Bulgarian Institute of Public Administration to train civil servants from managing authorities and other relevant bodies.

TABLE 9: MULTI-COUNTRY CAPACITY-BUILDING EVENTS IN 2018

No	Title	Date	Summary and proceedings
1	Training on environmental requirements for Cohesion Policy projects in 2014-2020	31 January 2018	http://www.jaspersnetwork.org/display/EVE/Third+training+session+on+environmental+requirements+for+projects+in+the+2014-2020+programming+period
2	JASPERS/REGIO CBA Forum meeting on the energy sector	15-16 May 2018	http://www.jaspersnetwork.org/display/EVE/Cost-Benefit+Analysis+Forum+meeting+on+Energy+Sectors
3	Workshop on good practices and experiences in sludge management and treatment	6-7 June 2018	http://www.jaspersnetwork.org/display/EVE/Good+practices+and+experiences+in+sludge+management+and+treatment
4	Bus fleet renewal through deployment of clean and efficient vehicles	26-27 June 2018	http://www.jaspersnetwork.org/display/EVE/Bus+fleet+renewal+through+deployment+of+clean+and+efficient+vehicles+-+Bucharest



Sharing knowledge to tackle sludge treatment and management

Sludge treatment and management is a growing challenge. Approximately 10 million tonnes of sewage sludge are generated annually in the European Union. The costs of treating and utilising or disposing of this sludge can be substantial, accounting for up to 50% of the costs of wastewater treatment. As new wastewater treatment facilities are built and the existing ones are upgraded to meet stricter regulations that require more treatment,¹⁵ the physical sludge load continues to increase.

Sludge can be used in agriculture as a soil conditioner and fertiliser. However, the agricultural use of sludge is becoming more and more challenging, as countries must cope with strict limits on heavy metals, emerging contaminants and pathogens. Anaerobic digestion and thermal processes make sludge a source of renewable energy and phosphorus, for which a range of recovery technologies is emerging.

In June 2018 JASPERS' Networking Platform and its Water and Wastewater Division organised a workshop in Warsaw on good practices for sludge management

and treatment. This provided comprehensive information on the options available for sludge management, the advantages, disadvantages, practicalities and costs of existing and emerging techniques, as well as specific information approaches in use throughout Europe. Case studies from Poland, Croatia, Sweden and Denmark were presented.

Participants, including representatives from managing authorities, line ministries and beneficiaries responsible for the development and oversight of projects in the water sector, had the opportunity to visit the Czajka Wastewater Treatment Plant, the main plant serving Warsaw and the largest in Poland. This plant, a project assisted by JASPERS, is designed for a population of 2.1 million people and a daily inflow of 435 000 m³.

Sludge in the Czajka plant is treated by gravity and mechanical thickeners prior to digestion and dewatering. The residual sludge is incinerated, and the ashes are transported to landfill.

¹⁵ The management options for sludge are constrained by EU legislation, such as the Landfill Directive (1999/31/EC) and the Sewage Sludge Directive (86/278/EEC).

PROJECT APPRAISAL ACTIVITIES

JASPERS' appraisal activities grew in 2018, reflecting the increasingly mature pipeline of projects being prepared by the Member States. JASPERS issued 62 post-submission appraisals and independent quality review reports, the highest number to date and a 9% increase compared to 2017.

The geographic range of independent quality review work also increased, with reports issued for projects from Spain, Italy, the Czech Republic and Malta, countries where JASPERS' independent quality review was not active prior to 2018. JASPERS received the first requests for independent quality reviews from Germany, including a request for appraisal of the new Inselplatz Campus at Friedrich Schiller University Jena.

The average approval time for projects submitted to the European Commission in 2018 was 85 days, substantially down from the 224 days recorded in the 2007-2013 programming period. The quality and speed of the appraisals performed by JASPERS have directly contributed to this improvement in the efficiency of the project appraisal and approval system. The average number of interruptions has also decreased considerably. JASPERS has again contributed to this improvement. The clear and consistent appraisals produced by JASPERS help the European Commission to transmit areas of concern to the MAs with greater clarity, which reduces the need for future interruptions, while the upstream advisory work improves the quality of projects and reduces the number of potential issues that may lead to interruptions later on.

The transport sector continued to be the main source of projects for appraisal. However, compared with previous years, the roads sub-sector became less prominent, with a similar number of projects in the rail and urban transport sub-sectors (18 reports for roads and 17 reports for rail and urban transport, respectively). The smart development, water and energy sectors accounted for a growing share of the reports issued (12, 10 and 5 respectively).

JASPERS continued to perform post-submission and quality appraisals with the support of other JASPERS experts not involved in the preparation of those projects, allowing JASPERS to maximise resource efficiency while maintaining the independence of the independent quality review.



The Omnibus Regulation amending the Common Provisions Regulation, including its provisions on the independent quality review, entered into force in mid-2018. Preparation for, and adaptation to, this change required considerable internal adjustment of procedures and coordination with the Commission. The full effect of the legislative change – in particular, the new six-month time limit to produce an independent quality review report – is expected to materialise in the first half of 2019.

During the year, JASPERS' independent quality review team contributed to a number of horizontal activities that facilitated feedback from the PSA and quality appraisals to counterparts. Feedback on lessons learned from appraisals was also given during the Stakeholders Meeting. Horizontal activities included participating in the JASPERS Climate Change Working Group and the CBA Working Group. JASPERS also supported the Commission with interpreting regulations.



TABLE 10: INDEPENDENT QUALITY REVIEW AND POST-SUBMISSION PROJECT APPRAISALS IN 2018

Key Figures	IQR	PSA	TOTAL
In approval process as of 1 January 2018	6	12	18
Projects appraised in 2018 (list in Annex 4)	17	45	62
of which with advisory support	15	29	44
Withdrawn by Member State	0	0	0
Projects approved by European Commission	13	27	40
Under consideration as of 31 December 2018	4	18	22

ORGANISATION

GOVERNANCE

JASPERS is managed by the European Investment Bank and supervised by a Steering Committee of representatives of its partner institutions, the European Commission and the European Investment Bank.

This committee is responsible for setting the strategic direction for JASPERS, deciding on major policy issues relating to JASPERS and approving its work programme.

STRUCTURE

To carry out its activities, JASPERS is organised into seven divisions, staffed by engineers, economists and environmental specialists:

- roads;
- rail, air and maritime;
- water and wastewater;
- smart development;
- energy and solid waste;
- networking and competence centre;
- independent quality review.

The first five are sectoral divisions; the NCC focuses on capacity building, and the IQR division carries out appraisal activities for the Member States and is the lead division within JASPERS for post-submission appraisals (PSAs) for the European Commission. In addition to the divisions, a Quality Management Unit oversees overall coordination and ensures JASPERS' efficiency and quality.

While the sector-based structure meets JASPERS' operational needs and ensures consistency in the advice delivered across the beneficiary countries, the presence of JASPERS staff on the ground maximises its impact and helps to transfer knowledge to the beneficiaries.

In addition to its headquarters in Luxembourg, JASPERS has regional offices in Bucharest, Vienna, Warsaw and Sofia. Its Brussels office facilitates close contact with the European Commission and is responsible for most of the JASPERS appraisal activities.

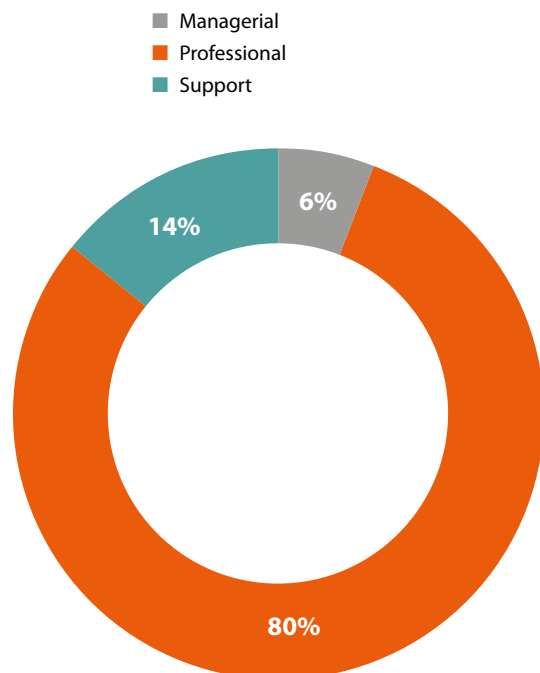
RESOURCES

At the end of December 2018, JASPERS had a total of 141 staff: 121 experts and managers and 20 support staff.

JASPERS also contracts the services of consultants to complement its in-house expertise or to add capacity in periods of particularly high workload.

A total of 49 contracts for the provision of services were active during 2018: 48 contracts under the ESIF mandate and one under the IPA II mandate. The cumulated value of these contracts, which take the form of either assignments to meet defined objectives or long-term assignments to meet the ongoing needs of JASPERS, amounted to €5 105 408m.

FIGURE 12: JASPERS STAFF BY CATEGORY AT 31 DECEMBER 2018



**TABLE 11: JASPERS EXPERTS (PROFESSIONAL STAFF)
BY DIVISION AND LOCATION AT 31 DECEMBER 2018**

Division*	Brussels	Bucharest	Luxembourg	Sofia	Vienna	Warsaw	Total
DIR	1					1	2
ESW		6	1		2	5	14
IQR	9						9
NCC	3		8				11
QMU			3				3
RAM	1	4	2	1	9	6	23
ROD		6	4		6	3	19
SRT	1	2	2		3	4	12
WAT		9	4		3	3	19
Total	15	27	24	1	23	22	112

* DIR: Director
ESW: Energy and Solid Waste
IQR: Independent Quality Review

NCC: Networking and Competence Centre
QMU: Quality Management Unit
RAM: Rail, Air and Maritime

ROD: Roads
SRT: Smart Development
WAT: Water and Wastewater

QUALITY MANAGEMENT

JASPERS is committed to continuous improvement. To achieve this, it regularly reviews the deployment of its Quality Management approach using the European Foundation for Quality Management model to prioritise improvements based on their impact on results. The outcome of this internal assessment highlighted the key areas for improvement in 2018. All areas for improvement fed into JASPERS' structured improvement process, which facilitated more efficient management, monitoring and reporting of all improvement actions. In 2018 JASPERS closed almost all of the improvement actions linked to the European Court of Auditors and Internal Audit Service audits.

JASPERS' results-oriented approach has also driven improvements to its Results Measurement Framework. In 2018, JASPERS further enhanced its ability to measure its results and improved its link with processes. This was achieved through an improved set of Key Performance Indicators, facilitating performance monitoring and reporting. JASPERS also piloted a detailed risk management approach in 2018 in alignment with the EIB's Internal Control Framework.

Always having the welfare of its staff to the fore, in 2018 JASPERS continued to analyse staff feedback, manage related improvement actions and develop its people through customised collective training which complemented individual development plans.

Looking forward, the JASPERS Quality Management Unit will continue to support the roll-out of JASPERS' QM approach in 2019, facilitating and supporting the next phases of improvement in all areas.

ANNUAL STAKEHOLDERS MEETING

JASPERS held its 10th Stakeholders Meeting in Sofia on 14-15 June 2018.

More than 100 representatives from JASPERS' beneficiary countries and partners attended the meeting, which, for the first time, included a session specifically dedicated to pre-accession countries. The topics covered at the Stakeholders Meeting included lessons learned during the delivery of projects in the current programming period, as well as the kind of support required for the next programming period. The former included technical issues identified during project appraisals, mostly in major projects prepared without JASPERS support, enabling these to be improved in future projects to be submitted for financing.

Participants acknowledged that projects supported by JASPERS are less prone to interruptions during the approval process at the European Commission and in better shape for financing by potential lenders. Such support could be extended to the next programming period, together with the current capacity-building activities, to improve the institutional quality of counterparts. Participants expressed the need to strengthen JASPERS' role in supporting strategic planning, upstream project development and cross-border and cross-sector projects.

EU Member States underlined their satisfaction with JASPERS and expressed their interest in continuing to receive JASPERS' support beyond the current programming period.



FINANCIAL INFORMATION



EXPENDITURE IN 2018

EUROPEAN STRUCTURAL AND INVESTMENT FUNDS MANDATE

The JASPERS budget under the Structural and Cohesion Funds mandate is made up of eligible costs co-financed by the technical assistance budget managed by DG Regional and Urban Policy, the EIB and the European

Bank for Reconstruction and Development (EBRD) in the form of professional and support staff time.

TABLE 12: SUMMARY AUDITED FINANCIAL STATEMENT 2018
FOR THE PERIOD FROM 1 JANUARY 2018 TO 31 DECEMBER 2018

ELIGIBLE COSTS	Actual amounts €	Accruals €	Total €
Staff costs	37 708 266.95		37 708 266.95
External consultancy costs	1 607 713.28	413 460.83	2 021 174.11
Travel and subsistence expenses	1 301 660.25		1 301 660.25
TOTAL ELIGIBLE COSTS	40 617 640.48	413 460.83	41 031 101.31
European Union Contribution (80%)	32 494 112.39	330 768.66	32 824 881.05

IPA II MANDATE

The IPA II mandate for the period 2016-2020 is fully financed by the European Commission-DG NEAR. This mandate has a total budget of €5m, of which €4m is from the IPA II multi-country programme 2015 (including €1m earmarked for Turkey) and €1m (also earmarked for Turkey) is from the IPA II multi-country programme 2016.

The total amount earmarked for Turkey (€2m) is specifically dedicated to support for environmental projects.

Unaudited expenditure for IPA II in 2018 was €1.06m. The cumulative expenditure for the period 2016-2018 was €2.96m.

TABLE 13: IPA II BUDGET AS AT 31 DECEMBER 2018

	Expenditure 2018	Total expenditure 2016-2018
1. Staff costs		
Manager	101 626	146 653
Experts	878 976	2 591 286
2. Travel, subsistence	80 638	213 532
3. Subcontracted costs	3 430	11 830
Total costs	1 064 670	2 963 301

SERBIA NATIONAL PROGRAMME

The Serbia National Programme mandate for the period 2015-2019 is fully financed by the European Commission. The mandate has a total budget of €1.5m.

Unaudited expenditure for the Serbia National Programme in 2018 was €474 655.66. The cumulative expenditure for the period 2015-2018 was €1.13bn.

TABLE 14: SERBIA NATIONAL PROGRAMME BUDGET AS AT 31 DECEMBER 2018

	Expenditure 2018	Cumulative expenditure 2015-2018
Professional Staff: European Commission+EIB	426 219.17	1 014 882.11
Travel	48 436.49	111 731.59
External Consultancy and Other	0	2 187.28
Total costs	474 655.66	1 128 800.98

CONNECTING EUROPE FACILITY MANDATE

The J-CEF2 Blending mandate for the period 2018-2020 is made up of eligible costs co-financed by the CEF budget and EIB in the form of professional staff, travel, consultancy services, etc. It covers operations from 1 January 2018 until 31 December 2020 with an overall budget of €3 000 000.

Unaudited expenditure for CEF in 2018 was € 205 722.35m, which also represents the cumulative expenditure under the CEF mandate at end-2018 representing 6.17% of the overall budget.

TABLE 15: JASPERS CEF COUNTRIES BUDGETS AS AT 31 DECEMBER 2018

	Expenditure 2018	Cumulative expenditure 2018-2020
Professional Staff: Manager	8 597.94	8 597.94
Expert	185 261.92	185 261.92
Total EC Staff	193 859.86	193 859.86
Travel	11 862.49	11 862.49
External Consultancy	0	0
Other	0	0
Total costs	205 722.35	205 722.35

STATISTICAL ANNEXES



ANNEX 1:

PORTFOLIO OF ADVISORY AND CAPACITY BUILDING ASSIGNMENTS FOR EUROPEAN STRUCTURAL AND INVESTMENT FUNDS (ESIF) AND CEF MANDATES BY COUNTRY AND SECTOR AT 31 DECEMBER 2018

MANDATE	Completed assignments per division								Completed 2018	Active assignments per division								Active 2019	Portfolio 2018
	Energy and Solid Waste	Rail, Air and Maritime	Roads	Smart Development	Water and Wastewater	Networking and Competence Centre	Multi-sector	ESIF & CEF		Energy and Solid Waste	Rail, Air and Maritime	Roads	Smart Development	Water and Wastewater	Networking and Competence Centre	Multi-sector	ESIF & CEF		
AUSTRIA									0	0	0	0	1	0	0	0	1		
BULGARIA	1			1	6			8	0	2	0	2	1	24	1	0	30	38	
CROATIA	1	2		2	1	1	1	8	8	19	0	15	9	14	0	0	65	73	
CYPRUS								0	2	3	0	0	0	0	0	0	5	5	
CZECH REPUBLIC		6		1		1		10	0	13	1	2	1	1	0	0	17	27	
FRANCE	1				2			3	2	4	0	0	1	0	0	0	7	10	
GREECE	3				1			4	1	6	0	1	2	3	2	0	15	19	
HUNGARY		1		3				4	1	8	1	6	0	6	1	1	23	27	
IRELAND								0	1	0	0	0	1	0	0	0	2	2	
ITALY		2						2	0	5	0	0	0	1	0	0	6	8	
LATVIA		1			2			3	1	0	0	0	0	0	0	0	1	4	
LITHUANIA								0	0	2	0	0	0	1	0	0	3	3	
MALTA				2	1	3		6	1	0	0	0	0	0	1	0	2	8	
POLAND	2	11			1	2	1	17	6	24	0	8	7	8	0	0	53	70	
PORTUGAL		1					1	2	0	2	0	0	0	0	0	0	2	4	
ROMANIA	4	6		3	9	5	2	30	5	30	5	15	4	48	0	1	103	133	
SLOVAKIA		6		4	3			13	1	8	0	9	1	1	2	2	24	37	
SLOVENIA		3			1		1	5	1	1	0	1	0	2	0	0	5	10	
SPAIN								0	0	8	4	0	1	0	0	0	9	9	
UNITED KINGDOM		1						1	0	0	0	1	0	0	0	0	1	2	
MULTI-COUNTRY		1			1		2	4	0	4	0	0	0	0	10	0	14	18	
TOTAL	12	41	0	15	23	18	8	3	120	30	139	11	60	29	109	17	4	388	507

ANNEX 2:

ADVISORY ASSIGNMENTS COMPLETED FOR EUROPEAN STRUCTURAL AND INVESTMENT FUNDS MANDATE IN 2018

COUNTRY	ASSIGNMENT TYPE	SECTOR	LEAD DIVISION	TITLE
BULGARIA	Major Project	Energy and Solid Waste	Energy and Solid Waste	Greek-Bulgarian Gas Interconnector project
	Major Project	Smart Development	Smart Development	Support to the System of Emergency Health Care in Bulgaria
	Small Project	Water and Wastewater	Water and Wastewater	Regional Water Project Stara Zagora
	Small Project	Water and Wastewater	Water and Wastewater	Regional Water Project Kurdjali
	Small Project	Water and Wastewater	Water and Wastewater	Regional Water Project Vratsa
	Small Project	Water and Wastewater	Water and Wastewater	Regional Water Project Vidin
	Small Project	Water and Wastewater	Water and Wastewater	Regional Water Project Pernik
	Small Project	Water and Wastewater	Water and Wastewater	Regional Water Project Yambol
CROATIA	Capacity Building	Multi sector	Networking and Competence Center	Climate Change and Major Projects Training Seminar - Croatia
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Modernisation and upgrading of railway section on the Zagreb-Rijeka corridor
	Small Project	Energy and Solid Waste	Energy and Solid Waste	Lecevisa Waste Management Centre
	Small Project	Rail, Air and Maritime	Rail, Air and Maritime	Upgrade and Electrification of the railway line Vinkovci – Vukovar
	Small Project	Roads	Roads	Construction of access road from D403 motorway to Rijeka port
	Small Project	Roads	Roads	Construction of D8 Split Bypass Lot 2
	Small Project	Smart Development	Smart Development	Establishment of Shared Service Centre and Government Cloud
	Small Project	Water and Wastewater	Water and Wastewater	Revitalisation of protected forest areas in the Danube-Drava region - Naturavita No-1
CZECH REPUBLIC	Horizontal/Strategy Support	Multi sector	Rail, Air and Maritime	Transport Sector Strategy 2nd Phase
	Horizontal/Strategy Support	Multi sector	Roads	Update of the CBA methodology for transport projects in the Czech Republic
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Study of 3rd Czech Railway Corridor into Prague Junction
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Modernisation of the Rokycany-Plzen line - Phase II
	Major Project	Roads	Roads	Construction of I/11 Nebory - Oldrichovice - Bystrice road - Phase II
	Major Project*	Rail, Air and Maritime	Rail, Air and Maritime	Feasibility study for Ostrava rail node modernisation
	Major Project*	Rail, Air and Maritime	Rail, Air and Maritime	Feasibility study of Modernisation of Rail Line Plzen-Domazlice
	Major Project*	Rail, Air and Maritime	Rail, Air and Maritime	Feasibility study of rail line Brno Prerov
	Major Project*	Rail, Air and Maritime	Rail, Air and Maritime	Feasibility study of optimisation of rail line Lysa nad Labem - Praha Vysocany, 2nd construction
Small Project	WATER AND WASTEWATER	Water and Wastewater	Modernisation of the Zelivka drinking water treatment plant	
FRANCE	Major Project	Smart Development	Smart Development	La Réunion - Plan Régional Très Haut Débit
	Major Project	Smart Development	Smart Development	Bretagne Très Haut Débit
	Small Project	Energy and Solid Waste	Energy and Solid Waste	Offshore Wind Farm Provence Grand Large
GREECE	Major Project	Energy and Solid Waste	Energy and Solid Waste	The Interconnection of Crete with the National Interconnected Transmission System
	Major Project	Smart Development	Smart Development	Syzefxis II broadband network for e-Government
	Small Project	Energy and Solid Waste	Energy and Solid Waste	Central Greece Gas Distribution
	Small Project	Energy and Solid Waste	Energy and Solid Waste	Central Macedonia Gas Distribution
HUNGARY	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Procurement of high capacity Electric Multiple Units in the Budapest agglomeration
	Major Project	Roads	Roads	Preparation and construction of M8 Expressway Kőrmend - Rabafüzes border
	Major Project	Roads	Roads	M4 motorway between Berettyoujfalu and Nagykereki, country border
	Major Project	Roads	Roads	Construction of M35 motorway section from main road No 4 to Berettyoujfalu and main road No 481

COUNTRY	ASSIGNMENT TYPE	SECTOR	LEAD DIVISION	TITLE
ITALY	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Napoli-Cancello railway
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Cancello-Frasso Telesino railway
LATVIA	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Latvia: Electrification of the Priority Railway Lines
	Major Project	Smart Development	Smart Development	Development of Pauls Stradins Clinical University Hospital infrastructure, improving health care service quality and cost-effectiveness, stage II (Building A2)
	Small Project	Smart Development	Smart Development	Development of Infrastructure of Riga Technical University
MALTA	Horizontal/Strategy Support	Smart Development	Smart Development	Malta Smart Specialisation Strategy Implementation
	Major Project	Water and Wastewater	Water and Wastewater	Rehabilitation measures for water supply and sewage collection systems including an operational efficiency programme
	Small Project	Roads	Roads	Updating of the Feasibility and Environmental Impact Studies for the TEN-T Road Network in Malta (post 2013)
	Small Project	Roads	Roads	Kappara Junction Upgrade
	Small Project	Water and Wastewater	Water and Wastewater	Groundwater resource management and conservation campaign
	Small Project	Water and Wastewater	Water and Wastewater	Rainwater runoff management and harvesting initiative
MULTI	Capacity Building	Multi sector	Networking and Competence Centre	Climate Change Requirements for Major Projects - Refresher
	Capacity Building	Multi sector	Networking and Competence Centre	Training on environmental requirements for projects in the 2014-2020 programming period
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Guidance for assessment of potential transport and economic impacts of rail freight measures in feasibility studies and CBA
	Horizontal/Strategy Support	Smart Development	Smart Development	JASPERS Smart Cities & Regions Initiative
POLAND	Capacity Building	Multi sector	Networking and Competence Centre	Further support to Polish Authorities to include climate change in projects and co-financing applications
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Implementation of a tool allowing rail traffic forecasting (Transport Model)
	Major Project	Energy and Solid Waste	Energy and Solid Waste	GAZ SYSTEM Tworog-Tworzen gas pipeline
	Major Project	Energy and Solid Waste	Energy and Solid Waste	GAZ SYSTEM Pogorska Wola - Tworzen gas pipeline
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Works on railway line No 216 (section Działdowo - Olsztyn)
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Modernization of breakwaters in the North Harbour in Gdansk - Maritime Office in Gdynia
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Modernization of the Swinoujscie – Szczecin Waterway to the depth of 12.5m (Maritime Office in Szczecin)
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Development of Szczecin Metropolitan Rail using existing sections of railway lines no. 406, 273, 351
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Works on railway line no. 8, Warka – Radom section (Lots: C, D, E).
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Works on railway line no. 1 Czestochowa - Zawiercie section
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Revitalisation and reconstruction of railway line no. 182
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Implementation of control standard on high speed train lines
	Major Project	Water and Wastewater	Water and Wastewater	Poznan water and wastewater - Phase VI
	Major Project	Water and Wastewater	Water and Wastewater	Radom water and wastewater - Phase III
	Small Project	Rail, Air and Maritime	Rail, Air and Maritime	Gorzow Wielkopolski – tramway rolling stock
	Small Project	Rail, Air and Maritime	Rail, Air and Maritime	Gorzow Wielkopolski - tramway infrastructure
Small Project	Smart Development	Smart Development	CKD Campus Medical University of Lodz	
PORTUGAL	Capacity Building	Multi sector	Networking and Competence Centre	Portugal Transport Sector - Climate Change Training
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Modernisation and upgrade of the North railway line

COUNTRY	ASSIGNMENT TYPE	SECTOR	LEAD DIVISION	TITLE
ROMANIA	Capacity Building	Multi sector	Energy and Solid Waste	Training Plan for Romania's Large Infrastructure Operational Programme 2014-2020
	Capacity Building	Multi sector	Networking and Competence Centre	Training for Romanian Authorities on Climate Change in Major Projects
	Capacity Building	Multi sector	Networking and Competence Centre	Professional training of environmental authorities - stage II
	Horizontal/Strategy Support	Energy and Solid Waste	Energy and Solid Waste	Ad-hoc support for finalising the implementation of non-functional IWMS projects
	Horizontal/Strategy Support	Energy and Solid Waste	Energy and Solid Waste	Technical assistance to implement national waste management plan
	Horizontal/Strategy Support	Energy and Solid Waste	Energy and Solid Waste	Increasing the capacity of the Romanian National Electricity Transmission System for the supply of energy produced by renewable energy sources
	Horizontal/Strategy Support	Energy and Solid Waste	Energy and Solid Waste	Increasing the interconnection rate of the Romanian National Gas Transmission System with neighbouring countries
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Urban Mobility Plan for Brasov and Constanta
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Urban Mobility Plan for Bucharest
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Urban Mobility Plan for Cluj and Timisoara
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Urban Mobility Plan for Craiova, Iasi and Ploiesti
	Horizontal/Strategy Support	Smart Development	Smart Development	ELI NP Implementation Support
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Rehabilitation of Bucharest Metro Line 2
	Major Project	Roads	Roads	Preliminary Gap Analysis for the Ploiesti - Brasov Road Development Project
	Major Project	Roads	Roads	Integrated Road Infrastructure Network for Bucharest Orbital Area
	Major Project	Water and Wastewater	Water and Wastewater	Protection against coastal erosion - Phase II
	Major Project	Water and Wastewater	Water and Wastewater	Constanta County II - water and wastewater investments 2014-2020
	Major Project	Water and Wastewater	Water and Wastewater	Ifov County II - water and wastewater infrastructure investments for 2014-2020
	Major Project*	Roads	Roads	Modernisation of DN73 Pitesti – Campulung – Brasov – Phase II
	Small Project	Rail, Air and Maritime	Rail, Air and Maritime	Upgrading of Bacau Airport
	Small Project	Smart Development	Smart Development	Enhanced Emergency Healthcare System in the West Region
	Small Project	Smart Development	Smart Development	Enhanced Emergency Healthcare System in South West Region
	Small Project	Smart Development	Smart Development	Enhanced Emergency Healthcare System in South Muntenia Region
	Small Project	Smart Development	Smart Development	Enhanced Emergency Healthcare System in South East Region
	Small Project	Smart Development	Smart Development	Enhanced Emergency Healthcare System in Romania's North West Region
	Small Project	Smart Development	Smart Development	Enhanced Emergency Healthcare System in North East Region
	Small Project	Smart Development	Smart Development	Enhanced Emergency Healthcare System in Centre Region
	Small Project	Smart Development	Smart Development	ELI NP Magurele Innovation Platform
	Small Project	Water and Wastewater	Water and Wastewater	Rehabilitation of Lesu Dam
	Small Project	Water and Wastewater	Water and Wastewater	Modernisation of 112 services
SLOVAKIA	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Transport Strategy for Bratislava
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Transport Strategy for Kosice
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	Assistance with preparation of transport sector strategy
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Modernisation of railway line Puchov - Povazska Tepla
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	ZSSK rolling stock procurement
	Major Project	Roads	Roads	D3 Cadca Bukov - Svrčinovec (Cohesion Fund)
	Major Project	Roads	Roads	D1 Motorway Lietavska Lucka-Visnove-Dubna Skala, Phase II
	Major Project	Roads	Roads	D1 Motorway Budimir-Bidovce
	Major Project	Roads	Roads	D1 Mway (Prešov West-Prešov South)
	Major Project	Smart Development	Smart Development	Science City Bratislava
	Major Project*	Rail, Air and Maritime	Rail, Air and Maritime	Feasibility study for modernisation of railway corridor Zilina-Kosice-Cierna nad Tisou
	Small Project	Smart Development	Smart Development	Improvement of broadband internet accessibility in the Slovak Republic
	Small Project	Smart Development	Smart Development	National Centre of applied science and research in the field of internal security

COUNTRY	ASSIGNMENT TYPE	SECTOR	LEAD DIVISION	TITLE
SLOVENIA	Horizontal/Strategy Support	Multi sector	Networking and Competence Centre	Support to the Slovenian Authorities with EIA and SEA
	Horizontal/Strategy Support	Rail, Air and Maritime	Rail, Air and Maritime	National transport strategy
	Horizontal/Strategy Support	Smart Development	Smart Development	Municipality of Novo Mesto Urban Regeneration Programme
	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Modernisation of the railway line Maribor - Sentilj
	Small Project	Rail, Air and Maritime	Rail, Air and Maritime	Rehabilitation and modernization of the Slovenian Mediterranean core corridor (Pragersko hub)
UNITED KINGDOM	Major Project	Rail, Air and Maritime	Rail, Air and Maritime	Construction of Cardiff Metro

* JASPERS involvement at feasibility study stage.

ANNEX 3:

LIST OF ACTIVE ASSIGNMENTS UNDER CEF MANDATE IN 2018 (UNDER ORIGINAL CEF MANDATE AND J-CEF2)

COUNTRY	PROJECT TYPE	TITLE
ROMANIA	Major Project	Rehabilitation of Predeal - Brasov Railway Line
	Major Project	Rehabilitation of Craiova - Calafat railway line
	Major Project	CEF - Rehabilitation of Craiova - Caransebes railway line
	Major Project	Improvement of Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube (FAST Danube)
	Major Project	Feasibility Study for Upgrading the Railway Infrastructure in Port of Constanta
HUNGARY	Major Project	Connection of Budapest Ferenc Liszt International Airport to the railway network
SPAIN	Small Project	Interoperability of the rail system with telematic applications for freight in TEN-T Corridors
	Major Project	Improve the efficiency of the rail freight traffic in the Madrid-Vicalvaro node
	Horizontal/Strategy Support	Strategy for maritime transport in Spain
	Horizontal/Strategy Support	Support to the Ministry of Transport (including preparation for the MFF 2021-2027)
CZECH REPUBLIC	Small Project	Upgrade of the Čelákovice - Mstětice railway line

ANNEX 4: APPRAISALS CARRIED OUT UNDER IQR AND PSA IN 2018

IQR

COUNTRY	SECTOR	TITLE	WITH ADVISORY SUPPORT
BULGARIA	Rail, Air and Maritime	Sofia integrated urban transport project - Phase II	Yes
CROATIA	Water and Wastewater	Improvement of the water communal infrastructure – Rijeka Agglomeration Project	Yes
	Water and Wastewater	Regional Water Supply System in Zagreb County - Zagreb East (RWS)	Yes
FRANCE	Smart Development	Next-Generation Access networks and services to areas of the French island of La Réunion	Yes
	Smart Development	The deployment of very high speed broadband in the region of Brittany	Yes
LATVIA	Rail, Air and Maritime	Latvian railway network electrification project	Yes
	Smart Development	A2 Building at Pauls Stradins Clinical University Hospital	Yes
POLAND	Rail, Air and Maritime	Reconstruction of tramway tracks in Szczecin – stage II	No
	Rail, Air and Maritime	Modernization of the Swinoujście – Szczecin Waterway	Yes
	Rail, Air and Maritime	Works on the railway line No. 216 on the Działdowo - Olsztyn section	Yes
	Rail, Air and Maritime	Works on railway line No. 25 in Eastern Poland	Yes
	Rail, Air and Maritime	Streamlining of the Łódź railway node (TEN-T), stage II, section Łódź Fabryczna – Łódź Kaliska/Łódź Żabieniec	Yes
	Roads	Construction of Wałbrzych Road Bypass on the National Road No. 35	Yes
	Rail, Air and Maritime	Construction of a tramline to Gołców in Warsaw with the purchase of rolling stock	No
	Roads	Road tunnel under Świna river	Yes
ROMANIA	Smart Development	Enhancing the coverage and inclusiveness of the property registration system in rural Romania	Yes
SLOVAKIA	Roads	Construction of the Motorway D3 Čadca, Bukov – Svrčinovec	Yes

PSA

COUNTRY	SECTOR	TITLE	WITH ADVISORY SUPPORT
BULGARIA	Energy and Solid Waste	PSA - Design and Construction of Combined Heat and Power Plant in Sofia with RDF Utilisation (RDF-CHP)	Yes
	Smart Development	PSA - Support to the System of Emergency Health Care in Bulgaria	Yes
FRANCE	Smart Development	PSA - 001574 / Expansion of Nausicaa - Centre National de la Mer	Yes
GREECE	Smart Development	National Cadastre: Compilation of the Preliminary Cadastral Base maps and Development of a Cadastral Database for Public Presentation ... Cadastre Surveys" in Greece	Yes
	Roads	Construction of the Patras-Pyrgos motorway	Yes
HUNGARY	Roads	PSA - Preparation and construction of M8 Expressway Körmend - Rabafüzes border, 2x1 lanes	Yes
	Rail, Air and Maritime	PSA - Procurement of High Capacity EMU	Yes
ITALY	Rail, Air and Maritime	PSA - Raddoppio ferroviario Palermo – Carini – tratta "B" Notarbartolo /EMS - La Malfa	No
	Rail, Air and Maritime	National Major Project Ultra Broadband - White Areas	Yes

PSA

COUNTRY	SECTOR	TITLE	WITH ADVISORY SUPPORT
ITALY	Smart Development	Sicily NGA deployment	No
	Rail, Air and Maritime	Underground section of the Circumetnea railway "Stesicoro-Airport"	No
POLAND	Smart Development	PSA - Providing equipment for the new building of the University Hospital Krakow - Prokocim	Yes
	Roads	PSA - Construction of an expressway S6 Słupsk – Gdańsk, odc. Bożepole Wielkie - początek obwodnicy Trójmiasta	No
	Smart Development	PSA - Reconstruction and Extension of Wojewodzki Szpital Zespolony im. L. Rydygiera in Torun	No
	Roads	PSA - Budowa drogi ekspresowej S3 odc. Legnica - Lubawka	No
	Energy and Solid Waste	PSA - 001756 / Gazociąg Tworog–Tworzen	Yes
	Water and Wastewater	PSA - 001641 / Radom water and wastewater - Phase III	Yes
	Roads	PSA - DK16 Olsztyn bypass	No
	Roads	PSA - S5 Nowe Marzy - Bydgoszcz	No
	Roads	Construction of S17 express road Warszawa-Garwolin, section Zakręt - Lubelska	No
	Energy and Solid Waste	Gazociąg Pogorska Wola - Tworzen	Yes
	Roads	Construction of expressway S17 Warszawa–Garwolin, section Lubelska–Garwolin	No
	Water and Wastewater	Construction of Raciborz Dolny Flood Protection Reservoir on the Odra River, Silesian Voivodeship (Polder) – request for modification	Yes
	Water and Wastewater	Water and Wastewater Management for the protection of water resources in Poznan and surroundings - Phase VI	Yes
	Water and Wastewater	Water Supply and Wastewater Management in Warsaw - Phase VI	Yes
	Rail, Air and Maritime	Integrated project of modernization and development of the tram infrastructure in the Silesian and Zagłębie Agglomeration together with the purchase of tram rolling stock	Yes
	Energy and Solid Waste	Gazociąg Strachocina-Pogórska Wola	Yes
	Rail, Air and Maritime	Gdansk Urban Transport Project - stage IVA	Yes
	Rail, Air and Maritime	Comprehensive integration programme of a low-emission public transport network in the Łódź metropolitan area together with the purchase of rolling stock for services on the E-W route and other transport lines and modernisation of a tram depot in Łódź	Yes
	Water and Wastewater	Klodzko Dale Flood Risk Management	Yes
	Roads	Construction of the express road S17 section Garwolin – Kurów	No
Roads	Construction of the express road S2 section Puławska junction - Lubelska junction (without junction)	Yes	
Roads	Construction of the express road S6 Szczecin – Koszalin, section Goleniow - Kiełpino	No	
PORTUGAL	Smart Development	Navigator Tissue Cacia, S.A. - Project Smooth	No
	Energy and Solid Waste	Expansion of the Calheta Hydroelectric Plant	No
ROMANIA	Water and Wastewater	PSA - Protection against coastal erosion - Phase II	Yes
	Water and Wastewater	PSA - Constanta County II - water and wastewater investments 2014-2020	Yes
	Water and Wastewater	PSA - 000068 / Cluj County II – Water and Wastewater infrastructure in Turda – Campia Turzii region	Yes
	Rail, Air and Maritime	Construction of Bucharest Metro Line 6 (1Mai – Otopeni)	No
	Roads	Construction of the Sebes-Turda motorway - Phase II	Yes
	Roads	Construction of Targu Mureş – Ogra – Câmpia Turzii Motorway	Yes
	Rail, Air and Maritime	Rehabilitation of rail line National Border – Curtici – Simeria to 160 kph Section II km 614 to Gurasada and Section III Gurasada to Simeria	Yes
SLOVAKIA	Roads	PSA - 000097 / D1 Lietavská Lúčka – Višňové – Dubná Skala, Phase II	Yes
	Rail, Air and Maritime	PSA - 001603 / ZSSK rolling stock procurement	Yes
SPAIN	Rail, Air and Maritime	New sections of the Andalusian rail network for mixed traffic. Antequera - Granada section: Platform Phase III, Supplies, Track assembly, Electrification and Installations. Section: Antequera - Granada	No

ANNEX 5:

OVERVIEW OF JASPERS-SUPPORTED MAJOR PROJECTS APPROVED BY THE EUROPEAN COMMISSION IN 2018

	Sum of total investment in €m	Sum of total community amount in €m	Number of MP
2007-2013 programming period			
with JASPERS advisory			
Article 102(1): IQR*	3 141 696 123.00	1 550 992 272.00	15
with JASPERS advisory	3 141 696 123.00	1 550 992 272.00	15
Article 102(2): PSA**	13 823 705 011.93	7 914 011 495.00	39
with JASPERS advisory	10 493 443 254.85	6 193 106 340.00	27
without JASPERS advisory	3 330 261 757.08	1 720 905 155.00	12
Article 103***	2 818 248 515.38	887 371 810	14
with JASPERS advisory	891 675 318.88	365 354 324	7
CEF			
with JASPERS advisory			
Grand Total	19 783 649 650.31	10 352 375 577.00	68

* 102 (1): An Independent Quality Review is produced by JASPERS for a Member State which, if the review is positive, submits it to the Commission to support its application for funding.

**102(2): The Member State submits an application for funding to the Commission, which requests a Post-Submission Appraisal from JASPERS as an input into its decision on providing support.

***103: Refers to phased projects where funding is provided from two programming periods. In some cases, JASPERS provided advice about the request for phasing.



ANNEX 6:

LIST OF JASPERS-SUPPORTED MAJOR PROJECTS APPROVED BY THE EUROPEAN COMMISSION IN 2018

COUNTRY	APPROVAL PROCESS	WITH ADVISORY	TITLE
BG	102(1)	√	Integrated Sofia Urban Transport – phase II
	102(2)	√	Support for development of emergency medical care system
	102(2)	√	Rehabilitation and modernisation of the railway section Plovdiv - Burgas Phase II
	102(2)	√	Modernization of Railway line Sofia-Plovdiv: Section Elin Pelin-Kostenetz
CY	103	√	Construction of Primary Road Connecting the Limassol Port with the Limassol-Pafos Motorway
FR	102(1)	√	High-speed broadband
	102(1)	√	Rollout of very high speed broadband in Brittany
GR	102(2)	√	Construction of Patras-Pyrgos motorway
	103		Completion of construction of road connection of Aktio with the western north-south axis - Phase B'
	103		Teleheating Florina
HR	102(1)	√	Improvement of the water communal infrastructure - Rijeka Agglomeration
	102(1)	√	Regional Water Supply System in Zagreb County – Zagreb East (RWS)
	102(2)		Construction of M35 motorway section from main road No. 4 to Berettyóújfalu and construction of main road No. 481
	102(2)	√	Reconstruction of the South-Balaton railway line Stage I Section 2, Szántód-Kőröshegy – Balatonszentgyörgy
	102(2)	√	Upgrading metro line M3
	102(2)		M4 motorway between Berettyóújfalu and Nagykereki country border
	102(2)	√	Development of the Szajol – Debrecen railway line section: modernisation of the Püspökladány (excl.) – Ebes (incl.) line section
	102(2)	√	Railway line development between Budapest and Esztergom – Electrification and additional construction works
IT	102(2)		Investment project for the implementation of ultra-broad band infrastructures in the Sicily region
	103		"Doubling" of part ("tratta" A) of the railway track linking Palermo to the city airport
	103	√	Ports and logistics – an integrated system for the port of Napoli
	103		Completion of Civil and Technological works on Line 1 of the Naples Metro
	103		Environmental rehabilitation and development of the Regi Lagni area
	103	√	Development of the historic centre of Naples, a UNESCO-site
	103		Blue flag status for the Domitio coastline
	103	√	Doubling Bari - Sant'Andrea Bitetto on the railway line Bari – Taranto
LT	102(1)	√	Development of capacities to use municipal waste for recovery of energy in Vilnius city
	102(1)	√	Development of high efficiency cogeneration capacities utilising RES in Vilnius'
LV	102(1)	√	Development of the new A2 building at Pauls Stradins Clinical University Hospital
PL	102(1)	√	Works on the railway line No. 25 , section: Skarzynsko Kamienna – Sandomierz
	102(2)		Construction of S17 expressway Warsaw - Garwolin, section junction Zakręt - junction Lubelska
	102(2)		Construction of S5 expressway, section Nowe Marzy - Bydgoszcz
	102(1)	√	Łódź Railway Node (TEN-T), phase II, section Łódź Fabryczna - Łódź Kaliska / Łódź Żabieniec

COUNTRY	APPROVAL PROCESS	WITH ADVISORY	TITLE
PL	102(2)	√	Gas pipeline Pogórska Wola - Tworzeń
	102(1)	√	Construction of Wałbrzych bypass within the national road no 35
	102(2)		Construction of S17 expressway Warsaw - Garwolin, section junction Lubelska - Garwolin
	102(1)	√	Construction of the tram line to Gołław district in Warsaw with the purchase of rolling stock
	102(1)	√	Improvement of transport link between the islands Usedom and Wolin in Świnoujście - construction of a tunnel under Świna river
	102(2)	√	Modernization and extension of water and sewage management system in the area of Radom agglomeration – phase III
	102(2)	√	Gas pipeline Tworóg – Tworzeń
	102(2)	√	Water and sewage management system for water resources protection in Poznan and its surroundings - Phase VI
	102(2)	√	Comprehensive integration programme of the low-emission public transport network in Łódź agglomeration together with the purchase of rolling stock for the service of the W-Z route and other communication lines and modernization of the tram depots in Łódź
	102(2)	√	Flood protection of Kłodzko City and Kłodzko Valley
	102(2)	√	Water supply and waste water treatment in Warsaw - Phase VI
	102(2)	√	Gdańsk Urban Transport Project – Stage IVA
	102(2)	√	Integrated project of modernization and development of the tram infrastructure in the Silesian and Zagłębie Agglomeration with the purchase of tram rolling stock - stage I
	102(2)		Construction of the expressway S6 Szczecin – Koszalin: bypass of Koszalin and Sianowa (S6 / S11)
	102(2)	√	Strachocina-Pogórska Wola gas pipeline
	102(2)		Construction of the S6 expressway Szczecin- Koszalin, section Goleniów – Kiełpino
	102(2)		Construction of the S17 expressway, section Garwolin - Kurów
	102(2)	√	Construction of the S2 expressway, section: junction Puławska – junction Lubelska (without junction)
	102(2)	√	Purchase of 130 low-floor and low emission buses for Warsaw along with the accompanying infrastructure
	102(2)		Construction of the bypass of Góra Kalwaria within DK 50 and DK 79
102(2)	√	Construction of the tram route to Wilanów with purchase of rolling stock and accompanying infrastructure	
102(2)	√	Construction of the 2nd metro line in Warsaw together with purchase of rolling stock - phase III	
102(2)		Construction of the express road S6 Szczecin - Koszalin, section Kiełpino – beginning of bypass of Koszalin and Sianowa	
103	√	Electronic Platform for Collection, Analysis and Sharing of Digital Medical Records - P1 Phase 2	
PT	102(2)		Extension of the hydroelectric power plant in Calheta (island of Madeira)
RO	102(2)	√	Construction of Targu Mureș – Ogra – Câmpia Turzii Motorway
	102(2)	√	Construction of Sebes -Turda motorway – phase II
	102(1)	√	Regional project for the development of water and wastewater infrastructure in Galati county in the period 2014-2020
	102(2)	√	Rehabilitation of the Railway Line HU Border - Brasov, Section: Km 614 – Gurasada – Simeria
	103		Modernization of locks, equipment and installations-phase 2
	103	√	Watman – Information system for integrated water management – Stage I – Phase II
	103	√	Phased project for extension and rehabilitation of water and wastewater infrastructure in Caras Severin County
SK	102(1)	√	D3 Čadca, Bukov- Svrčinovec
	102(2)	√	D1 Lietavská Lúčka - Višňové - Dubná Skala, II. phase
	102(2)	√	Modernisation of rail rolling stock under the OP Integrated Infrastructure in Slovakia - 2nd part



ANNEX 7:

PORTFOLIO OF ASSIGNMENTS FOR THE IPA II AND SERBIA MANDATES BY COUNTRY AND BY SECTOR AT 31 DECEMBER 2018

	Energy and Solid Waste	Rail, Air and Maritime	Roads	Water and Waste-water	Active 31/12/2017	Energy and Solid Waste	Rail, Air and Maritime	Roads	Water and Waste-water	Multi-sector	Completed in 2018	Portfolio 2018
	Active assignments per division					Completed assignments per division						
KOSOVO					0					1	1	1
MONTENEGRO	1	3		4	8		1				1	9
SERBIA	3	5	4	15	26	1					1	27
THE REPUBLIC OF MACEDONIA		8		3	11	4					4	15
TURKEY	1			5	6				2		2	8
TOTAL	5	16	4	27	51	5	1	0	2	1	9	60

ANNEX 8:

ASSIGNMENTS COMPLETED FOR IPA II AND SERBIA MANDATES BY COUNTRY AND SECTOR IN 2018

	COUNTRY	SECTOR
Workshop on infrastructure and project preparation	Kosovo	Multi sector
Contract Implementation Procedures for Infrastructure Projects	Montenegro	Rail, air and maritime
CBA Analysis for Investments in emission - abatement technologies in power plants	Serbia	Energy and solid waste
Waste Management System in East and Northeast Regions	The Republic of North Macedonia	Energy and solid waste
Waste Management System in Southwest Region	Annex 8: Assignments completed for IPA II and Serbia mandates by country and sector in 2018	Energy and solid waste
Waste Management System in PelagoniaRegion	The Republic of North Macedonia	Energy and solid waste
Waste Management System in Skopje Region	The Republic of North Macedonia	Energy and solid waste
Niksar Integrated Waster	Turkey	Energy and solid waste
Integrated Water Project Bandirma	Turkey	Energy and solid waste





GLOSSARY AND LIST OF ACRONYMS USED IN THIS REPORT

ADMIE:	Greece - Independent Power Transmission Operator
CBA:	Cost-Benefit Analysis
CEF:	Connecting Europe Facility
CF:	Cohesion Fund
CO2eq:	Carbon dioxide equivalent
CoR:	Committee of the Regions
DG NEAR:	Directorate-General for Neighbourhood and Enlargement Negotiations
DG MOVE:	Directorate-General for Mobility and Transport
DG REGIO:	Directorate-General for Regional and Urban Policy
DIR:	Director
EBRD:	European Bank for Reconstruction and Development
ECA:	European Court of Auditors
ESIF:	European Structural and Investment Funds
EIA:	Environmental Impact Assessment
EFQM:	European Foundation for Quality Management
EIB:	European Investment Bank
EMU:	Electric Multiple Unit
ERDF:	European Regional Development Fund
ESIF:	European Structural and Investment Funds
ESW:	Energy and Solid Waste
EU:	European Union
IAS:	Internal Audit Service
ICF:	Internal Control Framework
IPA:	Instrument for Pre-Accession
ITI:	Integrated Territorial Investment
IQR:	Independent Quality Review
JASPERS:	Joint Action to Support Projects in European Regions
J-CEF2:	JASPERS Connecting Europe Facility 2
LIOP:	Large Infrastructure Operational Programme
MBPS:	Megabyte per second
MSE:	Multi-Sector Assignment
NCC:	Networking and Competence Centre
NIPAC:	National IPA Coordinator
OP:	Operational Programme
PASU:	EIB's Project Advisory Support Unit
PSA:	Post-Submission Appraisal
QM:	Quality management
RAM:	Rail, Air and Maritime
RDI:	Research Development and Innovation
ROD:	Roads
SRT:	Smart Development
SUMP:	Sustainable Urban Mobility Planning
TEN-T:	Trans-European Transport Networks
TO:	Thematic Objective
UNESCO:	United Nations Educational, Scientific and Cultural Organization
WAT:	Water and Wastewater
WSC:	Water Services Corporation
WWTP:	Wastewater Treatment Plant





JASPERS
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TO SUPPORT PROJECTS
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