Interreg North-West Europe

European Regional Development Fund

EUROPEAN UNION

Welcome to the Project Ideas Lab

Investing in Opportunities

Interreg North-West Europe
European Regional Development Fund

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Jacqueline Brouwer

Interreg North-West Europe contact point
The Netherlands

Rachel Hollars

Communication officer
Interreg North-West Europe Joint Secretariat

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Interreg North-West Europe (NWE)

LinkedIn group: Project Ideas Lab

www.nweurope.eu

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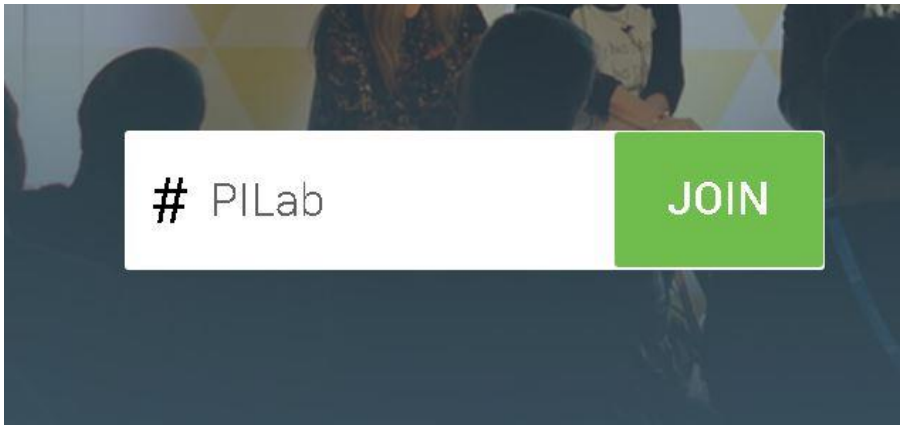

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Format of the day

10:15-11:00 Plenary speeches

11:30-13:00 Two rounds of breakout sessions

13:00-14:15 Lunch

14:15-15:30 Project idea networking

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Welcome

Saskia Bruines

Deputy mayor of The Hague

Investing in Opportunities

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Introduction to the North-West Europe Programme

Investing in Opportunities

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Ruut Louwers

Interreg North-West Europe
Programme Director

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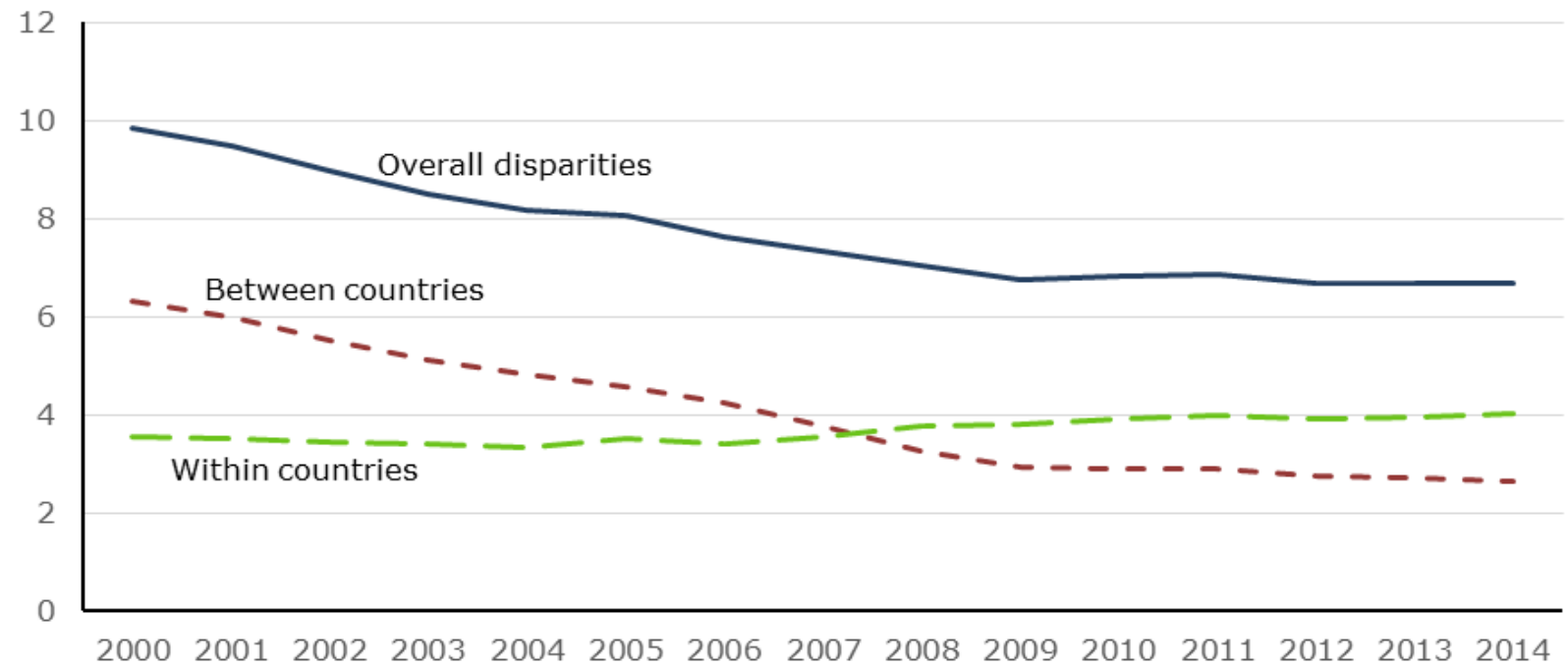
EC 2007-2014 evaluation: Cohesion policy led to a long term reduction in disparities

(Regional GDP, Theil index)



Source: Eurostat, regional accounts and own calculations.

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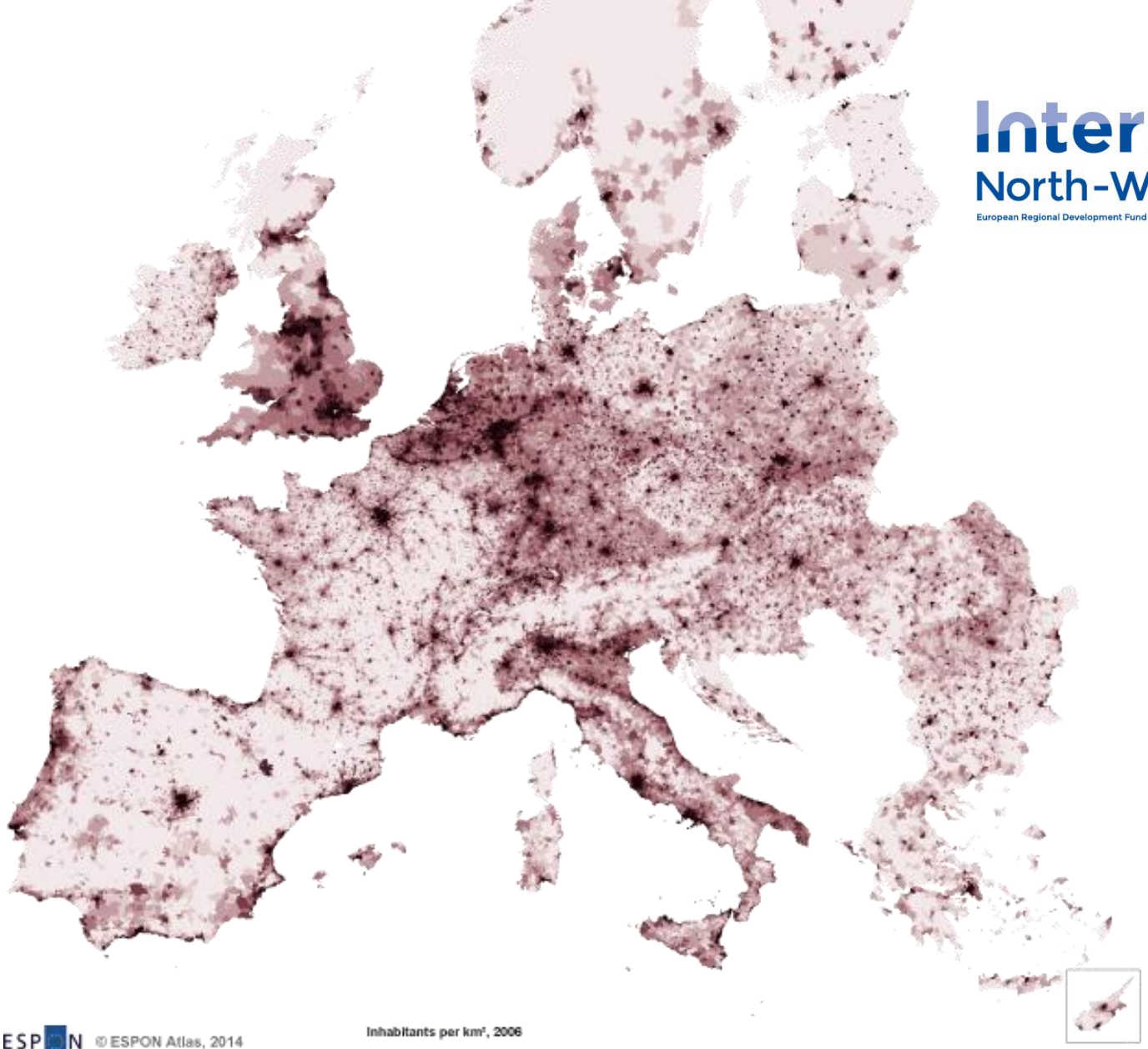
+Thematic focus

+Results

+Long term results

+Cooperation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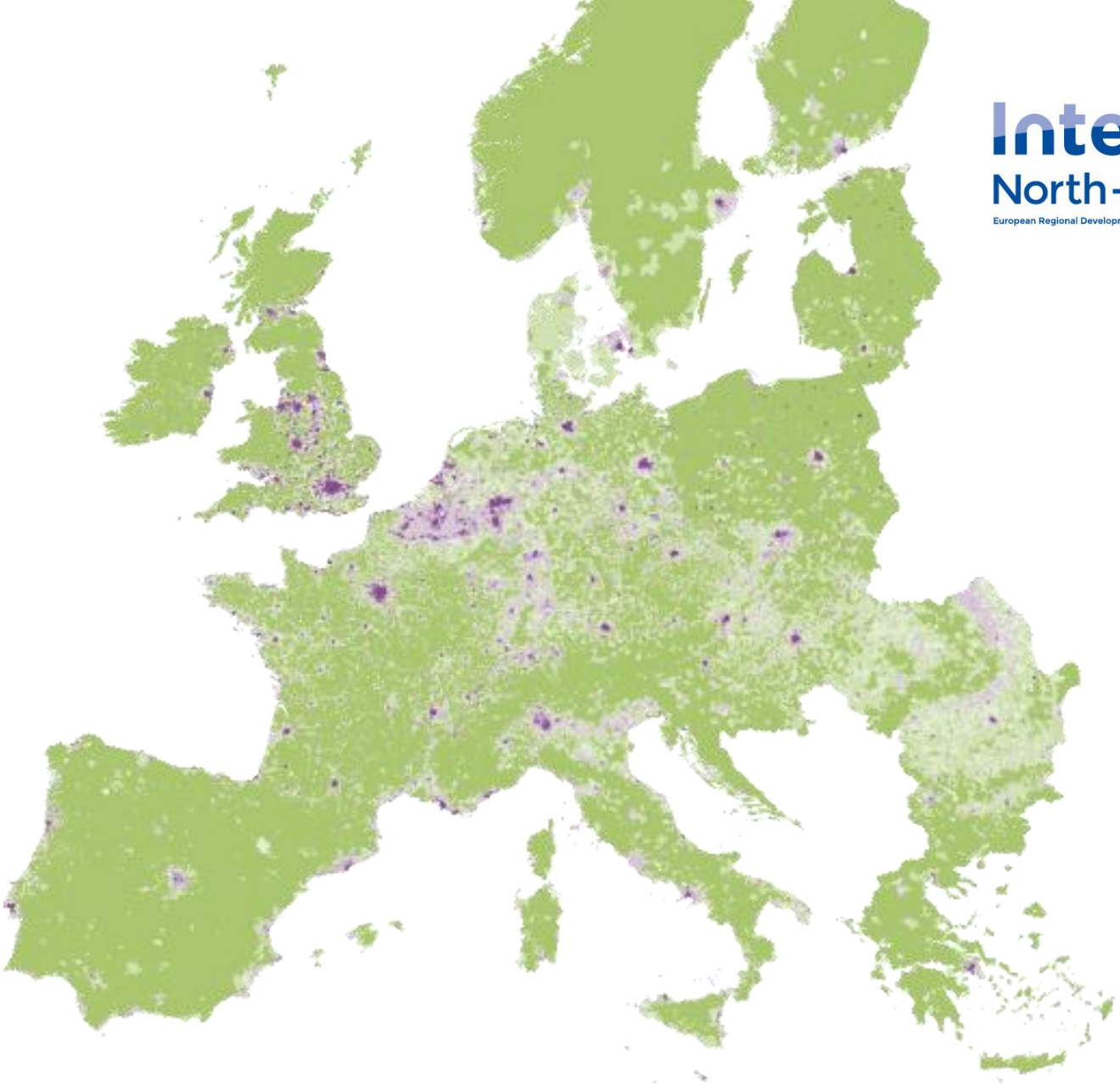
ESPON
© ESPON Atlas, 2014
Inhabitants per km², 2006
25 50 100 250 500 1000
Regional level: LAU 2
Source: ESPON GEOSPEEDS, 2012



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ESPON © ESPON Atlas, 2014

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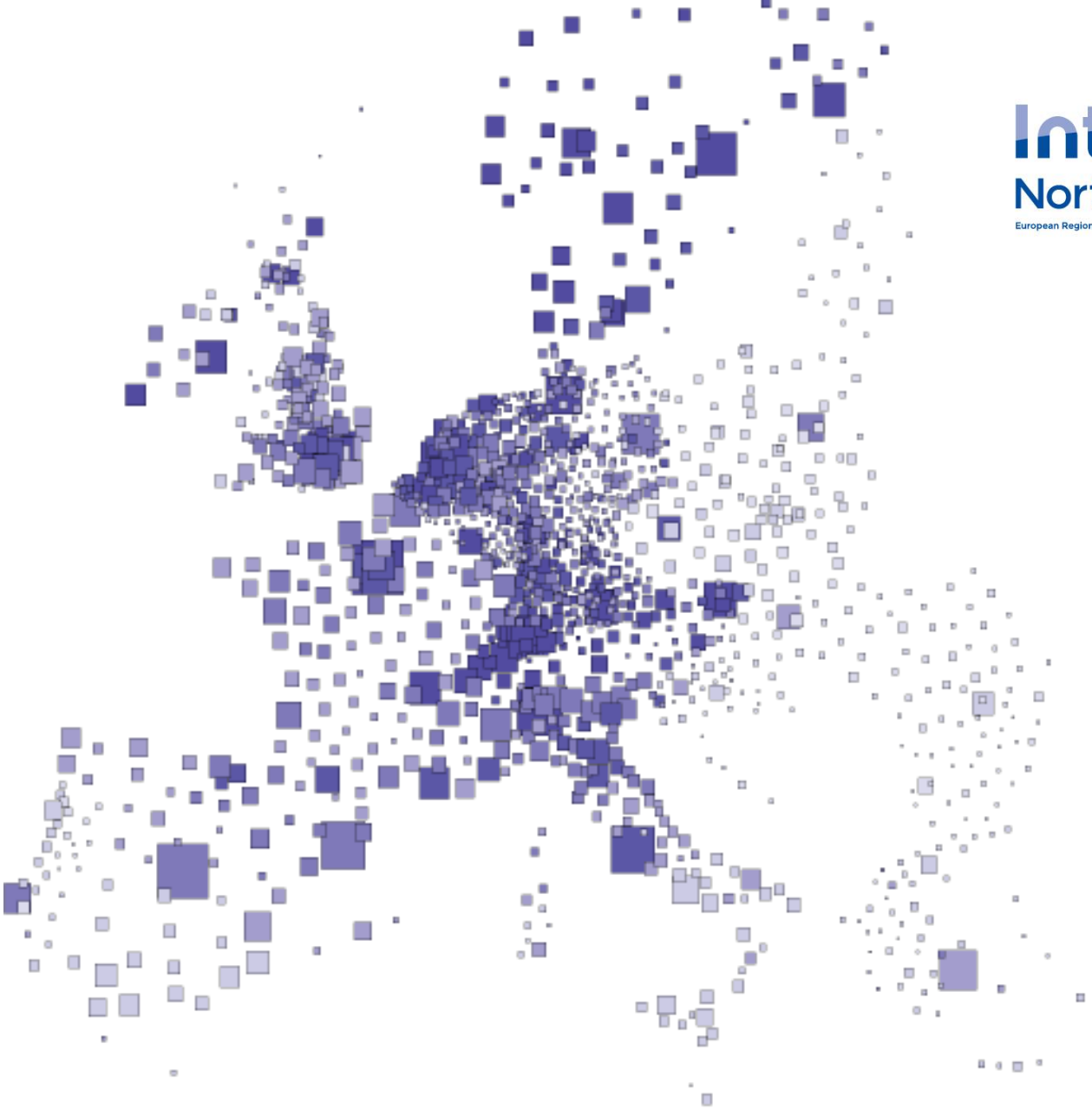
INVESTING IN YOUR FUTURE

Share of non-artificial land (%)

50 70 90 93.3 96.6

Regional level: LAU 2 (2006)
Origin of data: EEA(2014): Corine Land Cover
for GR: Corine Land Cover 200



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INVESTING IN YOUR FUTURE

GDP (millions of Euro in 2011)

1.000 5.000 10.000 50.000 100.000

GDP per capita in % of the EU average

50 75 100 125 150

Regional level: NI
Origin of data: Eu

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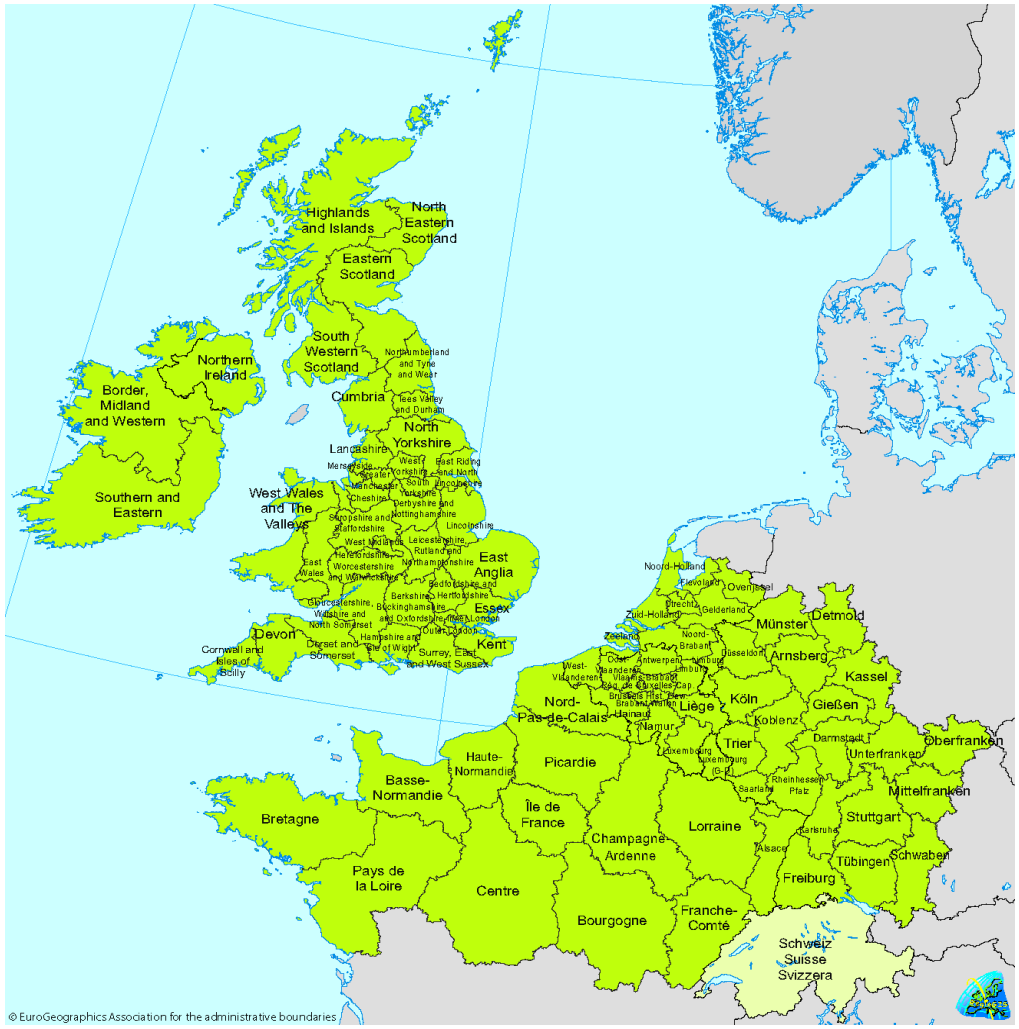

The NWE Area 2014-2020

Almost €400 million

60% co-fund

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INNOVATION

LOW CARBON

RESOURCE AND MATERIALS EFFICIENCY

Intervention logic.

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Value for money

Economy

Minimising the costs of resources.

Efficiency

Getting the most from the available resources.

Effectiveness

Meeting the objectives and achieving the intended results.

NEED	Definition of the change needed in the territory.
RATIONALE	Reasons why the proposed change matches NWE objectives and why it needs NWE money.
OBJECTIVES	Qualitative description of the change
INPUTS	Budget, time, capacity
ACTIVITIES	Work plan, work packages
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RESULTS	The societal benefit of using the project's main outputs.

EVALUATION

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Brexit short term

UK partners guaranteed by UK Treasury

Will the UK contribute to EU as promised?

- If yes: no problem
- If no: no problem yet
  - NWE slow allocation (134 m€, 36%): no impact on approved projects for NWE
  - But money might be ‘out’ sooner

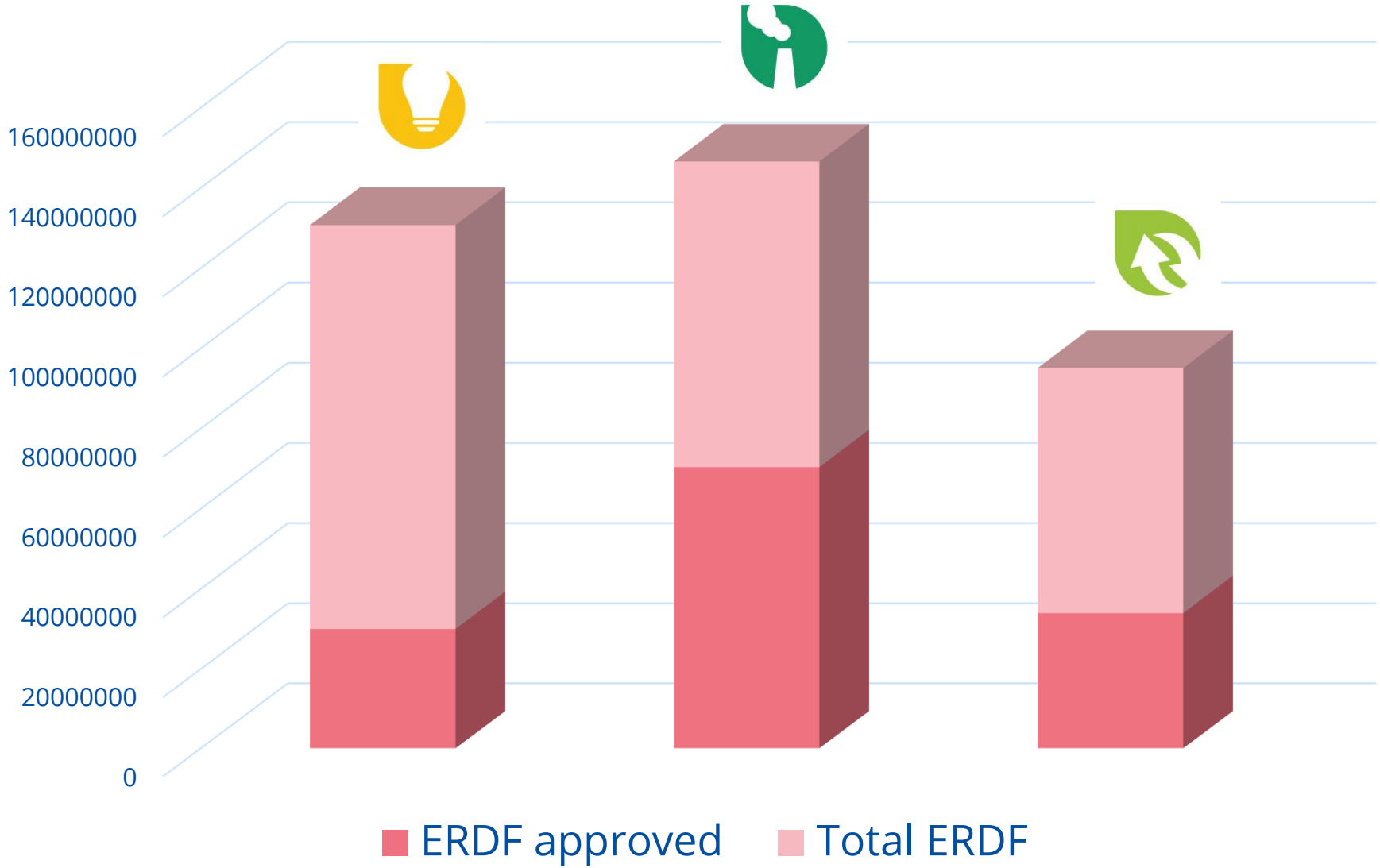
MC8 messages

- Approved step 1: 14 projects (33%)
- Approved step 2: 16 projects (76%) for 48m€
- Targeted call **‘renewable energy’**

  TO BE DECIDED! (half December)
- Averages are not a guideline

  (e.g. budget of 3m€ or 10 partners)

ERDF approved per priority



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Post 2020

- 5 scenarios of Juncker
- Cohesion policy?
  - solidarity/reduction of disparities or investment fund?
- Brexit: new setting with 27 MS:
  - less EU budget
  - 10 net-contributors
  - long negotiations for MFF
- Cohesion policy lower budget?
- Less grants & more financial instruments

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What **Big Change** do you want to produce in North-West Europe?

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Our NWE experience

Wouter van der Laak

lead partner of NWE funded project

H2-Share

Interreg North-West Europe
H2-Share
European Regional Development Fund

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WaterstofNet

Wouter van der Laak (WaterstofNet)

Project development & management

Project Ideas Lab
The Hague oct. 4th, 2017

WaterstofNet

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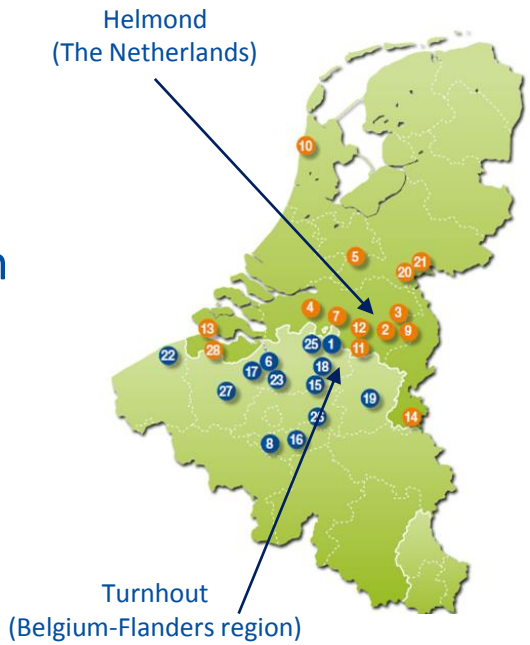
Process of developing and submitting a project within Interreg NWE

Agenda

1. WaterstofNet (lead partner H2Share)
2. Hydrogen in general & projects
3. Project H2Share
4. Why Interreg NWE?
5. Baseline & results
6. Our journey: the process, hints & tips

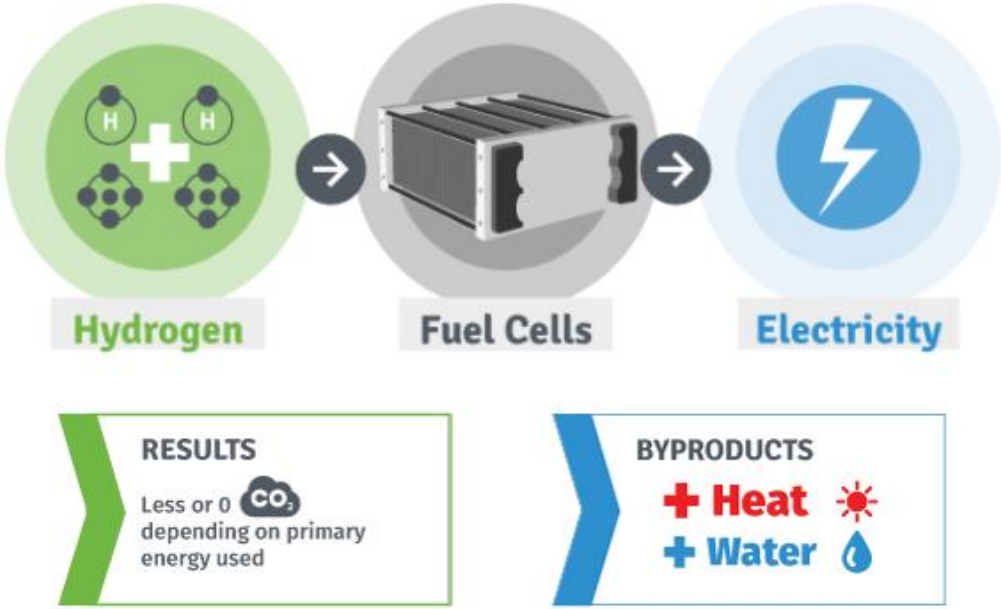
1. WaterstofNet

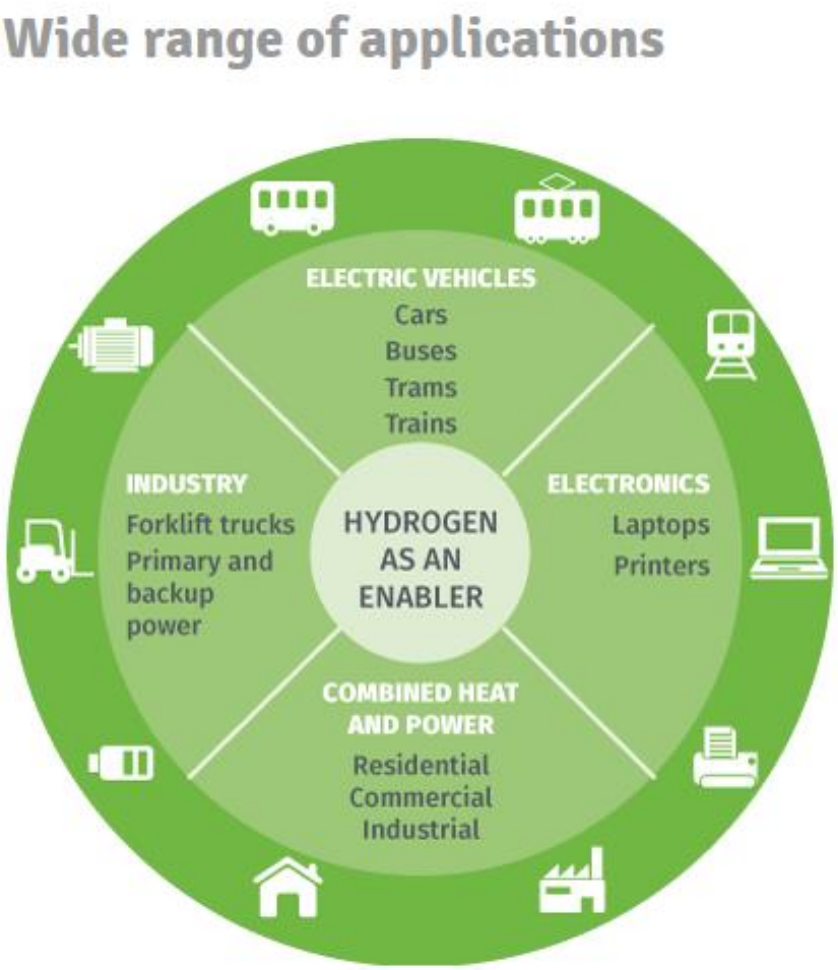
- non-profit, no structural governmental funding
- started in 2009
- focus on projects and roadmaps:
  - zero-emission mobility
  - power to gas (renewable electricity)
- develop, realise, coordinate, communicate
- cooperating with industry, governments, research institutes
- representative Belgium in IEA
- member of 'Hydrogen Europe'
- office in The Netherlands & Belgium



1. WaterstofNet

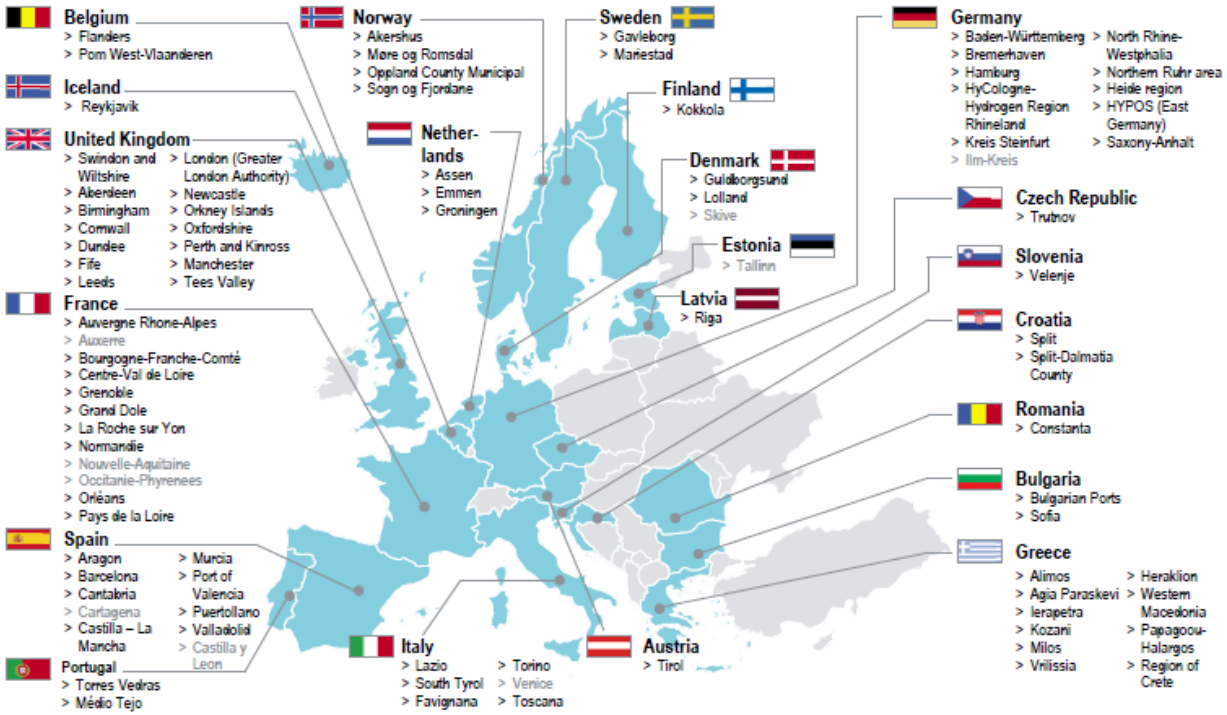
2. Hydrogen general





2. Hydrogen general: more interest from EU regions (GROWING COOPERATION!)

80+ Regions from 20+ countries now participate in the project – and the coalition keeps on growing



Signed MoU / "observers" or "in MoU process"
Source: FCH2 JU

2. Hydrogen projects

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WaterstofNet

2012

Hydrogen Refueling Station Halle

1MW Fuel Cell plant

H2 forklift truck

2013

Hydrogen Refueling Station Helmond

H2 garbage truck

H2 boats

H2 passenger bus

Interreg Vlaanderen Nederland
Europa investeert in uw regio

DonQuichote

Hydrogen in smart grid environment

HIGHVLOCITY

14 buses in 4 cities

2014

MOBILITY BELGIUM

Scenario refueling stations Belgium

Hyundai ix35 at WaterstofNet

POWERTOGAS
Roadmap for Flanders

Feasibility study power-to-gas

2015

Hydrogen Mobility Europe

29 refueling stations and 325 cars

Life 'N Grab Hy

Demonstration of 2 garbage trucks in 10 cities

BEMOTION

29 buses in 7 cities

2016

2 Buses Eindhoven

Bedrijvencluster Power-to-gas

Interreg Vlaanderen-Nederland

Different demonstrations on infrastructure and zero-emission applications in Flanders and South of the Netherlands

2017

Interreg North-West Europe H2-Share

Demonstration of a hydrogen truck in 4 European Countries

HYLAW

Analyse regelgeving/barrières

Approved July 2017

MOBILITY BENELUX

H2Benelux

Approved July 2017

FCH

Revive

2020

Status August 2017

2. Hydrogen projects

Hydrogen refueling station Helmond (The Netherlands)

Hyundai ix35, Toyota Mirai and Mercedes GLC refueling

2. Hydrogen projects

Life & GrabHy: 2 garbage trucks in 10 EU-cities

Project Hydrogen Region 1.0

Project Life & GrabHy

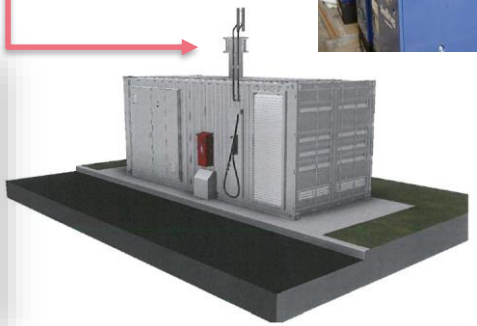
- Demonstration of two new second generation garbage trucks with fuel cell within 10 EU cities
- Two different types

http://www.lifeandgrabhy.eu/

2. Hydrogen projects

Hydrogen region 2.0 (Interreg Flanders-The Netherland

- Demonstration H2 refueling 350/700 bar city Antwerp/Belgium
- Demonstration H2 refueling 350/700 bar city Breda (NL)
- Demonstration H2 refueling 700 bar Halle/nearby Brussels
- *Upgrade 350 bar Colruyt station & indoor refueling material handling vehicles*
- *Demonstration of 75 material handling vehicles*
- *Demonstration mobile refueling station 350 bar to flexibly facilitate market*
- Upgrade refueling station in Helmond (NL)
- Demonstration of garbage vehicle in the region
- *Demonstration 40 ton heavy duty truck*
- Expanding ecosystem with new players



3. H_2Share

- **H2Share** = **Hydrogen S**olutions for **H**eavy-duty transport **A**imed at **R**eduction of **E**missions in North-West Europe'.)
- **Total budget:** € 3.52 M
- **EU funding:** € 1.69 M
- **Timeline:** march 2017 – march 2020
- **Partners**

Partners

Associated partners

Subpartners

Private companies are part of the project!

3. H_2Share

Objective: to facilitate the development of a market for low-carbon heavy duty vehicles on hydrogen for logistic applications and gain practical experience in different regions in NWE creating a transnational living lab and a basis for the development of a zero-emission heavy duty vehicle industry in NWE area

Output of project:

- Demonstrated 27 ton heavy duty truck
- Demonstrated mobile refueling station

Demonstrations:

- 4 countries
- 6 cities

3. H_2Share

4. Why Interreg NWE?

- Our ideas around 0-emission transport corresponded with programme priority focus on low carbon solutions in transport.

- Our ambition is to develop and facilitate market for hydrogen in mobility. Interreg NWE is about, economy, innovation, sustainability and territorial cooperation. **Perfect fit for the project!**

- WaterstofNet believes in regional cooperation. This fits perfectly within Interreg NWE.

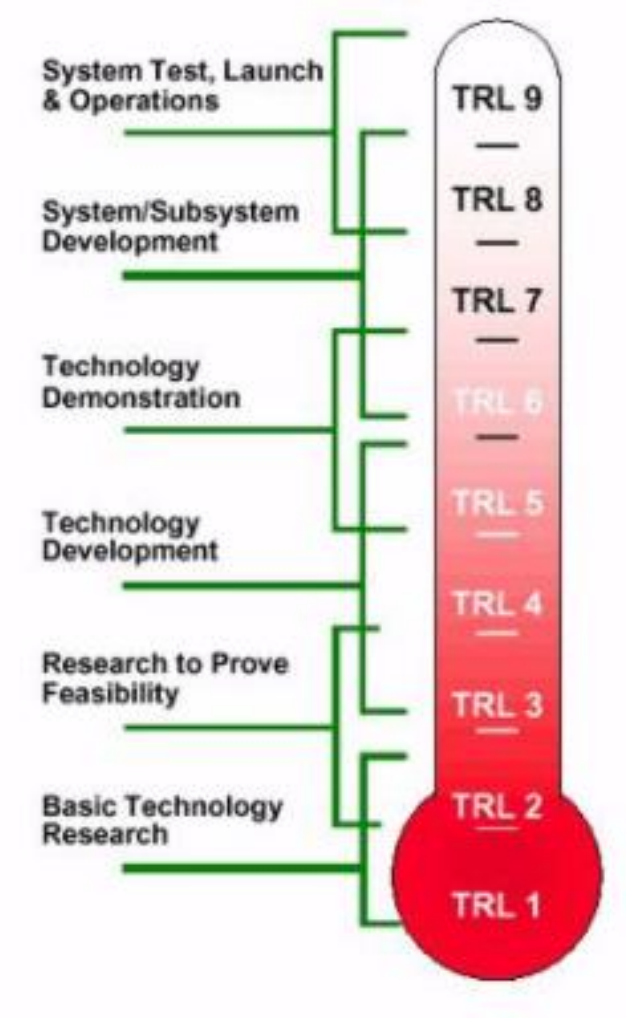
- Possibility to demonstrate technologies.

- NWE region leading in hydrogen technologies

5. Baseline & results

Baseline (What if we did not act?)

- TRL heavy duty (HD) truck on hydrogen (H2) at level 5 (techn. develop)
- First protos 0-emission light trucks in NWE on batteries for inner-city transport.
- One demonstration yet of >7.5 ton truck on H2 for longer distances.
- Existing experience with fuel cell technology in buses
- No real developments in HD in NWE.
- No hydrogen refuelers for facilitating HD logistic transport on hydrogen
- No EU roadmap and cooperation for development of low-carbon HD transport on hydrogen
- Fuel cost? €0,9/km (est.)



5. Baseline & results

Results: What will be the estimated change in future?

End project (2020)	5y after project end (2025)	10y after project end (2030)
H2 rigid truck demonstrated 6 times in operational environment (TRL7) with 4 operators	750 logistic HD trucks in NWE	5.000 logistic heavy duty vehicles driving in NWE (now 6.5 mln HD trucks in EU = 0,08%)

5. Baseline & results

Results: estimated change

End project (2020)	5y after project end (2025)	10y after project end (2030)
H2 rigid truck demonstrated 6 times in operational environment (TRL7) with 4 operators	750 logistic HD trucks in NWE	5.000 logistic heavy duty vehicles driving in NWE (now 6.5 mln HD trucks in EU = 0,08%)
1 mobile hydrogen refueling station demonstrated	10 mobile refuelers facilitating market	

5. Baseline & results

Results: estimated change

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50 different transport operators in NWE informed and engaged about project results to sustain long term effects to reduce GHG emissions		

5. Baseline & results

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75 ton CO2 reduced during 2 y demonstrations	75kton CO2 reduced	500kton CO2 reduced

5. Baseline & results

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5 other NWE regions engaged in project and structural cooperation	all NWE regions gained knowledge about H2 trucks and cooperation exists	In all NWE regions, heavy duty vehicles on hydrogen are operational

5. Baseline & results

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A roadmap for the development of low-carbon HD transport on hydrogen	Prod.capac. 150-300 H2 HD trucks/yr (0,1% market share)	Prod.capac. 500-1.500 H2 HD trucks/yr (0,7% market share)

5. Baseline & results

Results: estimated change

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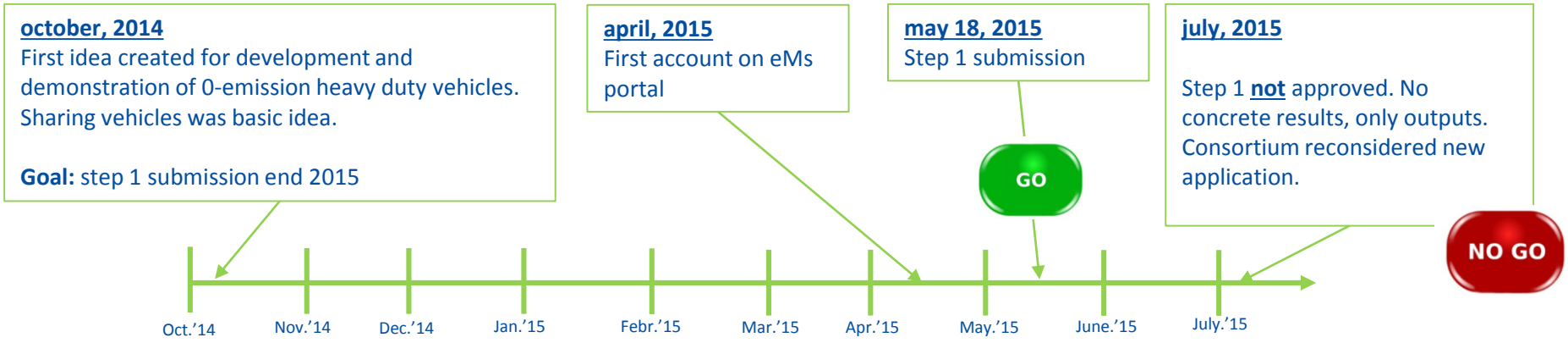
A roadmap for the development of low-carbon HD transport on hydrogen	Prod.capac. 150-300 H2 HD trucks/yr (0,1% market share)	Prod.capac. 500-1.500 H2 HD trucks/yr (0,7% market share)
Fuel cost? €0,7/km, -20% (est.)	Fuel cost? €0,5/km,-60%(est)	Fuel cost? €0,3/km,-65% (est.)

6. The journey to a succesfull submission



Hints & tips

- Start reading guidelines/rules !!! And read it again 2 months later.
- Structure your project and describe which kind of competences you need which helps you to define your partners and build the partnership (core partners, subpartners and associated)
- Prepare a 2-pager with short info about your project ideas. Helps you to efficiently comunicate with potential partners and not lose too much time on single e-mails.
- Interreg NWE guidelines/rules are not always in line with private companies organisational structure and procedures. Make sure private companies understand what the impact is on their organisation.
- Make sure you have alternatives for partners. They come and leave, even a few weeks before submission.
- Investing private companies are a crucial part of our project, make sure they are committed and start soon with financial rules (like 3 quotations for >5.000 euro. ,GBER rules etc)
- Partners don't always give respons on time. In the end, prior to submission, this is terrible. Even if you agree hard deadlines. As a coordinator, you have to stay hunting.
- Organise regular confcalls, you automatically see who is realy committed and engaged.

6. The journey to a succesfull submission

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September, 2015
Preparation for second call for proposals step 1

February, 2016
Step 1 approved.
Goal: Submission for step 2 in may 2016

December 23th, 2016
Step 2 proposal submitted

May 16th, 2017
Partnership agreement signed.

GO

November 30th, 2015
New proposal step 1 submitted

February-May, 2016
More intense disussions with investing companies.
Decided not to submit step 2.1 but 2.2 december 23th.

NO GO

March 16th, 2017
Step 2 approved.
Goal: partnership agreement within 2 months

Hints & tips

- We experienced partners entering and exiting. Also one investing company decided to exit because of a better grant scheme but came back later.
- Intellectual Property could be an issue/discussion due to private company interest vs Interreg NWE interest (protecting IP vs sharing/consortium property). Better guidelines/rules & discussion with private companies necessary. Align with private companies & Interreg Secretariat.
- Don't give up quickly: We where convinced about the relevance, that's why we continued constantly.

Success with your step 1 proposal

Wouter.vanderlaak@waterstofnet.eu
+31 6 2094 3104

Project Ideas Lab
The Hague oct. 4th, 2017

Q&A

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Thank you!

Breakout sessions

Innovation		Amazon and Yangtze 1
Social Innovation		Yangtze 2
Low Carbon		Everest 1
Transport		Kilimanjaro 1
Resource & Materials efficiency		Everest 2
Interreg Basics for Newcomers		Kilimanjaro 2

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www.nweurope.eu

Coffee break

(Check the poster exhibition)

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Project idea networking

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European Regional Development Fund

Intervention logic

Jacqueline Brouwer
Interreg NWE contact point The Netherlands

Rachel Hollars
Communication officer Interreg NWE
Joint Secretariat

Interreg North-West Europe
European Regional Development Fund

Intervention logic

Value for money

Economy
Minimising the costs of resources.

Efficiency
Getting the most from the available resources.

Effectiveness
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INPUTS	Budget, time, capacity
ACTIVITIES	Work plan, work packages
OUTPUTS	The project's tangible and final products, services or solutions
RESULTS	The societal benefit of the project's main outputs.

EVALUATION

Intervention logic

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Step 1

NEED	Definition of the change needed in the territory.
RATIONALE	Reasons why the proposed change matches NWE objectives and why it needs NWE money.
OBJECTIVES	Qualitative description of the change
INPUTS	Budget, time, capacity
ACTIVITIES	Work plan, work packages
OUTPUTS	The project's tangible and final products, services or solutions
RESULTS	The societal benefit of using the project's main outputs.

EVALUATION

Intervention logic.

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Step 2

NEED	Definition of the change needed in the territory.
RATIONALE	Reasons why the proposed change matches NWE objectives and why it needs NWE money.
OBJECTIVES	Qualitative description of the change
INPUTS	Budget, time, capacity
ACTIVITIES	Work plan, work packages
OUTPUTS	A project's tangible and final product, service or solution that will be used further by the relevant target groups.
RESULTS	The immediate advantage of carrying out the project, telling us about the benefit of using the project main outputs.

EVALUATION

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Closure

Take home messages

Ruut Louwers
Interreg North-West Europe
Programme director

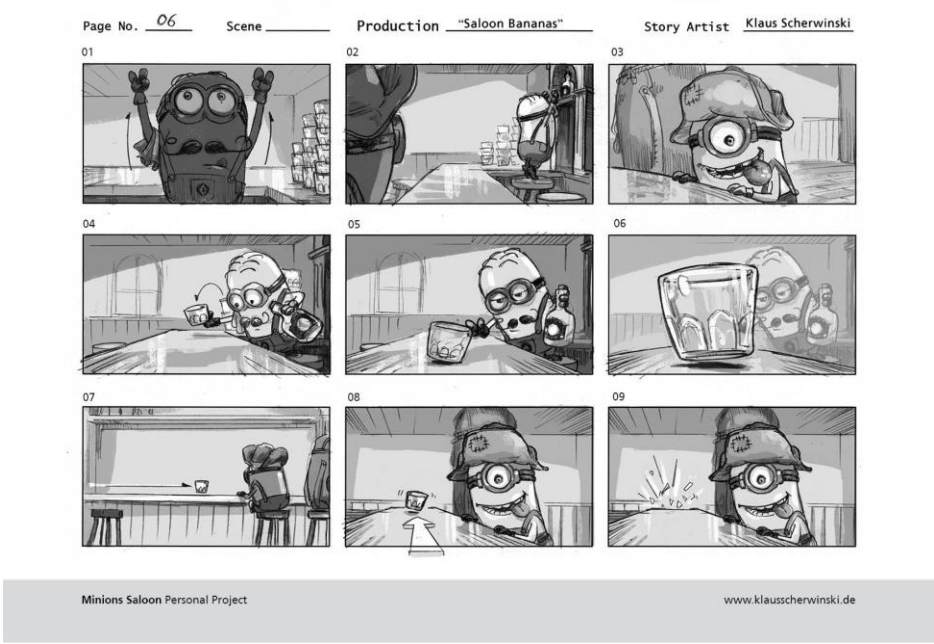
#1:

get help early and regularly – use the project ideas database and the contact points

#2:

look at the already approved projects

#3:
use the intervention logic as a storyboard



Call calendar

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	Step 1 deadline	Decision step 1 (MC)	Step 2 deadline	Decision step 2 (MC)
Call 4	From 17 October to 18 November 2016	14-15 March 2017	23 June 2017 or 22 December 2017	19-20 September 2017 or 7 March 2018
Call 5*	From 18 April to 24 May 2017	19-20 September 2017	20 March 2018	29 May 2018
Call 6	From 16 October to 17 November 2017	1 February 2018	31 July 2018	25 October 2018
TARGETED CALL?			31 July 2018?	25/10/2018?
Call 7	Open to end April 2018	26 June 2018	End December 2018	End February 2019
Call 8	Open to end October 2018	Early January 2019	End June 2019	Early September 2019

*Six month to step 2 starting call 5

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Get connected

@Interreg_NWE

#ProjectIdeasLab

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LinkedIn group: Project Ideas Lab

keep EU cooperating

www.nweurope.eu

www.keep.eu

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Stay and continue discussing project ideas or asking questions to the Interreg NWE team

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Thank you!