



PHARE BG2004/016-711.11.02. Phase 1 / Year 2004
*Support for preparing good quality strategic documents,
promotion of partnership and cooperation and assistance for project development capacity*



Can the OPRD absorb Structural Funds and on what Conditions?

An Analysis of Project Demand Relative to Proposed OPRD Operations

Findings, Conclusions and Recommendation for Further Programming and Programme Design and Further Support to Potential Beneficiaries

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Sofia, 14 April 2007

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Preface

This Report records the main findings of a comprehensive analysis of potential projects for the future OPRD carried out in February – March 2007.

The analysis is based on a mapping exercise necessitated by the Terms of Reference of Project PHARE BG2004/016-711.11.02. Phase 1/Year 2004 “Support for preparing good quality strategic documents, promotion of partnership and cooperation and assistance for project development.”

In order to select a number of projects to be prepared with EU technical assistance support for the OPRD and thus to ensure a project pipeline, the Consultant considered it necessary to undertake a fair and transparent mapping of project ideas across the country. In the absence of this there could be no fair and systematic basis on which to choose for further support some projects rather than others.

The mapping however can serve another more strategic purpose related to refining programme design, and ensuring the OP is adequately **demand-driven**. This is a key issue relevant to ensuring absorption of monies, especially in the early years of the first programming exercise.

For this reason the mapping was designed in such a way as to give important feedback on this issue and has already fed into the further development of programming documents.

This is an extremely important issue in new member states and it is almost unprecedented that a Managing Authority has actually sought to measure its ambitions against real demand. We know – on the basis of much experience elsewhere in Accession States and even in some cases in old EU member states – that programming is more often than not done in a dangerous vacuum, disconnected from knowledge of concrete investments that are already planned and could be delivered with Structural Funds support. At best it is based on perception of “gaps” or “needs”. But when it comes to backing up public policy with real financial resources we need to be clear about project demand as well.

The reasons for repeated failure in this regard in many countries are many. They stem from the relative lack of public investment in key areas of economic and social cohesion in recent years in many countries and the consequent lack of large scale medium term investment planning in key areas of economic and social development. In cases where the main investors will be autonomous public bodies (municipalities) the possibility of large-scale medium term planning across the country is complicated. But even in sectoral areas, the reality that ministries often do not possess major public agencies that are in touch with development needs and demands on the ground in areas such as labour market, innovation and so on, poses real problems in assessing real demand. In this situation “strategy” is often lacking in adequate evidence of real demand and capacity. It might be internally consistent or consistent relative to macro-economic considerations, but it may simply, in certain

respects, not be feasible. In our view this is one of the main reasons for difficult absorption in new member states. It is not a problem that an ex ante evaluation can address still less detect, according to its current methodology.

By undertaking a comprehensive and open process as has been done, it is possible to identify the real project demand relative to a future programme (at least in draft). By providing potential beneficiaries with substantial information and advice, there is a greater chance that what is presented as “demand” will be informed as much as possible by orientations of the future programme. For this reason, the methodology adopted – though not perfect – can contribute not only to testing demand but to improving demand and enhancing programme targeting on legitimate demand. It helps close the circle between policy and programming “push” and investor “pull”.

This Report sets out the findings relevant to this task. All of the recommendations and proposals relevant to individual operations have been discussed in detail with MRDPW officials in the course of a workshop on 29 March 2007 and follow up discussions. Most of the proposals have been agreed with relevant officials but many require political approval.

The draft list of projects to be selected for further technical assistance has been finalised and is submitted to the MRDPW with this Report. It has been completed subsequent to a rigorous process of selection, finalised through a workshop with the Consultant’s experts and MRDPW officials on 2 April 2008. Some of the projects referred to for the analysis may slightly differ from those on final selection lists.

Finally we acknowledge the unprecedented level of support, involvement and commitment given to the completion of this task by the many officials of the MRDPW/MA in Sofia and in regions. Thank You!

Malhasian Daniela; Marinov Vasil; McClements Colm.

Sofia, 14 April 2007

Key Findings and Recommendations for Decision-Makers

1. The analysis presented in this Report is one of actual project demand relative to the “offer” represented by the Operational Programme for Regional Development as known and explained to potential project promoters in January 2007. While the methodology used may have certain limitations, the analysis has nevertheless been made on the best available evidence that, in our view, is possible in the circumstances.

2. The main findings of the analysis as presented in this Report are as follows.

- A total of 460 projects could, in our view, be made ready within 12 months and in total could attract up to 27% (433.9 Mio EUR) of the entire programme allocation. Applying our methodological caution, we interpret financial forecasts with a 30% reduction. Even with this we conclude the programme can in general encounter a good deal of ready projects within 12 months of today, ie by April 2008.
- We would forecast an absorption rate of around 200 Mio EUR “certified” before mid-2010. We consider this a good result.
- **We are somewhat concerned about the overall impact that project results will have in terms of the goals of ERDF and the wider imperative of economic and social development.** Many projects are promoted by a single municipality and appear to have no impact beyond an (often small) municipality (46%). Benefits often do not appear to meet a “significant” target group in terms of size in more than just over one-third of cases. Projects in general do not appear to be “initiating” a broader process that could “kick-off” a more positive pattern. And only in 26% of cases the impact on competitiveness is direct and significant or direct and highly significant.
- Looking at the demand of promoters for particular operations – irrespective of quality or feasibility - we can conclude that **operations 1.1, 1.4, 4.3, 1.5, all covering basic types of infrastructure are significantly over-subscribed**, despite the fact that for most part these are the most financially endowed operations.
- **Several operations appear to be to a greater or lesser extent under-subscribed, and evoke little interest from promoters.** For these operations in general there is a tendency to have fewer projects than will be required and their size tends to be relatively small. **Under-absorption appears possible or even likely. The following operations fall into this category: 1.2, 1.3, 2.2, 2.3, 3.2, 4.1.**
- In general changes made in version 11 of the OP relative to version 10 have as result that absorption problems are probably exacerbated, rather than lessened.

3. Taking account of these factors, we conclude the following:

- **There are real grounds to fear absorption problems with regard to operations 1.2, 1.3, 2.2, 2.3, 3.2, 4.1** unless pro-active, corrective action is taken. Changes to version 11 may have helped the problem on 2.2
- **Changes in version 11 now mean we should add to the list of “at risk” operations 3.1 and 4.3** and undertake corrective actions to address the situation.

4. On this basis we can refine the risk analysis per operation:

- **With no (quantitative) absorption risks** (potential absorption in the early years between 58 and 65% of allocation): 1.1 Social infrastructure, 1.4. Physical environment and risks prevention, 1.5 Urban transport, 4.3 Small scale local investments (however to be corrected by observations above relating to impact of v.11) as well as 2.1 Local and regional roads (with a nominal percentage of 26% but related to the whole allocation significant part of which will be for 2 and 3 class roads); altogether these operations count for 65% of the OPRD allocation (€1044 Mio).
- **With moderate absorption risks** (potential absorption in the early years around 35%): 3.1. Tourist attractions and related infrastructure (however to be corrected by observations above relating to impact of v.11) and 4.2 Project development and planning; altogether they hold 11% of OPRD allocation (€ 171 Mio).
- **With significant risk** (potential absorption in the early years 10-20%) – 1.2 Housing, 1.3 Economic activities, 2.2 ICT (however to be corrected by observations above relating to impact of v.11), 2.3 Energy; they have a total allocation of € 240 Mio (15 % of OPRD).
- **With very high absorption risk** (potential absorption 3-5%) – these are the predominantly soft operations: 3.2 Destinations product development and marketing, 4.1 Integrated development partnerships and 4.4 Interregional co-operation. In financial terms these operations are marginal – 3% of OPRD allocation (€ 50 Mio) but have a significant catalytic potential¹.

Which Calls should be Opened and When?

5. Taking start and completion dates together we conclude that it is opportune to consider opening the following operations **as soon as possible**:

- **1.1, 1.4, 1.5, 2.1.**

6. Subject to resolving certain difficulties indicated, the following operations should also be opened **before spring 2008, if possible earlier**:

- **3.1², 3.2, 3.3, 4.1, 4.2, 4.3³,**

7. Problems to be overcome with regard to 3.2, 3.3, 4.1, 4.2, 4.3, are substantial, though with very resolute action, could be overcome quickly. However this will be a massively ambitious undertaking.

¹ Operation 3.3 National Tourism Marketing and the whole Priority 5 Technical assistance are not included in this classification. They hold 6% of the OPRD financial allocation.

² Subject to resolving difficulties intervening since v.11.

³ As note above.

8.. For other operations, namely 1.2, 1.3, 2.2, 2.3, we see significant problems and risks, requiring considerable work both on the side of operation design and the motivation of and communication to promoters. For 4.4 opening should not be a priority especially until the modalities of this operation are specified by the European Commission.

9. Actions to resolve problems in operations require in many cases strong intervention with line ministries, national agencies or occasionally distinct groups of regional or local actors. At the end of this section we present a table of these actors co-related with the relevant action.

Issues on Specific Operations Requiring Political Inputs and “Push”

10. In Part 2 section 5, p. 47 we provide a synoptic table of all operations, detailing corresponding absorption as we currently can assess it and, subject to implementation of recommendations, how it can be (Table 5-6.). Below we describe some of the key issues relating to operations:

- Operation 1.1 Social infrastructure – there must have clear criteria according to which schools and hospitals may be supported and these criteria must principally derive from the relevant public investment strategies in these areas;
- Operation 1.2 Housing – requires a very tightly focused framework for targeting what is a very limited level of funding relative to the overall public housing needs in Bulgaria. Ideally the ministry responsible for housing would be able to design a tightly targeted scheme that would form the backbone of this Structural Funds operation;
- Operation 1.3 Organisation of economic activities – requires tighter focus and specification of selection criteria to be defined by involving the Ministry of Economy and Bulgaria Invest Agency.
- Operation 1.4 Physical environment – requires stricter focusing on joined up activities that can give some “area impact”, and strong political support to ensure effective absorption
- Operation 1.5 Sustainable urban transport – requires tighter focus to increase the strategic and environmental impact and closer linkage to wider urban regeneration and development operations, especially 1.4, as well as differentiation between Sofia and other urban municipalities.
- Operation 2.1 Regional and local accessibility – requires a simple set of “internal criteria” according to which the the Fund Republic Road Infrastructure (the Roads Agency) proposes projects to Structural Funds. Crucially the main criteria must be focused on measurable economic and social benefits related to road user groups. MRDPW/MA needs to push NRA.
- Operation 2.2 ICT network and services – requires in our view a relatively tight programme.

Either this programme is focused on investments that the State Agency for ICT will make itself or it is an enabling programme for municipalities. But if it is the latter then it must situate the assistance in the wider ICT environment so that the municipalities can understand where their investments will fit into a general ICT framework. In the absence of this we will continue to obtain disconnected, atomistic projects of little benefit and meeting no identifiable demand. This again requires both political and administrative “push”.

- Operation 2.3 Access to sustainable and efficient energy resources – also requires a clear framework that integrates legal, regulatory and economic issues. No such framework exists and the projects presented are largely in disconnect from any operational framework. Ministry of Economy and Energy needs to be “pushed”.
- Operation 3.1 Enhancement of tourism attractions and related infrastructure – lacks any coherent operational framework that can generate larger tourism attractions essential to meeting the priority targets. This needs to be pushed hard, even if it will not bring fast results.
- Operation 3.2 Regional tourism product development and marketing of destinations – also lacks any coherent or robust framework for effective regional or local tourism marketing. By contrast in the form of the regional tourism associations viable mechanism does exist that can help develop appropriate interventions in this area.
- Operation 3.3 National tourism marketing – depends 100% on a “top down” approach from the State Agency for Tourism. A political “push” is indicated here.
- Operation 4.1 Integrated development partnerships – essentially assists a process foreseen in the Regional Development Law, namely the emergence of a district-level development coordination role. But the quality of most projects presented suggests that the promoters themselves are in almost total disconnect from the reality that motivates this operation. Here methodological advice will be required. The natural beneficiary here is not only the districts but also the relevant department of the MRDPW (Strategic planning directorate). MA needs to engage this department urgently.
- Operation 4.2 Spatial planning and project development requires better justification and specification in terms of plans to be supported as well as a right balance between support to planning and project development. The respective MRDPW directorates (strategic planning, physical planning) and the Cadaster Agency need to be “pushed”.
- Operation 4.3 requires a clearer framework informed by a process of inter-municipality cooperation. The MRDPW needs to assert the real importance and relevance of this Operation for 178 smaller municipalities.
- Operation 4.4 Inter-regional cooperation – requires a clearer framework compatible with EU inter-regional cooperation programmes and effective communication to beneficiaries.

11. These issues can be addressed effectively. They require careful design of detailed interventions **that should be reflected in either the Programme Complement or in particular accompanying documentation.** These “parameters” must be clearly communicated to those who are expected to respond to it by developing and proposing relevant projects. **All of this is about how the Managing Authority organizes its work internally and undertakes appropriate information and communication activities.**

12. In parallel there is a real task to assist promoters and in certain cases to undertake relevant technical work. This has been anticipated by the MRDPW in the sense that it has programmed in the Phare 2004 exercise A Two-Phased intervention in support of project promoters. Phare TA Project Phase 2 is currently foreseen as responding to the need to develop technical designs and various supporting studies. **But it is a fact that the Managing Authority has not defined – a mere few months before the start of the Phase 2 project – which studies will be required for which size and type of projects. This urgently needs to be done.**

Co-Financing and Cash Flow

13. We understand that even if “reimbursement” is not received from Brussels in adequate time to ensure that the OP can be “cash-flowed” from EU contributions, the State Budget will still ensure rapid reimbursement to beneficiaries for expenditure made and certified. We also understand that the Bulgarian authorities will provide co-financing to municipalities. We understand these are political commitments – not yet fully operationalised.

14. We have assessed these issues on the projects offered. The conclusion is clear: **the Bulgarian authorities must follow through with the commitments we understand have been made, and make them operational.** If they do not, then the consequences will be as negative on absorption as they are currently foreseeable.

15. **There is no single operation that will be not threatened if co financing is not provided nationally.** In most cases the share of projects (in terms of budget) for which co financing will certainly be ensured by the promoter is less than 10%, the only exception being social infrastructure (21%).

16. **The situation is similar regarding cash flow.** Only in 1.1 Social infrastructure for 24% of the projects (in terms of budget) is it most probable that the promoter will be able to ensure cash flow without significant advance payment. For several operations this share is between 10 and 15% (1.4, 1.5, 2.2, 3.2, 4.2), but in most cases it is below 10%. Most threatened operations are similar although figures could be slightly different:

Recommendations

1. We recommend the MRDPW political leadership and senior management take account and act upon all issues mentioned above.

2. We recommend that the MRDPW political leadership and senior management ensure as a matter of urgency appropriate publication on the internet in the form of a simple statement that explains

- a) the current situation of programme preparation
- b) the current situation with regard to the mapping, review of project templates, national and regional analysis of absorption, as well as a timetable for publication of the list of projects
 - for initial inclusion in the pipeline and
 - for further assistance from the Contractor. 3.

We also recommend the MRDPW political leadership and senior management to publish – on the internet - this National Report and all 6 regional reports.

3. We recommend the MRDPW political leadership and senior management engage other actors as follows:

Operation	Agency	Level of Engagement	Result Required
1.1	Ministries of Education, Health Culture and Labor and Social Policy	Political & Administrative	Agreed list and criteria/rationale on projects to be “favoured” on basis of our proposed list
1.2	MRDPW, Housing Directorate	Political & Administrative	A tight housing programme must be designed taking account of all legal/institutional/practical conditions as well as SF requirements
1.3	Ministry of Economy, Bulgarian Invest Agency	Political & Administrative	Agreed eligibility and selection criteria
1.4	MRDPW & Sofia Municipality	Political & Administrative	MRDPW: to promote suggested approach towards area concept Sofia: to accept principle and level of indicative allocation
1.5	Sofia Municipality	Political & Administrative	Sofia: to accept principle and level of indicative allocation
2.1	Road Agency (Fund Republic Road Infrastructure)	Political & Administrative	To indicate their preferred investments per year, according to economic/road user criteria
2.2	State Agency for ICT	Political & Administrative	To provide proof of coherent “top down” approach to operation OR accept co-operation with project to design ICT programme and mobilise promoters
2.3	Ministry of Economy	Political & Administrative	To provide a “programme framework” to energy investments. Failing this, consultant should be engaged by them to design an approach
3.2	Regional Tourism Organisations	Administrative	To mobilise on regional marketing initiatives
3.3	State Tourism Agency	Political & Administrative	To engage in process of consultancy to design their workplan as a project for funding – backdated to 1/1/07
4.1	District Governors MRDPW - Strategic planning directorate	Political & Administrative	To embrace 4.1 support facility, overall concept for working in District Development Councils etc and to review methodology papers prepared by consultants (buy in)
4.2	MRDPW - Strategic planning directorate, Spatial planning directorate	Political & Administrative	MRDPW: to indicate requirements/ timetable. Quality of all legally required plans to be supported. To accept to act as a de facto responsible for requirements of territorial organisations seeking funding for these plans

	Cadaster Agency		Cadaster Agency: to indicate requirements/ timetable re Cadaster update
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PART 1

RESULTS FROM THE ANALYSIS

1. Introduction

Purpose of this Report and Analysis

1. The main purpose of the analysis set out in this report is to indicate the perspectives – based on the best evidence currently available - of:

- Effective absorption
- Absorption
- Project development capacity

of OPRD operations until mid 2010.

2. By **absorption** we mean:

- the certified real spend of structural funds allocated to particular operations.

3. By **effective absorption** we mean:

- the certified real spend of structural funds allocated to particular operation that is in close line with priority targets – especially priority result and impact targets.

4. By **project development capacity** we refer to:

- the real ability of relevant beneficiaries to design appropriate projects and access the OP.

5. Clearly there is a close interrelation between all of these elements:

- No or few projects means poor absorption (i.e. unspent monies), while a plethora of projects of poor quality may enable absorption of funds but may make little contribution to effective absorption consistent with strategic objectives and result and impact targets.
- Poorly designed operations may miss project demand, exclude useful activities or simply confuse beneficiaries. Equally it may give “wrong signals” to beneficiaries about what is actually required or wanted by way of projects.
- Poor programme implementation may also complicate the level of absorption (e.g. excessive bureaucratic requirements in terms of supporting documentation or studies that serve no authentic purpose, poor procedures for payment etc).

6. Many potential problems and risks can in large part be addressed by seeking **an optimal synergy between the real project demand** (as forecast) (ie what beneficiaries are capable of offering at a particular moment) **and the operation as programmed in function of the strategy**. Our findings are focused mainly in this area.

7. This Report provides:

- An overview for the entire country of the current state of project preparation based on projects actually foreseen by beneficiaries as potentially relevant for the OPRD in the next 3-4 years. This allows us to identify **trends and differences per priority and per operation**, and to see these at different territorial levels.
- From this we assess the **perspectives of absorption and the state of project development**. By examining the actual details of project ideas given us, we can make some assessment of the possible effectiveness of absorption, in other words assess whether or not the “demand” will actually contribute to strategic programme targets.

8. We can also understand something of the **capacity of beneficiaries** to identify and develop appropriate projects and understand something of the “signals” particular operations appear to be giving to the “market” of potential beneficiaries. Findings from the former allow us to plan and implement appropriate support to beneficiaries (especially in the form of planned support to the development of a project pipe-line). Findings from the latter allow us to modify or clarify – if appropriate - the orientations of a particular operation (i.e. activities, outputs, description, selection criteria, etc) or any other parameter that guides beneficiaries to the programme – whether at level of OP, Programme Complement (to be developed as purely Bulgarian “management” document) or Guidance to Applicants given on the occasion of particular calls. All of this indicates relatively precisely where specific targeting may need to be undertaken in the form of “Information and Communication”. **All of this allows us to make recommendations that derive from evidence and analysis and have been discussed in detail with officials in the Managing Authority.**

9. To the extent that we can identify particular regional or even district tendencies, we are able to inform appropriate authorities and suggest appropriate actions to them and directly to beneficiaries. To this end, this Report is accompanied by 6 (NUTS 2) Regional Reports to be addressed to Regional Development Councils. The content of all of both national and regional reports can be communicated to beneficiaries in the form of practical support and training (district workshops) and this will be done in April 2007 along with concrete suggestions for resolving recurring problems on particular types of projects.

Recommendation

10. Finally we recommend that this Report in its entirety be made publicly available. There is nothing

in it to be ashamed of and much to be encouraged by. **The MRDPW and the OPRD are on the right track and by addressing particular issues as indicated in a timely manner, there is every prospect of cumulative success.**

Structure of Report

11. The Structure of this Report is as follows:

- Preface
- Key Findings and Recommendations – For Decision-Makers

Part 1:

1. Introduction
2. Methodology
3. Global Assessment across the OPRD
4. Absorption Per Operation
5. Effective Absorption
6. Projects at Risk due to Financing Problems

Part 2:

Analysis and Recommendations for Operations

Part 3:

Statistical Tables

12. In the light of the findings of Part 1 and of the further more detailed analysis, we propose in Part 2 a series of concrete recommendations and modifications per operation. These are designed to reduce risks of poor absorption and/or ineffective absorption. They are relevant to:

- On-going work on the OP
- Justification of decisions underpinning the OP
- The Programme Complement and in particular more detailed description of operations required to give direction to beneficiaries and to those tasked with managing and implementing the programme
- Guidance to Applicants specific to particular operations.

2. Methodology

1. The methodology in this exercise has been adapted from two previous similar exercises (one held across the Czech Republic in 2004 and a more limited exercise undertaken in 2005 in NE Bulgaria). The experts working in the present exercise have been involved in both of these exercises. In the process of adaptation many refinements have been introduced in order to ensure the process is as rigorous as possible. We are confident that, despite certain imperfections, the methodology used is unprecedented in its rigour in any Accession Country. It has involved the following key tools and steps.

- A **template was designed** on which all interested persons were requested to describe their project (the template is detailed and focused to allow later assessment)⁴.
- Guidance has been prepared and delivered to **beneficiaries on filing out the template**: this involved training of persons who communicated or explained the template and OP (in this case, the Contractor's local consultants already active in the field, and the over 30 MRDPW officials who located to regional offices). This training was intensive.
- **The template was widely disseminated and significant practical support was given** to all Governors, Mayors and to all other persons who request through delivery of "open" information sessions in all regions and follow up advice (telephone, individual meetings etc). This ensured the delivery of over 1500 templates by the deadline of 9 February 2007.

2. What differentiated this exercise from previous such exercises was the **sheer scale of inter-action between consultants and advisors and those filling out the template**. An estimated 200-300 man-days were dedicated to this. It means that we must suppose that the response is as informed as is possible in the situation, in other words that the "demand" is as good as it is likely to be in the prevailing conditions.

3. Only in the case of national agencies and ministries has there been a problem in response. This was caused initially by the failure to inform them early enough, but also by their tendency not to fill in the template but rather to provide lists. While this may reflect the possibility that they are well able to plan their own pipe-line relative to structural funds possibilities, we cannot, on the basis of what has been provided to us, be so sure on this. We make specific comments on this under the relevant sections of the report.

4. Additionally local consultants and over 30 MRDPW officials were trained in a two day workshop to apply these systems and tools. (The officials are persons who will one day be tasked with real project appraisal and selection).

⁴ The template is attached to the separate report accompanying the list of projects to be supported further.

5. The classification and review process took place between 13 February and 1 March 2007. It involved in all nearly 600 mandays including around 400 mandays supplied by the MRDPW's own personnel. It involved the following steps:

- Design and piloting of a review grid and accompanying analytical grid (for non-quantitative information)⁵
- Training of reviewers
- A system of peer review
- An overall system of quality control at two levels: the Contractor's own local consultants assured the quality of MRDPW officials' work, and two specially designated consultants quality controlled a significant number of reviewed templates.

6. Since this also amounted to a huge "learning by doing" exercise, structured feedback will be given by all MRDPW staff involved by end of April 2007, and the entire process will be subjected to evaluation in terms of competencies acquired relative to base-line.

7. Data-processing took place between 2 March and 20 March 2007 on the basis of the aggregated results of the classification and review exercise. This was done centrally and regionally aggregated data was then supplied to the MRDPW regional coordinators and Contractor's local experts who work on a regional report. It involved mainly:

- Inputting the data in a tailored software (based on SPSS)
- Initial processing and analysis of consistency of data with respective corrections that gave rise to the reassessment process described below (see par. 11 below)
- Identification of different strands of projects based on pre-defined criteria – relevant, feasible, ready, etc. (see par. 8 below)
- Breaking-down the above strands by priorities and operations as well as other relevant criteria like region, project size, size of municipality,
- Developing the data sets required for regional reports (similar to above, the main difference being the breakdown by districts)

8. The applied review and assessment process is systematic, transparent and fair. It was based on specific criteria applied equally to all project proposals. The computer processing ensured the distribution of projects in different strands and groups strictly according to the assigned scores and excluded discretionary decisions. In most cases a 5-grade scale was used although in some also a dichotomy scale (yes-no) was applied. The main criteria include:

A) **Relevance:** as relevant were assessed projects if the geographical area is eligible (at least partially), if they have the following minimal score for all of the key relevance criteria:

- Identified problem for well defined target group - 2

⁵ The review grid is attached to the separate report accompanying the list of projects to be supported further.

- Relevance of target groups and results - 3
- Relevance of activities - 3
- Clearly defined outputs/results for well defined target group - 3
- Relevance of applicant - 3

I.e. a project is excluded from the group of relevant projects if it fails to satisfy the requirement even on one of the criteria

B) **Feasibility:** as not feasible were assessed projects with:

- Very unrealistic budget (excessive low) – score 1
- Very unrealistic or very long (> 36 months) duration – scores 1
- A promoter with no legal capacity – score 1
- A potential subcontractor as partner – score 1
- A low sustainability – scores 1 and 2

I.e. a project is excluded if it fails to satisfy the requirement even on one of the criteria

C) Readiness: project **readiness** was assessed on a 5-score scale as an average of four main criteria:

- Project ownership, organisation and management
- Impediments for the preparation and/or implementation
- Preparatory studies, surveys and permits available (when required)
- Evidence of significant project design and elaboration (with a double weight)

Unlike A) and B) this is an average – projects are not excluded if they have low score on certain criteria, but receive lower final score for readiness

A score on readiness of 4+ is interpreted as meaning the project can be made ready within 12 months at latest (ie by April 2008) and one of 3.50+ as meaning it can be ready within 18 months at latest.

9. Partly in parallel and partly subsequent to the data-processing, the analysis was undertaken. Two main approaches were adopted:

- Firstly in the course of a two-day workshop (5-6 March 2007) a number of exercises were undertaken to “download” from reviewers the experiences and lessons they retained from the review process. This included “recalling” their impressions and establishing preliminary findings on the particular issues of synergy between projects suggested and operations. This has helped to provide understanding and focus to the second part of the analysis that was undertaken subsequent to processing of data.
- Secondly, a comprehensive analysis of the all data on project demand, assessed against current version of operation programme and the latest version of Commission’s comments. This gives rise to this Report.

10. The first draft of the Report and especially the detailed reports on each operation were discussed in detail with each priority team at a workshop on 29 March 2007. The insights of ministry's regional officials and of the MA were brought together. Changes have been made in the operation reports. This means the version contained in this Report represents an almost total consensus between the Managing Authority officials and the consultants. In short, **it provides a clear path into the programme complement and design of delivery mechanisms, as based on demand-driven evidence of what is wanted and possible.**

11. In parallel the selection process of projects to be supported according to the ToR of the current Phare project has continued. It involved establishment of a list of 460 most ready, feasible and relevant projects, and a longer list of 660 relevant, feasible and advanced in their preparation projects. The PDOs and Ministry RCs were asked to consider the list of 460, review it and justify any changes having in mind also the changes introduced in the version 11 of the OPRD (finalized at the beginning of March). About 20% of all projects were either added or deleted while the overall number remained the same. If added almost all were drawn from the longer list.

12. The operations most affected by exclusion of projects from the group of relevant, feasible and more advanced in preparation are 4.3, 3.1 and 2.1 (i.e. mainly operations affected by changes of eligibility of areas and activities in version 11 of OPRD). The operations most affected by inclusion of projects in the group of relevant, feasible and more advanced in preparation projects were 1.1, 1.4 and 1.5 (most demanded by the beneficiaries operations as will be shown in the analysis). The reassessment exercise did not affect significantly the number of projects per region as well as the regional breakdown of projects. It can be concluded that **although changing the position of individual project the reassessment did not change significantly the main patterns and trends identified by the following analysis that was based on the data from the initial assessment.**

13. This gives **a list of around 460 projects to be put into an initial project pipeline.** Promoters will be contacted and offered various forms of adapted assistance. In parallel workshops will be carried out with ALL persons who presented templates to feed back reaction and indicate corrective actions.

Limitations and Imperfections in the Exercise

14. A number of limitations can be identified as well as imperfections or even some errors in the manner in which particular steps were implemented. In interpreting results we have taken into account the distortion to which these may have given rise. On the basis of the quality control results we consider that the initial margin of error is between 15% and 20%: however we expect that this was significantly reduced through corrective process and the real, final figure is in all probability below 10%. We are convinced however that, in the circumstances, this analysis and the selection of project ideas for technical assistance has been done as rigorously as possible, and that the results are reliable, informative and evidence-based:

15. Arguably the exercise was over-ambitious in terms of objectives: we tried both to assess projects for further technical assistance and to seek information and evidence to support a comprehensive analysis contributing to the operational programme and programme complement further design: this led to too many issues to be assessed and probably affected the quality of work. However rigorous systems of quality control detected and corrected most of the main problems.

16. Additionally we used reviewers who had to be trained. This was a very useful and necessary task in itself, but it needs to be recognised that we were not in a position to use fully experienced reviewers only.

17. More concretely we failed to illicit adequate responses from national agencies. This means that we cannot make a comprehensive analysis from their activities. For certain operations, notably 2.1, 3.3, partly 2.2, 2.3 their role is important or decisive. This means we cannot make reliable assessments on these operations solely from bottom up and especially municipal actors. For 3.2 we failed to engage adequately with regional tourism organisations who in practice will need to be significant and proactive beneficiaries.

18. On the other hand, each one of these omissions has led to corrective actions, carried out by the MRDPW to ensure these organisations are adequately preparing for their role.

Further Steps

19. On submission of this Report, the consultants will discuss and review all findings further with Priority Leaders and especially with the Director, and Deputy Minister. The recommendations and suggestions are also to be fed to other experts working on the OPRD and will also inform the on-going capacity-building and project support that will be undertaken from mid April onwards.

20. In this manner it is to be hoped that **the bottom up efforts of project developers and the programming design efforts of ministry officials will successfully meet and be manifest through optimal absorption that is as effective as possible.**

3.Global Assessment across the OPRD

This section gives answers to the following questions:

- **Can the OPRD absorb the financial allocation foreseen – even in the early years?**
- **Will the OPRD be absorbed effectively: is it on track to meet strategic objectives?**

1.The capacity and activity of project developers is one of several factors that lead to the absorption of Structural Funds, defined as the certified real spend of structural funds allocated to particular operations. **In this context, the best evidence available to us - derived from the mapping exercise and subsequent analysis - leads us to be confident that in general the OPRD finances can be absorbed relatively well.**

2.The key set of projects in this regard is those that **were assessed as relevant to a particular operation and feasible in principle on the basis of available evidence**. This represents about three-quarters of all projects submitted to us. Even taking account of (a) some over-optimism by both promoters (in what they write) and assessors (in how they judge), and (b) on-going programme modifications that can lead to certain projects becoming “irrelevant”, **there are good grounds for being optimistic that this Programme can “earn” its money, including in the period up to 2010.**

Table 3-1. Overview of projects received

OPRD TOTAL	Number of projects	Budget of projects, Mio EUR	Average size '000 EUR	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		1 601,3				
All projects received	1494	2 205,6	1476	100%	100%	138%
Relevant projects	1178	1 654,7	1405	79%	75%	103%
Relevant and feasible projects	1022	1 254,1	1227	68%	57%	78%
Projects with readiness 3,50+	666	624,9	938	45%	28%	39%
Project with readiness 4+	460	433,9	943	31%	20%	27%

3.By far the most vulnerable phase in any programme life cycle is in the early years. The inevitability – in all member states – of a late start means that even if financial resources are programmed cautiously for initial years, there can still be problems in terms of the n+3 (2) rule. For this reason the start and completion dates of projects is a crucial measure of potential absorption in the early years.

4.Assessing how a given project – presented as an idea – will spend (or absorb) its allocation is extremely difficult. Nevertheless a total of 460 projects could, in our view, be made ready within 12 months (projects with readiness 4+) and in total could attract up to 27% (433.9 Mio EUR) of the entire programme allocation. Experience however tells that promoters, almost always but especially in the early preparation stages over-estimate budgets. Therefore for applying caution, we interpret financial forecasts with a 30% reduction. Even with this we conclude the programme can in general encounter a good deal of ready projects within 12 months of today, ie by April 2008.

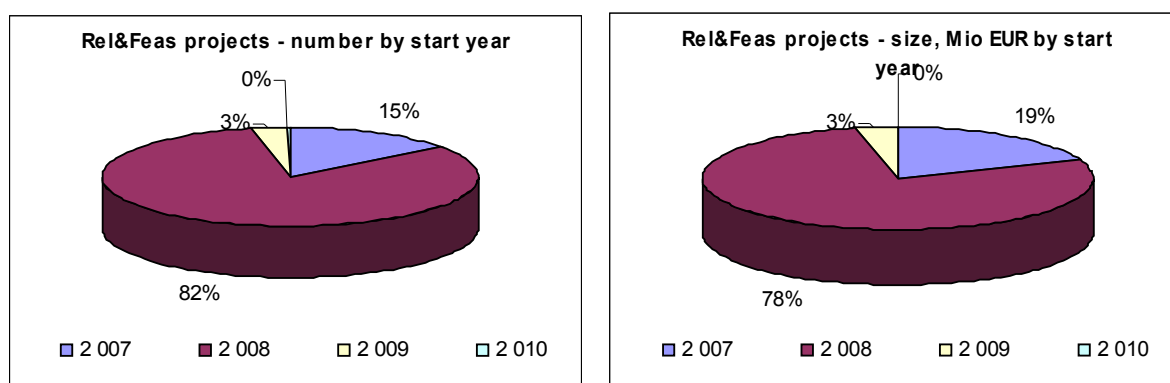
5.However this is conditional on the continuation of a number of activities: project development efforts

must be sustained, the programme should not change substantially as compared to how it is today, operations should be open within 12 months or less, and that more detailed information is given to promoters on detailed requirements. Subject to these conditions we interpret the figures cautiously but confidently: **the programme can meet and, evidence suggests, is meeting good and timely demand.**

Project Start Dates

6. Most of the “relevant and feasible” projects are assessed as being able to start in 2008: in fact 82% of the projects with 78% of the total budget, 15% - in 2007 and 3% - in 2009.

Figure 1. Relevant and feasible projects by start date



7. This pattern is similar across priorities and operations with only some exceptions: projects starting in 2009 have higher share in 1.3. Economic activities (24%) and 2.3 Energy (18%) while there are no projects to start in 2007 in 1.2 Housing, 2.2 ICT and 2.3 Energy. The size (budget) of the projects does not have a visible influence on the start date.

8. When not only the relevance and feasibility but also the readiness are taken into account the following picture of the potential absorption in time appears. We can see that a pipeline is forming behind the first flow of projects. We have assessed a second flow that could be ready within 18 months and which is around one third higher in number of financial volume than what might be ready after 12 months. It is more difficult to assess “readiness” further into the future: however that is not the most relevant issue. Projects begun in the next 12 or 18 months are those that most determine absorption since they generally spend up to and even beyond 2010.

Table 3-2. Relevant and feasible projects with readiness score 4+ and 3,50+ by start date

OPRD total	Number of projects					Project size '000 000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Relevant and feasible projects with readiness score 4+ (ready to start in 12 months)	460	70	370	19	1	433,9	131,2	285,6	16,8	0,3
%	100%	15%	80%	4%	0%	100%	30%	66%	4%	0%
Relevant and feasible projects with readiness score 3,50+ (ready to start in 18 months)	666	109	533	23	1	624,9	153,9	451,3	19,4	0,3
%	100%	16%	80%	3%	0%	100%	25%	72%	3%	0%

Project End Dates – Key to Measuring Absorption

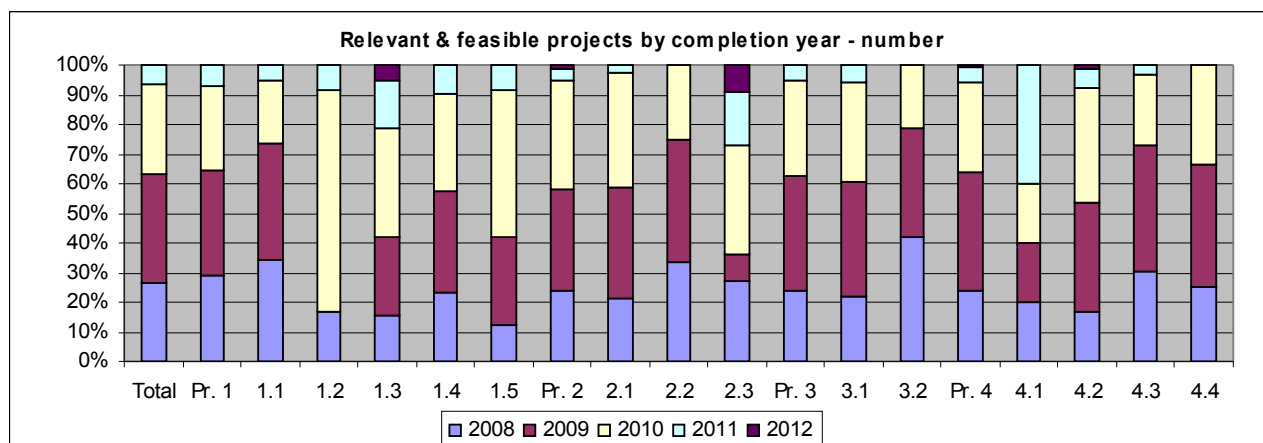
9.The challenge of the programme is to make a good start: the normal logic is for accelerated absorption over time. In this regard we foresee total possible absorption by mid 2010 (date of certification of expenditure, assuming project end at end 2009) of 277,6 Mio EUR or 17% of the entire OP allocation. Again, even applying the usual caveats and caution, we conclude that absorbing the financial allocation of this programme, even in the early years, is perfectly possible. **We would be amazed if it could be better than this figure and would forecast an absorption rate of around 200 Mio EUR “certified” before mid-2010.**

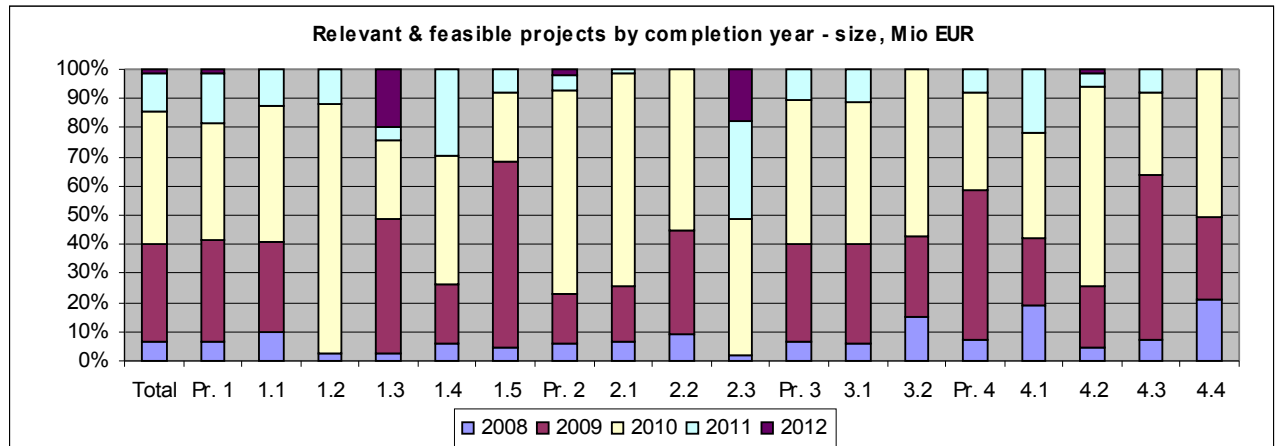
Table 3-3. Relevant and feasible projects with readiness score 4+ and 3,50+ by completion date

	Number of projects						Project size '000 000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Relevant and feasible projects with readiness score 4+	460	135	178	120	26	1	433,9	38,0	172,7	186,3	32,4	4,5
%	100%	29%	39%	26%	6%	0%	100%	9%	40%	43%	7%	1%
Relevant and feasible projects with readiness score 3,50+	666	190	253	182	39	2	624,9	54,6	223,0	279,1	63,4	4,7
%	100%	29%	38%	27%	6%	0%	100%	9%	36%	45%	10%	1%
% of OPRD allocation for 2007-2013								3%	14%	17%	4%	0%

10.Larger projects tend to be completed later. This trend is seen in all operations although there are differences in the concentration of the potential absorption by years. The situation is similar to the average for 1.1 Social infrastructure, 1.4 Physical environment and 3.1 Tourist Attractions and infrastructure.

Figure 2. Relevant and feasible projects by completion year





11. But certain other projects tend to be completed significantly later and this has implications for absorption. Thus we see a concentration “for completion” in 2010 for 1.2 Housing (85% of the budget), 2.1 Regional and local roads (73%), 2.2 ICT (55%), 3.2 Destinations' Product Development & Marketing (58%) and 4.2 Planning & project development (68%). An extreme case is 2.3 Energy where almost the entire budget falls on projects to be completed in 2010 or after (2010 – 46%, 2011 – 34, 2012 – 17%). This factor means that in terms of “absorption” these operations may be considered “at risk” especially in the early years.

12. By contrast the share of budget represented by projects to be completed in 2009 for 1.5 Urban transport (64%), 4.3 Small scale local investments (56%) and 1.3 Economic Activities (47%) is significant.

Effective and Balanced Absorption

13. It is important however to consider three main issues: a) are projects of good quality i.e. would they lead to effective absorption in the sense that operation and priority objectives are met as testified by indicators, b) is the interest or demand balanced across the country and very importantly c) are all priorities and operations subject to the same demand, or conversely, do some appear over-scribed and others at risk of poor absorption? In the following paragraphs we seek to answer these questions.

14. When we assessed projects as feasible, this already indicated the assessor’s view that a given project idea met a number of minimal quality criteria – such that the project could reasonably be developed further, submitted for funding, and could be successfully implemented. This implies satisfaction of a number of criteria such as clear and quality outputs, target groups and so on.

15. A further assessment of quality relates to impact though it is far from easy to assess on the basis of limited evidence. Nevertheless we could apply a number of generic tests and the extent to which they are met does allow us to conclude to impact, i.e. to whether or not the project’s results will contribute to programme objectives.

16. Statistical evidence in this regard leads us to be less optimistic and somewhat more

concerned. This concern is reinforced by actual detailed examination of many projects validated by the various discussions with promoters that have been held.

17. Thus we can conclude that not only are many projects promoted by a single municipality but many appear to have no impact beyond the (often small) municipality (46%). The benefits often do not appear to meet a “significant” target group in terms of size in more than just over one-third of cases. Projects in general do not appear to be “initiating” a broader process that could “kick-off” a more positive pattern. And the impact on competitiveness is only direct and significant or direct and highly significant in 26% of cases.

Table 3-4. Impact of relevant and feasible projects

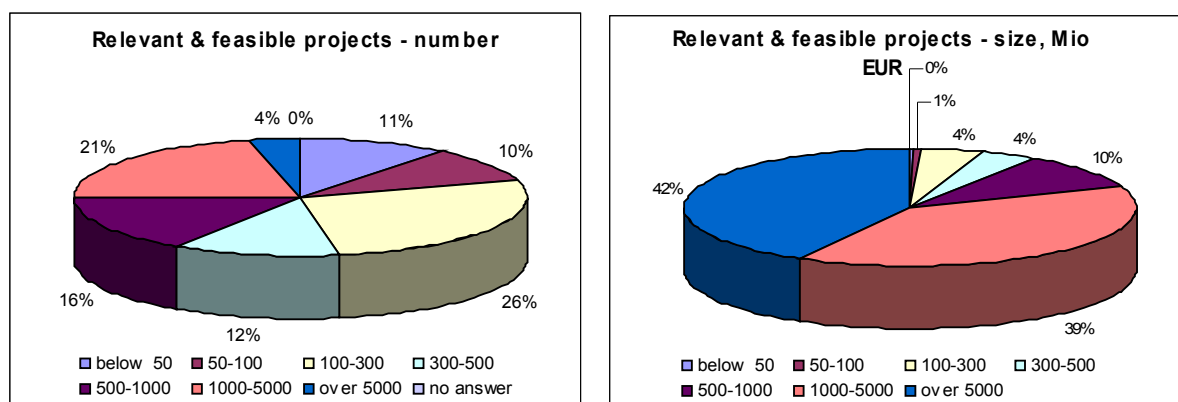
	% of projects
A. Area impacted upon	
small municipality or part of large municipality	46%
single large municipality	26%
2-3 municipalities	11%
4-5 municipalities	4%
whole district or more than 5 municipalities	13%
B. Size of target group	
Negligible	2%
Below that could be expected	8%
Medium	52%
Significant	30%
highly significant	7%
C. Catalytic effect	
No	2%
Limited	20%
Medium	51%
Significant	22%
highly significant	5%
D. Impact on competitiveness	
No identifiable impact	17%
Indirect and of significance	31%
Indirect but highly significant	26%
Direct and significant	19%
Direct and highly significant	7%

18. Added to more nuanced data, **this leads us to be somewhat concerned about the overall impact that project results will have in terms of the goals of ERDF and the wider imperative of economic and social development.**

19. In part the problem, as we shall see, resides largely in the fact that **the programme and project promoters tend to be focused on “infrastructure” or “service-oriented” activity, rather than on “development”, or wealth-enabling activities.** In part this is inevitable: a lot of Bulgarian infrastructure needs to be fixed before the conditions of development are present. On the other hand, Bulgaria can ill-afford to defer development while improving services and infrastructures it can scarcely afford because it is under-developed! In this sense we are less convinced that the absorption will lead to effective development, or what we call more simply “effective absorption”. We analyse the tendencies in project development in greater detail below.

20. One symptom – and perhaps also cause – of lack of impact may relate to size of projects. Size alone is not a very pertinent indicator: certain types of project (eg infrastructure) are naturally greater than others (soft projects). But to some extent it is evident of a tendency towards the “small”, “local” and “narrow”. As we shall see, other evidence also goes in this direction. We note a “Phare” tendency to project formation with a large number grouped within the classical Phare Grant Scheme band of 100-300,000 EUR (nearly the half of the projects – 47%). Nevertheless the larger municipalities are able to propose many much larger infrastructural projects, especially within priority 1 and 2.

Figure 3. Relevant and feasible projects by size of projects (OPRD total)



21. There are significant differences in the pattern of projects proposed across regions, both in regard to number and budgetary size, and indeed the average size varies considerably. South-Central proposes many more projects than others in general, and subsequently many more pass into the set of relevant and feasible (27% of all relevant and feasible projects and 23% of their budget). South-West proposes 196 relevant and feasible projects (19%) but it is noticeable that in size they are much larger and they account for 28% of the total budget: the impact of Sofia here is enormous. We cannot make any definitive conclusions on weak or strong regions. The parallel regional reports will analyse the regional performance relative to Regional Development Strategies and will provide more details on relative strengths and weaknesses.

Table 3-5. Regional breakdown of relevant and feasible projects

Region	Number of projects	Budget of projects, Mio EUR	Average size '000	% of all, number	% of all, budget
NW	119	130,6	1098	12%	10%
NC	131	113,4	866	13%	9%
NE	141	226,8	1609	14%	18%
SE	150	117,3	782	15%	9%
SC	280	287,7	1027	27%	23%
SW	196	353,2	1802	19%	28%

Conclusion

22. Viewed globally, there are strong reasons for optimism. But there is no room for

complacency. As we shall see in the next chapter, there are specific problems and issues with regard to project demand in several operations. These need to be understood, addressed and resolved.

4. Absorption Per Operation

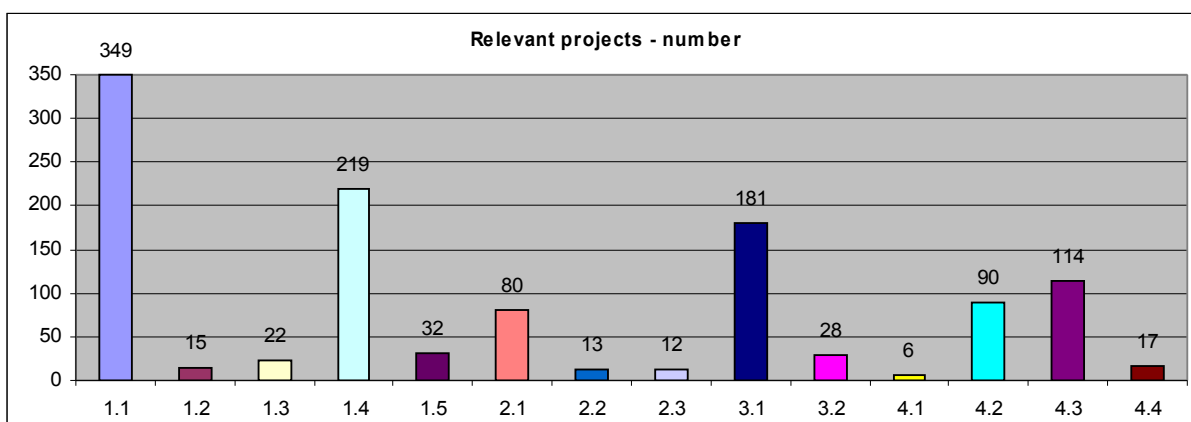
This section gives answers to the following questions:

- Where is real demand greatest and least?
- Where is demand greatest in the early years of the programme?
- Which operations could and should be opened sooner rather than later?

1. It is when we look at the more detailed data at the level of each operation that we can see a more complex and nuanced picture. This analysis has allowed us to assess the project demand relative to each operation and to make very specific recommendations for each operation in Part 2. Here we focus on comparisons between operations.

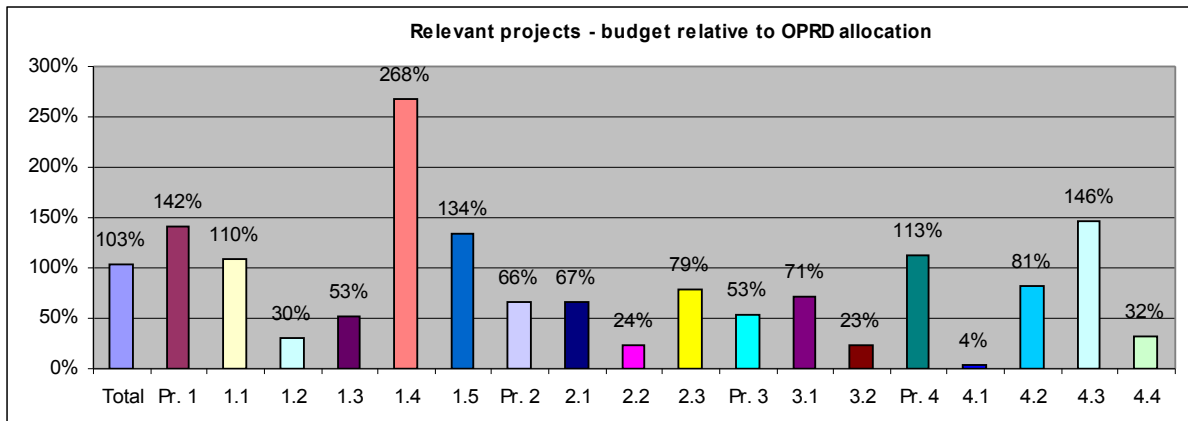
2. There is a broad variation across operations and indeed within operations in terms of project demand. If we focus on the “**relevant**” set of projects we can already see that promoters’ demand for the programme varies considerably in terms of a) number of projects proposed per operation and b) % proportion of the financial allocation these projects might absorb.

Figure 4. Relevant projects per operation



3. It is evident there is a very high demand for operations that focus on major infrastructure, especially infrastructure related to provision of basic services – education, health, transport but also tourism and local (small-scale) infrastructure. To a large extent this demand follows the allocation of resources. This is reflected in Figure 2 where we can see that in general demand is greatest in infrastructure operations in both absolute terms and relative terms, and with respect to both number and budgetary size of projects.

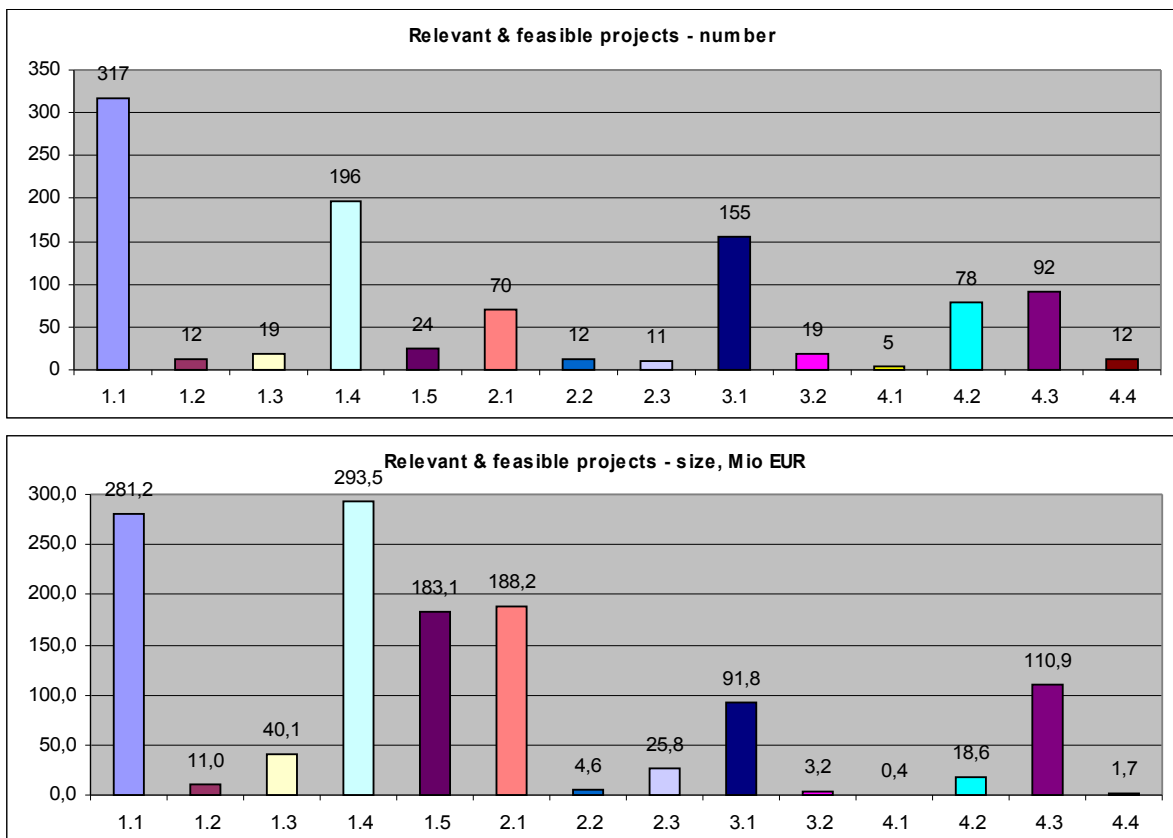
Figure 5. Relevant projects – demand as % of OPRD allocation



4. Looking at the demand of promoters for particular operations – irrespective of quality or feasibility – we can conclude that **operations 1.1, 1.4, 4.3, 1.5, all covering basic types of infrastructure are significantly over-subscribed**, despite the fact that for most part these are the most financially endowed operations.

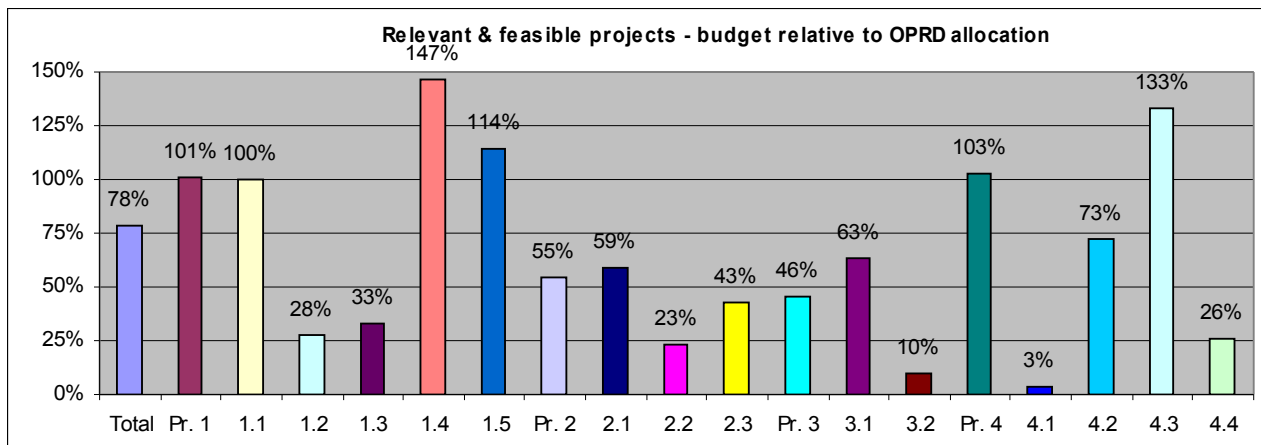
5. The same general pattern continues when we look at the **set of “relevant and feasible” projects** but there are some nuances. In general there is a reduction in the number of projects that are feasible and relevant as compared to those that are relevant of around 15-20%. And in general this suggests that the real rate of over-subscription in budgetary terms is much less than may have been suggested by focusing on relevant projects.

Figure 6. Relevant and feasible projects per operation



6. Five operations still seem over-subscribed but the level of over-subscription is much less, ranging from 147% (1.4) to 100% (1.1). However when we factor in our cautionary discount of 30%, then only 2 operations appear to be really set for over-subscription – 1.4 and 4.3. Nevertheless the result is in our view still relatively good.

Figure 7. Relevant and feasible projects – demand as % of OPRD allocation



7. It is obvious that several operations appear to be to a greater or lesser extent under-subscribed, and evoke little interest from promoters. For these operations in general there is a tendency to have fewer projects than will be required and their size tends to be relatively small. The result is that under-absorption appears possible or even likely. The following operations fall into this category: 1.2, 1.3, 2.2, 3.2, 4.1. We do not count in:

- 1.2 since we expect the demand for this operation largely to be “evident” once the operation is active and organized as a programme.
- 2.1 since our mapping only captured municipal (4th class road) projects and we envisage most demand to come from the National Roads Agency for 2nd and 3rd class roads
- 3.3 since the entire operation is focused on the State Tourism Agency who – if they are even half organized – should be able to absorb the allocation.

8. Nevertheless certain other factors complicate the picture. The exercise was carried out on the basis of the then version 10 of the OPRD. Changes inserted in version 11 – to eliminate certain forms of so-called “overlap” have led to additional risks – and for certain operations a much less optimistic picture.

9. Specifically in Operation 3.1 “Tourist attractions and related infrastructure”, more than 100 municipalities were excluded in version 11. As a result the demand for this operation will be reduced by around 35-40% both in terms of number of projects and of financial resources. More specifically OPRD loses 65 relevant projects (36% of the projects that are eligible for version 10) worth of €29 Mio (28%) and 58 relevant and feasible projects (37%) worth of €28 Mio (31%). Worse still, 38 of the 58 projects are assessed on readiness as 3,50 or higher (38%) worth of €17 Mio (35%). In other words a large section of the front of the pipeline has been cut off.

10.A revised list of eligible municipalities has been provided that seems to serve two purposes:

- To include all municipalities in one of the 2 lists (either priority 1 and 2.1-2.2 or priority 4 – 4.3)
- To avoid any overlapping of municipalities in the lists.

This affects in particular “Urban areas (Priority 1 and operations 2.1 and 2.2 of Priority 2) and small municipalities (priority 4.3).

11.Changes to version 11 of the OP pose severe problems for 4.3 in the sense that a large proportion of projects previously considered relevant and feasible, must now be considered feasible but irrelevant. For the most part they will benefit the OP Rural Development. The result is that 4.3 will not in fact be over-subscribed. Moreover the concept behind 4.3 is now seriously incoherent.

12.The manner in which the mapping exercise was carried out and certain imperfections as indicated above, certainly led to some problems and may have distorted the picture negatively. In this regard, we recognize that the picture for operation 3.2 is unduly negative since failure to engage the regional tourism organizations led to a lack of regional-sized projects submitted. Equally, the failure to engage adequately certain State Agencies, and also their failure to co-operate has meant that for operation 2.1 we have only a very partial picture of the absorption capacity for 2nd and 3rd class roads.

13.Taking account of these factors, we conclude the following.

- There are real grounds to fear absorption problems with regard to operations 1.2, 1.3, 2.2, 2.3, 3.2, 4.1 unless pro-active, corrective action is taken. Changes to version 11 may have helped the problem on 2.2
- Changes in version 11 now mean we should add to the list of “at risk” operations 3.1 and 4.3 and undertake corrective actions to address the situation.

14.Thus the situation with regard to absorption is less optimistic than might be suggested by a superficial analysis: When we look at the quality of projects – based on an analysis of activities (and project outputs) etc we tend to be reinforced in a less optimistic picture.

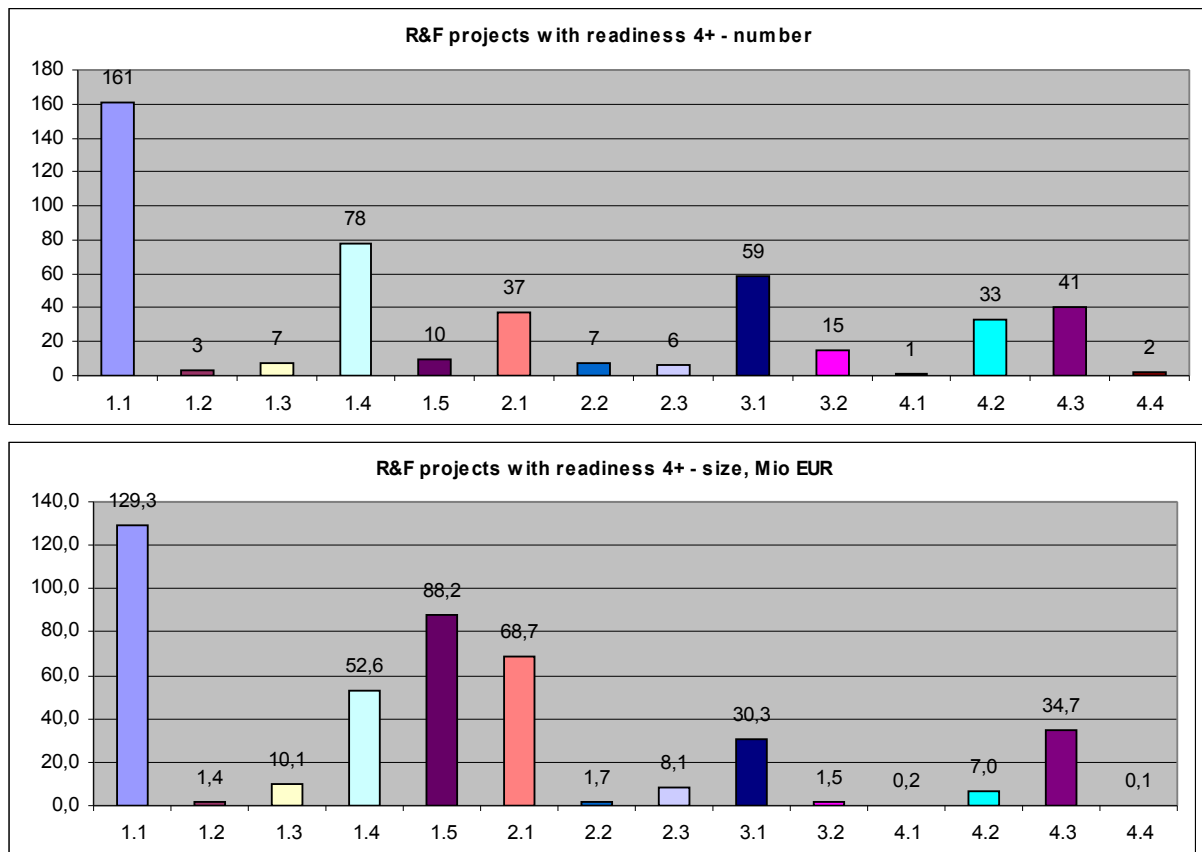
Analysis of the Front of the Pipeline

15.We interpret a score on readiness of 4+ as meaning the project can be made ready within 12 months at latest (ie by April 2008) and one of 3.50+ meaning it can be ready within 18 months at latest. The front of the pipeline – as it currently presents itself – is made of projects scored 4+. The trends are not significantly different than those seen for the second wave (projects scored 3.5+) or indeed the entire set of relevant and feasible projects, except with regard to readiness.

16. Thus for 4+ projects - the front of the pipeline – the following trends are evident:

- Social infrastructure (1.1) dominates with 222 projects (33%) with a total budget of €174Mio (28%)
- Significant weight of 1.4 Physical environment – but more on number of projects (78, 17% of total) than on budget (€53 Mio, 12%) – generally less ready projects for this operation
- Small number of projects (10) in 1.5. Urban transport but with high financial weight (€88 Mio, 20% of the total for projects with readiness 4+)
- Significant number of projects and financial weight of 2.1 Local & regional roads (37 project – 8%, €79 Mio, 16%)
- Significant number of projects in 3.1 Tourist attractions (59 – 16%), but with low financial weight (€30 Mio, 7%) (small projects dominating amongst ready 4+); however to be corrected by observations above related to v.11
- Lower number of projects in 4.3 Local small scale investment (41 – 9%) and similar financial weight (€35 Mio, 8%); however to be corrected by observations above related to v.11.

Figure 8. Relevant and feasible projects assessed on readiness 4+ by operation

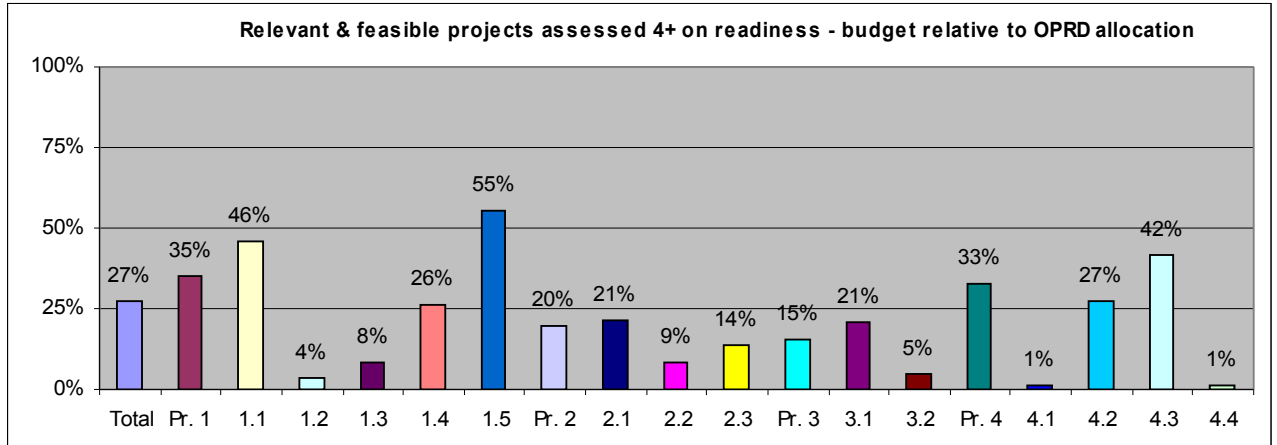


17. In fact at the front of the pipeline (4+) we can see three distinct groups as a % of OPRD allocation:

- ≥ 40%: Highest absorption is in 1.5 Urban transport (55%), 1.1 Social infrastructure (46%), 4.3 Small scale local investment (42%) (however to be corrected by observations above relating by impact of v.11) ; 2.1 Local and regional roads (21%, but significant part of the money will be for 2 and 3 class roads)

- 15-25%: 3.1. Tourism attractions (21%), 4.2 Planning & project development (27%), 1.4. Physical infrastructure (26%), 2.3 Energy (14%).
- ≤ 10% - all other

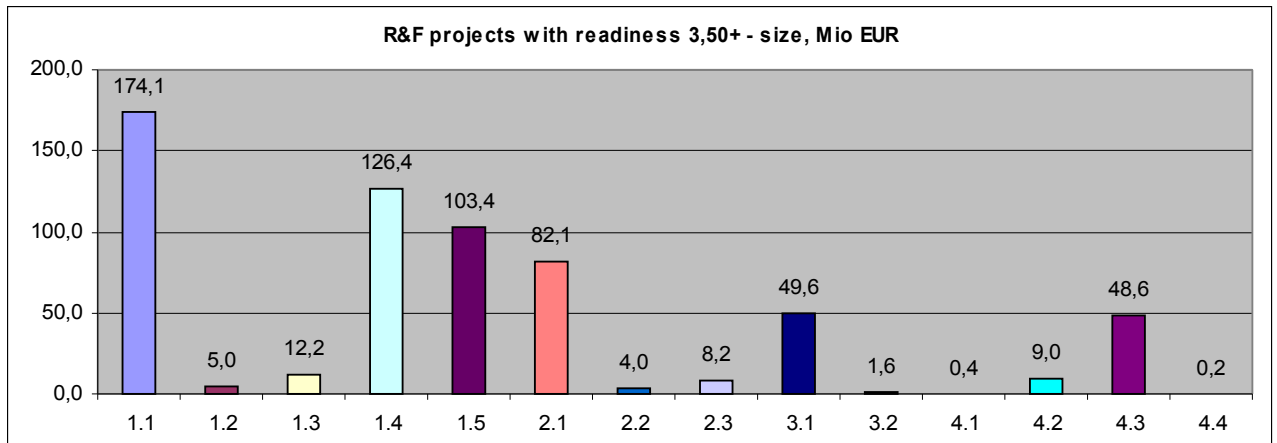
Figure 9. Relevant and feasible projects assessed 4+ on readiness – demand as % of OPRD allocation



18. The above compares to the “second wave” ie 3.5+ projects as follows:

- Operation 1.4 Physical environment & risk prevention holds the second position both on number of projects – 122 (18%) and budget - €126 Mio (20%)
- 1.5 Urban transport with only 14 projects is on third place in terms of resources - €103 Mio (17% of the total)
- The position of the remaining 3 leading operations is similar as for the projects assessed 4+: 3.1 Tourist attractions – 99 projects (17%) with €51 Mio (8%); 2.1 Local and regional roads – 48 projects (7%) with €82Mio (13%) and 4.3 Small scale local investments – 54 projects (8%) with € 49 Mio (8%)
- All other operations are marginal especially in terms of financial weight of the projects assessed 3,5+

Figure 10. Relevant and feasible projects assessed on readiness 3,50+ by operations



19. On this basis we can refine the risk analysis per operation:

- **With no (quantitative) absorption risks** (potential absorption between 58 and 65% of allocation): 1.1 Social infrastructure, 1.4. Physical environment and risks prevention, 1.5 Urban transport, 4.3 Small scale local investments (however to be corrected by observations above relating by impact of v.11) as well as 2.1 Local and regional roads (with a nominal percentage of 26% but related to the whole allocation significant part of which will be for 2 and 3 class roads); altogether these operations count for 65% of the OPRD allocation (€1044 Mio)
- **With moderate absorption risks** (potential absorption around 35%): 3.1. Tourist attractions and related infrastructure (however to be corrected by observations above relating by impact of v.11) and 4.2 Project development and planning; altogether they hold 11% of OPRD allocation (€ 171 Mio)
- **With significant risk** (potential absorption 10-20%) – 1.2 Housing, 1.3 Economic activities, 2.2 ICT (however to be corrected by observations above relating by impact of v.11), 2.3 Energy; they have a total allocation of € 240 Mio (15 % of OPRD)
- **With very high absorption risk** (potential absorption 3-5%) – these are the predominantly soft operations 3.2 Destinations product development and marketing, 4.1 Integrated development partnerships and 4.4 Interregional co-operation. In financial terms these operations are marginal – 3% of OPRD allocation (€ 50 Mio).⁶

20. In fact the operations with “significant risk” or “very high absorption” risk correspond largely to those operations where we already noted low level of interest by promoters – as expressed on terms of relevance and feasibility (i.e. irrespective of readiness): 1.3, 2.2, 3.2 4.1.

Completion of More Ready Projects

21. Most of the more ready projects could be completed in year 2009 (37%) and 2010 (30%), but still a significant share could be completed in 2008 (27%). However, unlike the start data, the duration and completion year are strongly influenced by the size of projects. The average size rises from €0,3 Mio for projects to be completed in 2008 to €1,1 Mio for 2009, €1,8 Mio for 2010 and € 2,7 Mio for 2011. As a result only 7% of the total budget falls on projects to be completed in 2008, while the highest shares fall on project to be completed in 2009 (33%, €419 Mio) and especially on 2010 (45%, €567 Mio).

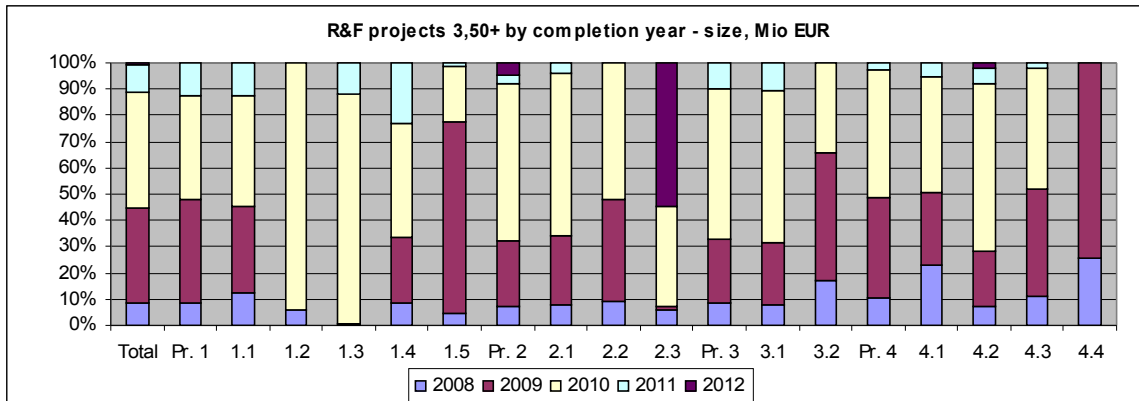
22. Three groups operations could be distinguished on the basis of the completion year:

- Similar to the total, i.e. concentration in 2009 and 2009 with relatively even distribution of the budget of projects to be completed between the 2 years: this are 1.1 Social infrastructure and risk prevention and 1.4. Physical environment and risk prevention
- With higher concentration in the initial years - 2008-2009: 1.5 Urban transport, 2.2 ICT, 3.2 Destinations product development and marketing, 4.3 Small scale local investment
- With higher concentration in the later years – 2010-2011: 1.2 Housing, 1.3 Economic activities, 2.1 Regional and local roads, 2.3 Energy , 3.1 Tourist attractions & infrastructure and 4.2 Planning

⁶ Operation 3.3 National Tourism Marketing and the whole Priority 5 Technical assistance are not included in this classification. They hold 6% of the OPRD financial allocation.

and project development

Figure 11. Relevant and feasible projects with readiness score 3,50+ by completion year



Conclusion

23. Taking start and completion dates together in relation to both sets of ready projects (3.5+ and 4+), we conclude that it is opportune to consider opening the following operations as soon as possible:

- **1.1, 1.4, 1.5, 2.1.**

24. Subject to resolving certain difficulties indicated above, the following operation should also be opened before Spring 2008:

- **3.1⁷, 3.2, 3.3, 4.1, 4.2, 4.3⁸,**

25. For other operations, namely 1.2, 1.3, 2.2, 2.3, we see significant problems and risks, requiring considerable work both on the side of operation design and the motivation of and communication to promoters. For 4.4 opening should not be a priority especially until the modalities of this operation are specified by the European Commission.

⁷ Subject to resolving difficulties intervening since v.11.

⁸ As note above.

5. Effective Absorption

This section gives answers to the following questions:

- Which operations can achieve effective absorption and thus contribute to priority objectives, impacts and results?
- What kinds of problems are evident that work against effective absorption in terms of (a) the signals the operation description gives to promoters (b) the capacity of project promoters?
- What kind of solutions may be envisaged?

Note: more detailed answers are given to all of the above – for each operation – in Part 2.

1. Spending structural funds money is not an end in itself. In fact the programme offers financial assistance to obtain certain developmental benefits. The question then arises as to whether the kinds of projects being offered are likely to provide the required benefits. This is difficult to assess. Projects are made up of activities, but it is not simply activities themselves that provide results. How activities are combined or not as the case may be, is a key factor especially in the effectiveness of non-infrastructure projects.

2. Nevertheless we have recorded and studied the nature of the projects proposed, their internal activities, and assessed whether the most frequently cited activities, commanding the greater part of budgets, are likely to produce the required results. In this respect we see significant room for improvement in two directions:

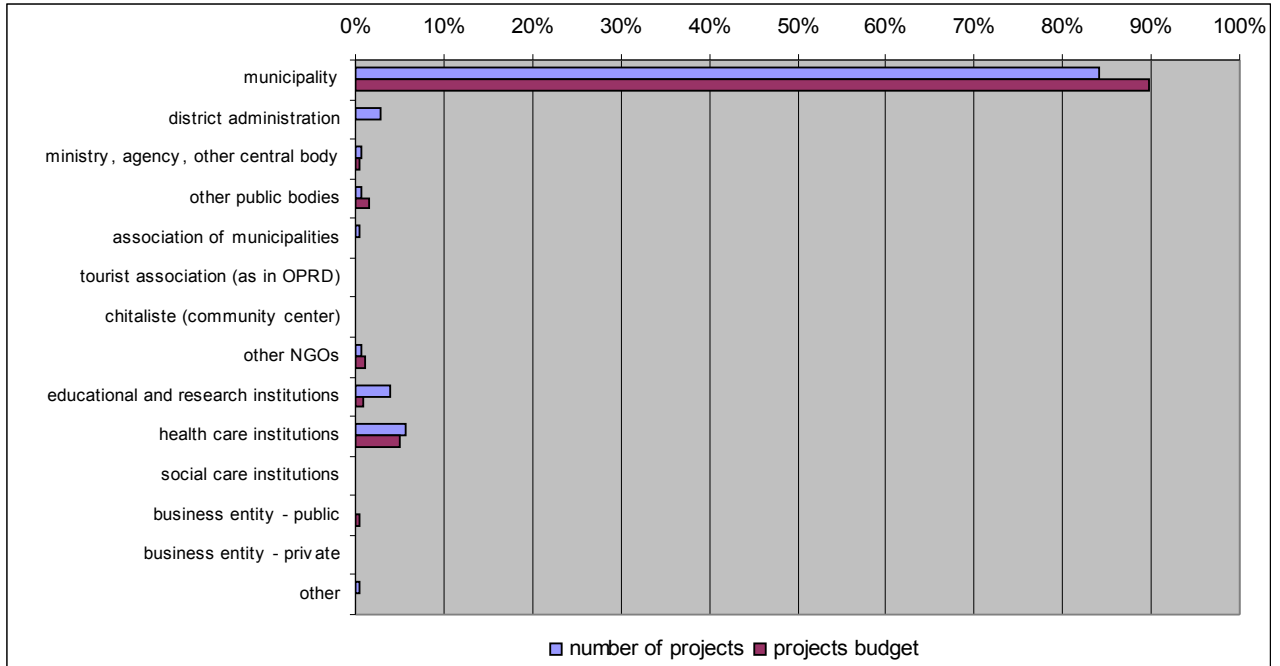
- **on the side of the programme:** by giving much clearer orientation and incentive to development actors and project promoters to undertake certain activities, or undertake them in a certain manner (this can be done by designing operations in a certain manner)
- **on the side of project promoters:** by communicating and assisting promoters to act in the required manner.

3. As seen in evidence presented below **there is a tendency for relatively narrowly based, low impact projects across the entire programme**, alongside a number of very large projects. Narrowly based, low impact projects are evident even in certain operations of otherwise relatively good absorption. And they are evident in certain operations, where to reach effective absorption, we would require broader or more integrated projects, with higher impact. These observations are supported to some extent by the statistical analysis presented below. They are however also based on detailed study of the nature and pattern of activities included in projects.

4. Part of the issue is that in Bulgaria, municipalities are effectively the sole public development actor in many areas. However many municipalities are not particularly large or well-endowed. There is thus a

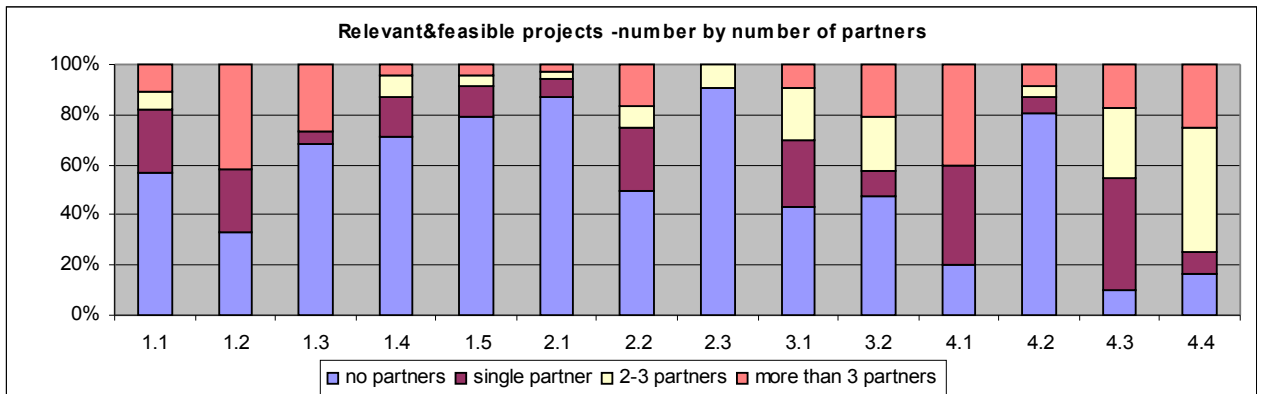
difficulty in obtaining more “regional” sizeable projects in certain areas. This observation is compounded, as already stated, by the fact that our methodology failed to adequately connect with non-municipal actors and especially State Agencies, who for 2.1, 2.2, 3.3 are important beneficiaries. Even with this failure it is evident that the OP depends very largely on the development efforts of municipalities as seen below.

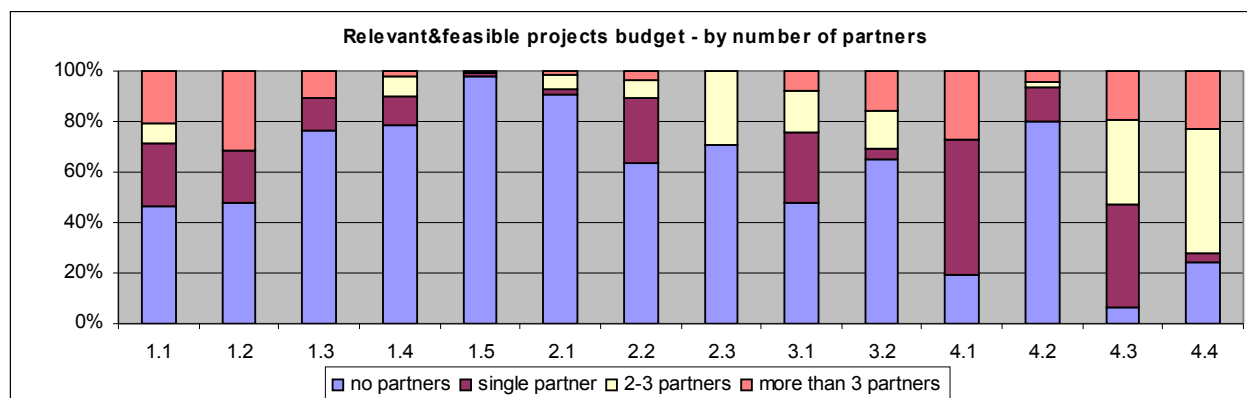
Figure 12. Relevant and feasible projects by type of applicant



5. One way in which to enhance the base and impact of projects is to enhance the partnership. This is not without challenges and is not equally relevant to all operations or all types of projects. But with regard to certain operations and types of projects we would normally expect – and need – a greater degree of “project partnership” if the operation is to obtain the types of more broadly based projects likely to give higher impact. This is particularly relevant in regard to operations as follows: 1.4, 2.2, 3.1 (larger projects), 3.2, though is also relevant in large part to all operations in Priority 1. For operation 4.3 inter-municipal partnership is a must.

Figure 13. Relevant and feasible projects by number of partners and operations





6. The issue of partnership is particularly acute in the case of urban development. This is because some degree of partnership is almost essential to certain interventions, specifically under 1.4. It is somewhat worrying that the municipal authority alone is sole partner in such a high number of projects – even under 1.4 – even though it does have extensive development powers.

7. Whatever the reasons, the reality is that **in many operations we are confronted by projects that – even within the limits of our assessment – appear likely to lack adequate impact.** In simple terms this means they are unlikely to contribute sufficiently to priority and programme targets. The investments – which especially in operations 1.1, 1.4., 2.1, can be very substantial, may be seriously sub-optimal. This is measured in terms of area impacted on, target group affected, the extent to which a project initiates or gives rise to a broader development process (i.e. is catalytic) and the degree to which it contributes to competitiveness⁹. None of these criteria in its own right is decisive: but together they do present a picture that suggests **absorption, even when if it is achieved, may not be adequately effective.**

8. This is particularly serious in Priority 1. Despite the fact that this Priority is much better resourced than all other priorities, it consistently scores less than the other priorities on all of these criteria. In fact, given the substantial level investment focused on 86 urban municipalities, Programme Managers have every justification to expect that impact here should be greatest. This is clearly not the case. Corrective actions are therefore proposed to try to address this problem, which in simple terms can be characterized by “absorption but not effective absorption”.

9. At the end of this chapter we make a number of recommendations to address this problem. It may seem a secondary concern in the sense that “spending the money” is the primary concern. But if absorption is very ineffective, “spending the money” equates to “wasting” the money.

⁹ A competitive region is defined, for our purposes, as a region where people want to live, work, invest and visit.

Figure 14. Area impacted by relevant and feasible projects

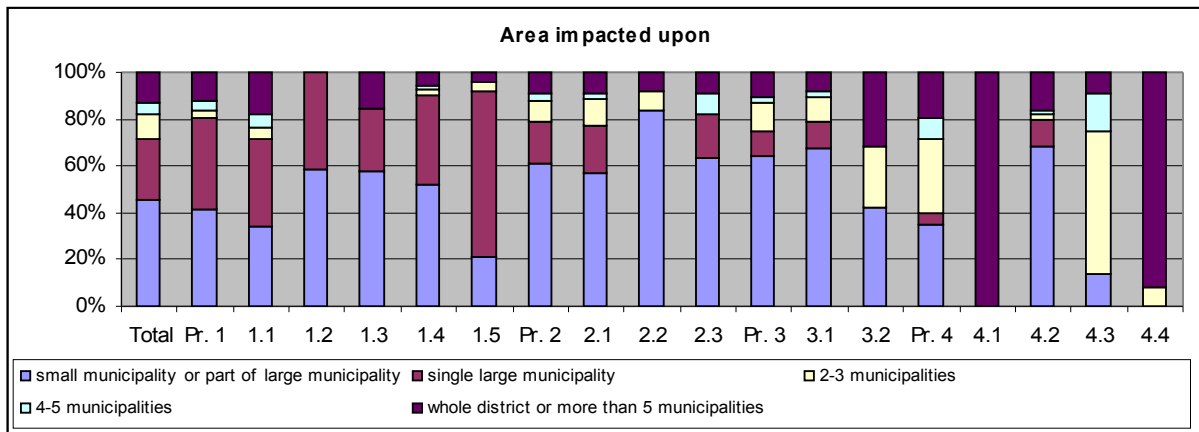


Figure 15. Size of target groups for relevant and feasible projects

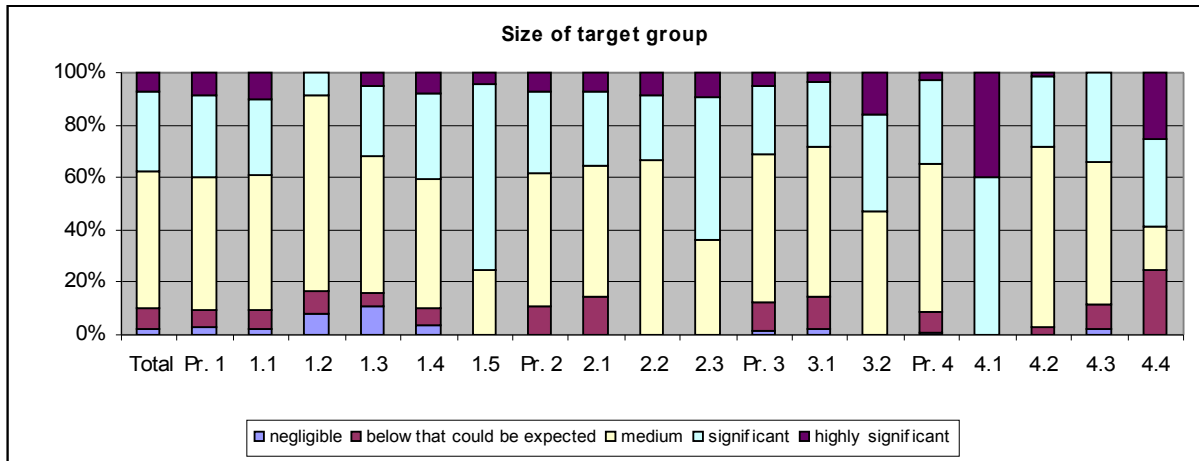


Figure 16. Catalytic effect of relevant and feasible projects

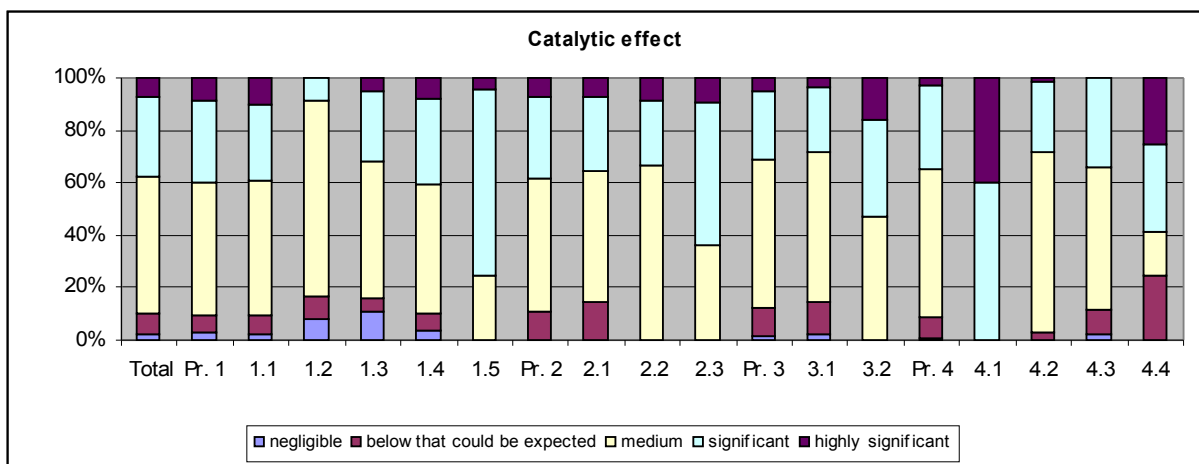
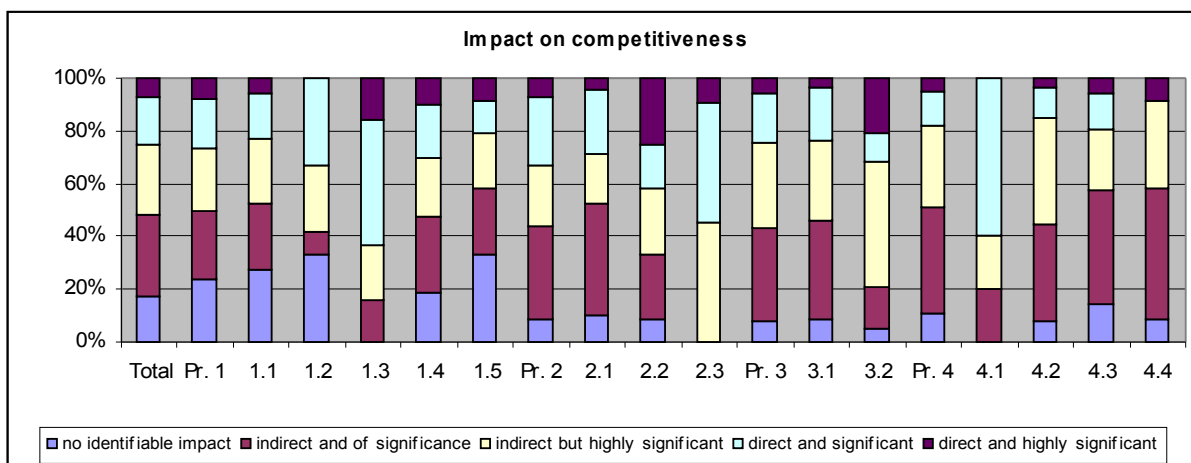


Figure 17. Impact of competitiveness of relevant and feasible projects

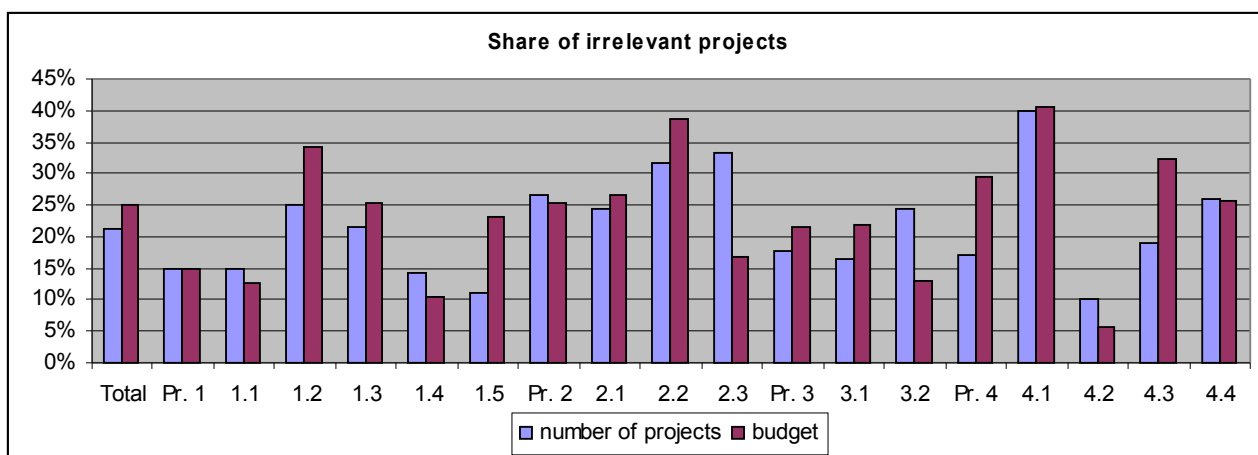


10. Before setting out certain practical proposals to address the various problems of absorption and ineffective absorption, it is useful to record some of the common problems that occur in project development.

Relevance

11. Project developers waste their own and everyone else's time when, despite good motivation and intention, they propose projects that are demonstrably irrelevant to a given operation. In extreme cases, they are irrelevant to structural funds and even to all conceivable forms of public assistance. Given that substantial assistance was given to promoters filling out the template, the number of "extreme cases" is very low and the overall level of irrelevance less serious than may have been feared. However it is particularly evident in operations 4.1, 2.2, 1.2, 2.3 (especially number of projects), 4.3, 4.4.

Figure 18. Share of irrelevant projects by priorities and operation



12. In fact these correspond all to operations where there is a high degree of complexity or where the operation is or needs to be very tightly targeted. In other words, these are operations that cannot be

successful on a solely “bottom-up” basis. The result of leaving “all doors open” – even where it is obvious only a particular type of project can be supported, or a small proportion of all possible projects (e.g. housing), is that promoters waste their time developing ideas that inevitably are wide of the mark. In this situation the onus is clearly and completely in the Managing Authority and relevant intermediate body to give exact, complete and transparent guidance on what is and is not fundable. In large part this depends on the MA having a clear idea on this itself.

13.A major issue for the programme is that there is a limited view among many beneficiaries and even certain officials as to why Structural Funds intervene. This is reflected in excessively wide-open operation descriptions (at least excessive if the OP description represents the maximum focus for an operation) and communication, in the general thrust of certain official advertisements and in the general expectations among certain beneficiaries. Critically there is a view that what is socially useful is automatically structural fundable. For municipalities this tends to translate as meaning that all their routine investments in “infrastructure” are for them structural fundable. This is clearly not the case: some more than others are relevant to economic and social cohesion, to regional or urban development and to competitiveness. Thus we find that the most typical problems of irrelevant projects (related to relevance) are:

- Project outputs and results may be socially useful but are not directly relevant to regional or national competitiveness (41% of the cases); this problem is more often indicated for the following operations: 1.1 Social infrastructure (67%), 1.4 Physical Environment & Risk Prevention (47%), 3.1 Tourism Attractions & Infrastructure (42%), 4.3 Small scale local Investments (48%)
- No quantifiable benefit to a target group deriving from this infrastructural project (36%), typical especially for 1.3 Economic Activities (50%), 2.2 ICT (67%), 3.1 Tourism Attractions & Infrastructure (61%), 3.2 Destinations' Product Development & Marketing (44%), 4.3 Small scale local Investments (48%)
- Significant activities (budgetary size or number) ineligible for this operation (31%), more typical for 1.2 Housing (80%), 1.4 Physical Environment & Risk Prevention (39%), 3.1 Tourism Attractions & Infrastructure (42%), 4.3 Small scale local Investments (44%).

14.Other common reasons are:

- Unclear benefits for target groups
- No clear relation between the activities and putative benefits
- The project promoter is not eligible for the operation (16%) , more typical .

15.Less common reasons are:

- The market could produce similar outputs and results just as easily
- The municipality is not eligible
- Clear benefits for no relevant target group

- Significant activities not eligible for SFs

16. Problems of relevance do not in general require technical experts to be resolved: they require clear communication and information from the Managing Authority based on its clear understanding of what it is looking for. This is sometimes not clear in the OP, nor need it be clear in all its detail there – since it is a “contract” between the European Commission and the Bulgarian Authorities. But crucially, an adequate level of detail and clarity must be presented somewhere. It is important not to overlook this while seeking to speak to the Commission in its own jargon.

Feasibility

17. Under feasibility we include a series of problems that relate to the conception and design of any project. Even within the limitations of projects presented to us it is relatively easy to identify the issues here. The solution is in most cases a combination of clearer communication and also a certain level of technical assistance afforded to promoters. This needs to focus primarily and initially on the common problems of conceptualization and design which they make. There are also certain patterns across operations, not totally dissimilar to those seen for relevance.

18. The most typical problems of non feasible projects are the following:

- Serious doubts in ability of promoter to provide co-finance and/or to cash-flow project (if required) – 35%, with higher values for operations: 1.2. Housing – 75%, 2.2 ICT – 57%, 4.3 Small scale local Investments – 51%.
(This may turn out to be a hypothetical problem if cash flow is indeed assured. Clearly if it is not, then smaller municipalities under 4.3 are vulnerable - See section 6 below)
- No clear relation between the activities and putative benefits – 21%, with higher values for operations: 1.3 Economic Activities – 33%, 2.2 ICT – 57%, 3.1 Tourism Attractions & Infrastructure – 31%, 3.2 Destinations' Product Development & Marketing – 33%
- Budget seriously non-commensurate with activities – 14% with higher values for operations: 1. 2 Housing – 25%, 1.3 Economic Activities – 22%, 3.1 Tourism Attractions & Infrastructure – 23%, 3.2 Destinations' Product Development & Marketing – 22%
- Project benefits could be realised through a much simpler and less costly obvious project – 12%, with higher values for operations: 1.3 Economic Activities – 22%, 1.4 Physical Environment & Risk Prevention – 29%, 4.4 Interregional Co-operation – 27%
- Project too complex to be a single project – 12%, with higher values for operations: 1.2 Housing – 25%, 1.4 Physical Environment & Risk Prevention – 22%, 1.5. Urban transport – 33%, 2.3 Energy

– 29%, 3.2 Destinations' Product Development & Marketing – 22%

19. Our assessment is that the main problems relating to project development derive from a combination of several factors:

- poor communication of the purpose of Structural Funds
- poor communication of the precise possibilities offered by certain operations
- an under-estimation of the obligation and responsibility on managing authorities and implementing bodies to explain precisely what the possibilities are
- a difficulty in understanding that Structural Funds must “buy” programme benefits both on the part of officials and on the part of beneficiaries
- a difficulty in framing an appropriate project concept from several ideas.

20. In many cases much better communication with appropriate illustration will contribute to improving the situation. But in addition a good deal of effort will be required to correct and develop a more appropriate project concept and outline design. The former is the clear duty of the Managing Authority: the latter may be assisted with Technical Assistance.

21. Within certain operations the problem is more fundamental. There has been a false expectation that projects derive exclusively from “bottom-up” and the job of the Managing Authority and Intermediate Bodies is to financially support them. But a majority of the operations in the OPRD require a more robust “top down” investment in the design and focus of the assistance to be delivered. In some operations this element is preponderant and much more important than any “bottom up” initiatives:

- Operations 1.1 (we must have clear criteria according to which schools and hospitals may be supported and these criteria must principally derive from the relevant public investment strategies in these areas)
- Operation 1.2 – Housing – which requires a very tightly focused framework for targeting what is a very limited level of funding relative to the overall public housing needs in Bulgaria. Ideally the ministry responsible for housing would be able to design a tightly targeted scheme that would form the backbone of this Structural Funds operation
- Operation 1.3 – Economic Activities – which again requires a tighter framework than that suggested by the OP
- Operation 1.4 Physical Environment – requires stricter focusing on joined up activities that can give some “area impact”
- Operation 2.1 – requires a simple set of “internal criteria” according to which the Roads

Agency proposes projects to Structural Funds. Crucially the main criteria must be focused on measurable economic and social benefits related to road user groups

- Operation 2.2 – requires in our view a relatively tight programme. Either this programme is focused on investments that the State Agency for ICT will make itself or it is an enabling programme for municipalities. But if it is the latter then it must situate the assistance in the wider ICT environment so that the municipalities can understand where their investments will fit into a general ICT framework. In the absence of this we will continue to obtain disconnected, atomistic projects of little benefit and meeting no identifiable demand.
- Operation 2.3 – also requires a clear framework that integrates legal, regulatory, economic issues. No such framework exists and the projects presented are largely in disconnect from any operational framework
- Operation 3.1 – lacks any coherent operational framework that can generate larger tourism attractions essential to meeting the priority targets
- Operation 3.2 – also lack any coherent or robust framework for effective regional or local tourism marketing. By contrast in the form of the regional tourism associations viable mechanism does exist that can help develop appropriate interventions in this area.
- Operation 3.3 – depends 100% on a “top down” approach from the State Agency for Tourism
- Operation 4.1 – essentially assists a process foreseen in the Regional Development Law, namely the emergence of a district-level development coordination role. But the quality of most projects presented suggests that both the promoters themselves are in almost total disconnect from the reality that motivates this operation. Here methodological advice will be required. The natural beneficiary here is not only the districts but also the relevant department of the MRDPW (Strategic planning directorate)
- Operation 4.2 Spatial planning and project development requires better justification and specification in terms of plans to be supported as well as a right balance between support to planning and project development.
- Operation 4.3 requires a clearer framework informed by a process of inter-municipality. This will need to be developed and communicated clearly.
- Operation 4.4 will require a clearer framework for inter-regional co-operation. However we recognize that a large part of the problem relates to on-going confusion on how this will work at EU level.

22. It is evident that these problems can be addressed effectively. They require careful design of detailed interventions that should be reflected in either the Programme Complement or in particular

accompanying documentation. This must be clearly communicated to those who are expected to respond to it by developing and proposing relevant projects. All of this is about how the Managing Authority organizes its work internally and vis-à-vis its public: at the moment the MA seems able only to have the European Commission in its sights.

23. In parallel there is a real task to assist promoters and in certain cases to undertake relevant technical work. This has been anticipated by the MRDPW in the sense that it has programmed in the Phare 2004 exercise A Two-Phased intervention in support of project promoters. The current PM project "Support for preparing good quality strategic documents, promotion of partnership and cooperation and assistance for project development capacity" implements Phase 1. Phase 2 is currently foreseen as responding to the need to develop technical designs and various supporting studies. But it is a fact that the Managing Authority has not defined – a mere few months before the start of the Phase 2 project – which studies will be required for which size and type of projects. Moreover it is not clear what purpose these studies should serve in the context of project appraisal.

24. Below we set out in brief and for each operation the extent to which both absorption and effective absorption is likely. We then indicate whether or not the solutions lies in a) changes to the operation b) pro-active communication to promoters or c) both.

Overall assessment of operations in light of mapping and its analysis:

Assessment of Absorption and what it means for individual operations

Scoring System (referring to current assessment):

5 - likelihood of oversubscription even in early years: Enough good projects, consistent with strategic objectives. MA can afford to take the best

4 - likelihood of adequate demand even in early years: Many good projects though their contribution to strategic objectives may be somewhat sub-optimal. MA can afford to select the best as well as the good

3 - likelihood of inadequate demand especially in early years: Projects may be enough in quantity but seriously lack quality. MA will need to work hard to gain enough good projects.

2 - likelihood of poor demand throughout programme period unless there is substantial change in project development capacity and activity and/or change in operation design. MA must be very proactive in design of operation, guidance and support to promoters.

1 - likelihood of very poor demand throughout programme period unless there is substantial change in project development capacity and activity and/or change in operation design. MA will need to change the operation substantially and be very proactive in design of operation, guidance and support to promoters.

The score in column (2) indicates what appears to us a realistic target on condition that:

- The recommendations indicated in this report and in operations reports are implemented rapidly and fully.

Table 5-6. . Assessment of current and potential absorption and respective corrective measures per operation

1	2	3	4	5	6
Operation	Current Assessment	Realistic Target (subject to implementation of recommended actions (4, 5, 6))	4. Changes to Operation Indicated	5. Pro-active communication to promoter required	6. Other Actions Required by MRDPW or PM
1.1	4.0	4.5	Tighten eligibility and especially quality criteria to encourage demand-driven projects with greater benefits for identified target groups	Strong orientation should be given to beneficiaries to (a) base projects on comprehensive demand analysis (b) ensure support for project from Ministry of Health or Education as required (c) ensure sustainable conditions (staffing, operating costs etc) (d) take account of social inclusion issues	Ministry of Health and Ministry of Education must be involved in project selection to ensure projects selected meet strategic requirements and conditions for sustainability (depending in part on these ministries) are in place. MRDPW must engage continuously with these ministries politically and at administrative level. PM projects, selected for assistance, will not be progressed until relevant ministries indicate their position on individual projects. Till then they will be classified as "pending"
1.2	1.5	4.5	Need to design a <u>very tightly focused</u> programme for public financial support to housing, including appropriate delivery conditions and reflect this in the operation. Since allocation is so small then logically it should be absorbed. All depends on design of a housing renovation programme.	Communication on this operation should be to the beneficiaries who should act as implementing bodies for the operation in each area (eg district or municipality, or alternatively there might be a specialized IB). There should be no "retail" type communication to house-holders or tenants since these should not apply to the OP directly, but rather to a clearly defined programme.	Main reason for poor demand is that an operation such as this cannot be bottom-up "demand-driven" since regulatory/legal/other conditions will determine demand Major decision on how to deliver the operation is required urgently by MRDPW and competent body (eg Ministry for Housing or equivalent). As part of "focusing" operation we recommend (a) limitation to publicly –owned, not to be privatized residential property and (b) synergy to areas to be regenerated by 1.4. PM will not intervene on projects in this operation until above is clarified. The main task in "project development" is to design the support programme/scheme, since it appears BG currently gives no such support.
1.3	1.5	4	Operation is improved in v.11 as compared to v.10. A further improvement would be to	Promoters need to be told clearly what this operation will support and what it will not	Insist/reward in quality criteria on (a) demand for investment (nobody wants an empty site) and (b) linkages to broader urban regeneration. Provide some

1	2	3	4	5	6
			encourage, especially in quality criteria, projects that make a clear contribution to a wider regeneration process (linked to 1.4). Include site-marketing/investor attraction as an eligible activity	support. Also need to understand the role of business parks etc in supporting urban development and acting as a “focus” for regeneration and sustainable neighbourhoods.	good examples of projects of this nature contributing to urban regeneration. Do not wait too long on Phare study: it is focused on nationwide needs. It was never envisaged that this operation should be the sole instrument to support business zones in BG, but rather that insofar as they are relevant to urban regeneration, they should be included in this Priority. A more narrow needs analysis undertaken in major urban areas may be more useful.
1.4	3.9	4.6	Tighten focus on “urban regeneration” in a manner that does not jeopardize absorption but gradually increases effectiveness and impact. Specifically, divide the operation into three components, each with specific modalities.	For investment in urban regeneration communicate the desirability of (a) projects integrating several regeneration type activities (b) projects focus on a given area (c) projects with resident support (d) projects taking account of social inclusion	Take an early decision on recommendations made ie to split operation into 3 distinct parts, allocate resources and operate calls accordingly. Main share to “urban regeneration activities and investments”. Explicitly support capacity-building including area-based regeneration plans as specified. Encourage synergies with investments under other operations of same priority. Consult with DG Regio’s Urban Unit. PM – to present some good examples/models in project development workshops
1.5	4.4	5	Tighten focus in a manner that does not jeopardize absorption but gradually increases strategic and environmental impact. Specifically, differentiate between Sofia municipality and other ensure that Sofia offers only large, integrated and strategic projects. For all projects encourage linkages with wider regeneration and urban development operations. Impose minimum sizes of projects both for Sofia and other municipalities.	Communicate desirability for larger integrated projects where possible, based on a strategic concept. Communicate need to demonstrate demand. Encourage “beyond [environmental] compliance” solutions and energy efficiency.	Open direct discussions with Sofia municipality as soon as possible regarding MA requirements to accept its proposed investments. This will accelerate absorption.
2.1	4.0*	4.8	Make and work on basis of indicative allocations for 2 nd , 3 rd , 4 th class roads.	Communicate to municipalities the requirements of (a) minimum size of projects and (b) fact that most of the operation is NOT for them	MRDPW/MA should propose draft eligibility and quality criteria to NRA and ask them to test them against their proposed investments. This will force the NRA to declare its own criteria for choosing 2 nd and 3 rd class roads. If no response, impose criteria (along lines suggested). Open operation as soon as possible

1	2	3	4	5	6
					to 2 nd and 3 rd class roads.
2.2	2	4.5	Before any further drafting is done to OP or PC, we recommend a meeting – before end April - between MRDPW and State Agency to design a scenario for how this operation will be rolled out and for whom. Then a series of promotional meetings may be appropriate – if the intention is that municipalities and other bottom up actors should be main players. If not, then effectively the State Agency will be main beneficiary.	Communicate (a) operation is now applicable to all municipalities (b) model activities that can be supported (illustrations)	Complete design of the operation along with State Agency for ICT. Draw on Irish experience as required, which is relatively close to what is proposed here. PM – to enlist TA to support completion of operation design and communication on types of projects
2.3	1.8	3.5	The reasons for apparent non-absorption remain unknown. Hence we recommend immediate feedback be sought from municipalities and their representatives and discussions be opened with and Ministry of Economy. We recommend that this operation should not proceed with current financial allocation unless there is greater confirmation of real demand.	The Commission has expressed some skepticism on the gas distribution element of this operation. Certainly the projects suggested “bottom up”, show the need for a clearly designed, demand-driven programme to focus assistance in this area.	This operation needs some serious demand analysis and investigation on the conditions under which any assistance should be given. It is the job of the Ministry of Economy to undertake this. Indeed there is a priori a strong argument for their acting as IB to this operation. Either way they need to engage as the responsible ministry. The MA’s role is fundamentally to ensure that SF is spent appropriately for this operation. Possible re-allocation of financial resources out of this operation cannot be excluded.
3.1	3.5**	4.3	Make clear and explicit as soon as possible what this operation is actually seeking. Signal that preference will be given to larger attractions, where available Implement all recommended changes completely in order to encourage better projects – specifically purer and, where possible, larger tourism attractions are required.	Communicate clearly and urgently the types of project this operation will favour.	Define accompanying documents required for projects under this operation PM – provide some good examples of ERDF funded tourism attractions in culture or nature (cfr Ireland)
3.2	3.4	4.5	Ensure the operation can reach its strategic objectives more fully. This will involve active encouragement of	Engage all regional tourism associations as soon as possible. Their involvement will	Engage RTAs through workshop in April-May 07 PM – to suggest some “regional marketing” ERDF –

1	2	3	4	5	6
			larger, regional marketing projects reflected in quality criteria	assist quality of projects. Focus less on municipalities and suggest they co-operate actively with RTAs.	supported projects. MRDPW/MA to engage RTAs.
3.3	2***	5	No projects received	No projects received	MRDPW /MA to meet with STA immediately politically and at administrative level. STA should be told by MoF that most of its future funding MUST be reimbursed from Structural Funds. This should induce the required activity. PM: Vasil Marinov to support.
4.1	3	4.5	Define operation as recommended.	Engage all districts as a single group to explain this operation once it is adequately prepared	MRDPW/MA should present this – along with relevant department in MRDPW – to districts and DDCs as a real opportunity. Hence need for political and administrative engagement with districts and DDCs. Implement all recommendations with support of PM
4.2	3	4	Define operation as recommended.	Engage relevant State Organisations with responsibility for each of the types of document. Note: the MA has a responsibility to ensure that EU monies used for these activities are not wasted, therefore that the quality and purpose of these documents is adequate.	Implement all recommendations with support of PM
4.3	3	4.5	Re-define operation substantially as indicated: current truncated operation (after v.11 amputation is untenable)	Undertake workshops as recommended according to timing as recommended	Implement all recommendations with support of PM
4.4	1.5	4.5	MRDPW to define operation after intensive discussion with DG Regio	Hold workshops to inform beneficiaries at required moment (not yet)	The Support Facility foreseen under 4.1 may be a useful “conduit” for information on this kind of co-operation

* Subject to NRA providing assurance as the economic and social criteria used for selecting road investments – something they have still failed to do

** as a result of changes introduced since version 11, then a score of 3 would be more appropriate.

*** this score could improve immediately and dramatically if STA can organize its promotion activities into an initial 24-month project, back-dated to 1/1/07

6. Projects at Risk due to Financing Problems

It is understood that the Bulgarian Government has given commitments as follows:

- a) all co-finance required at project level will be provided out of the State Budget**
- b) beneficiaries will in general be reimbursed in arrears, on foot of invoices.**

We understand by (b) that even if “reimbursement” is not received from Brussels, the State Budget will still ensure rapid reimbursement to beneficiaries for expenditure made and certified.

As part of our work we tested what would happen if either or both of the above did not hold true.

1. Relevant and feasible projects with scores of readiness 3,50+ - projects which are decisive for the absorption especially for the first years of the programme implementation - were analyzed from the viewpoint of financial risks related to co-financing and cash-flow. It should be noted that the ability to ensure co financing and cash flow was not assessed as part of the feasibility (as normally would be done in a real “appraisal” situation) **in view of the assurance that co financing will be ensured through the state budget and significant advance payments will be provided.**

2. A specific assessment on these issues was required only for municipalities, therefore the analysis does not cover the entire set of project templates. Nevertheless as municipalities are the main type of beneficiary for the OPRD, the coverage is quite extensive – 637 projects (96% of the set of 3,50+ projects) with a total budget of € 602 Mio (96% of the set).

3. If co-financing is not provided by the state budget (as agreed) it is clear the OPRD will face serious absorption risk. This will cause serious problems for at least 24% of the projects with a total budget of € 99 Mio (16% of the total for 3,50+ projects)

- 17% of the projects with a budget of € 183 Mio (30% of the total) will most probably not be able to ensure co-financing
- 59% of the projects with a budget of € 321 Mio (54% of the total) are likely to be unable to provide or ensure adequate co-financing and at least part of these projects will not be submitted.

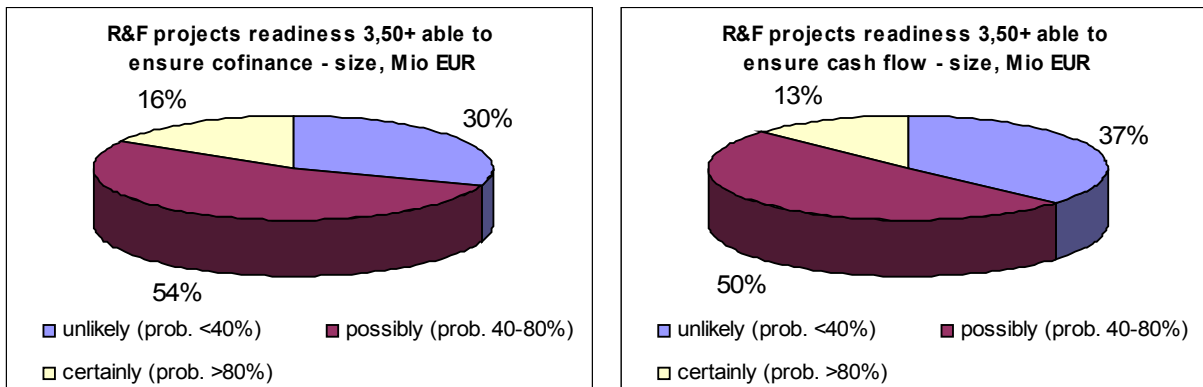
4. If no significant advance payment will be provided to project beneficiaries (i.e. if they have to wait until end of project for reimbursement despite a small initial advance at start of project of no more than 10-20%), **the situation will be potentially catastrophic.** Only 13% of the relevant, feasible and potentially ready projects accounting for only 13% of the budget (€ 79 Mio) will most probably be not threatened:

- 24% of the projects with a budget of € 221 Mio (37% of the total) will most probably not be able to ensure the cash flow

- 57% of the projects with a budget of € 304 Mio (50% of the total) will likely to be unable to ensure cash-flow and at least part of them will not be submitted or will not be implemented successfully.

5. It should be noted that the 2 sets of projects (with risks caused by co financing and by cash flow are to a great degree overlapping.

Figure 19. Ability to ensure co-financing and cash-flow



6. **There is no single operation that will be not threatened if co financing is not provided nationally.** In most cases the share of projects (in terms of budget) for which co financing will certainly be ensured by the promoter is less than 10%, the only exception being social infrastructure (21%).

7. Operations most threatened if co financing is not ensured by state budget could be divided in 2 groups:

With very high risk (60-70% of projects in terms of budget will most probably not able to ensure co-financing):

- 1.3 Economic activities (3 projects or 30% of projects with a budget of € 6,5 Mio or 58%) and
- 1.5 Urban transport (5 projects or 36% of projects with a budget of € 70 Mio or 67% of the budget for the operation)*

With significant risk (20-40% of projects in terms of budget will most probably be not able to ensure co-financing):

- 1.4. Physical Environment & Risk Prevention (25%, 31 Mio)
- 2.1 Regional & Local Roads (36%, 29 Mio)
- 2.2 ICT (33%, 1,3 Mio)
- 3.1 Tourism Attractions & Infrastructure (39%, 19 Mio)
- 3.2 Destinations' Product Development & Marketing (22%, 0,3 Mio)
- 4.2 Planning & Project Development (21%, 1,9 Mio)
- 4.3 Small scale Local Investments (20%, 9,5 Mio)

8. The situation is similar regarding **cash flow**. Only in 1.1 Social infrastructure for 24% of the projects (in terms of budget) is it most probable that the promoter will be able to ensure cash flow without

significant advance payment. For several operations this share is between 10 and 15% (1.4, 1.5, 2.2, 3.2, 4.2), but in most cases it is below 10%. Most threatened operations are similar although figures are slightly different:

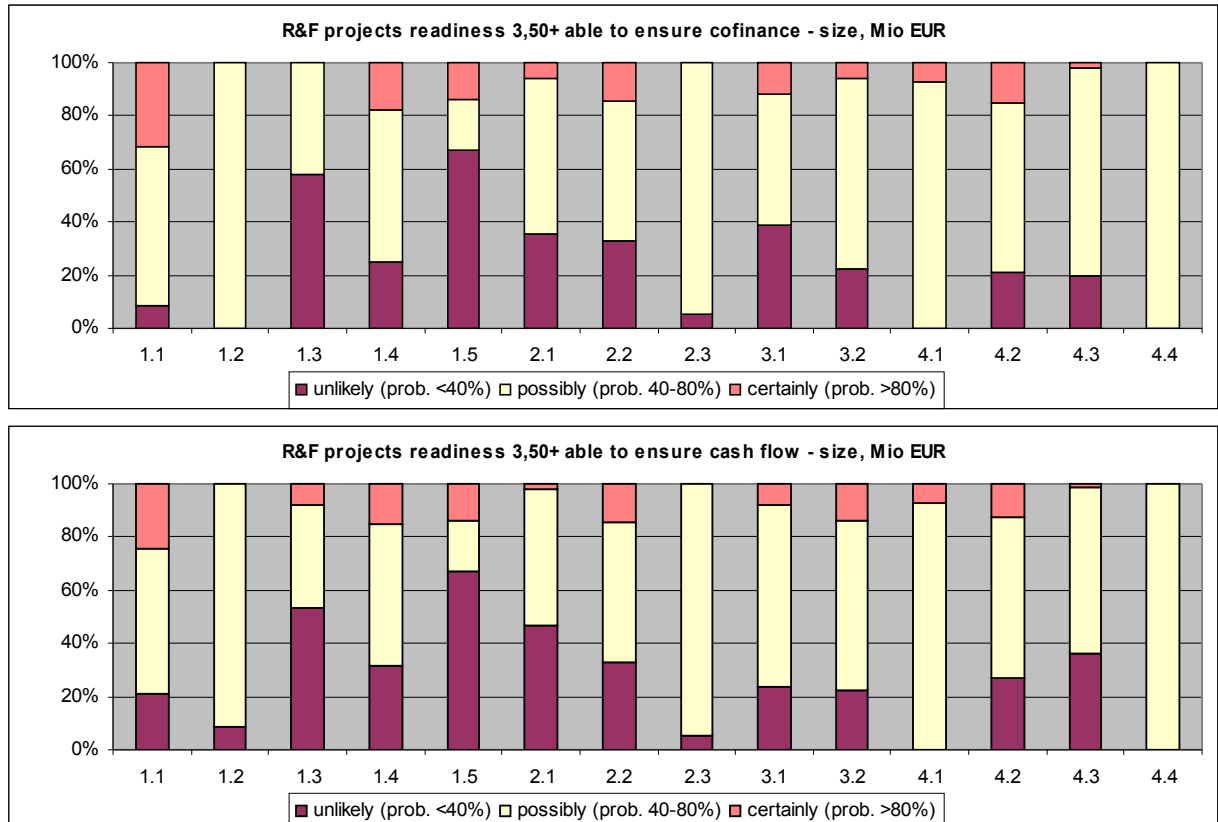
With very high risk (50-70% of projects in terms of budget will most probably not be able to ensure cash flow):

- 1.3 Economic activities (53%) and
- 1.5 Urban transport (67%)

With significant risk (20-45% of projects in terms of budget will most probably be not able to ensure cash flow):

- 1.1 Social infrastructure (24%, 32,5 Mio)
- 1.4. Physical Environment & Risk Prevention (32%, 40 Mio)
- 2.1 Regional & Local Roads (46%, 38 Mio)
- 2.2 ICT (33%, 1,3 Mio)
- 3.1 Tourism Attractions & Infrastructure (24%, 12 Mio)
- 3.2 Destinations' Product Development & Marketing (22%, 0,3 Mio)
- 4.2 Planning & Project Development (27%, 2,4 Mio)
- 4.3 Small scale Local Investments (36%, 17,5 Mio)

Figure 20. Ability to ensure co-financing and cash-flow by operations



9.All groups of municipalities (by size) will be threatened if co financing is not ensured from the national budget. Although the patterns are different depending on the indicator analyzed (number

of projects or budget) most at risk are the projects of 2 groups of municipalities:

- The smallest municipalities with less than 10,000 inh.: it is unlikely to ensure the co-financing for 29% of their projects accounting for 58% of the budget for this group (€ 27 Mio)
- The biggest municipalities with more than 100,000 inh.: although the share of projects for which ensuring of co-financing is unlikely is only 8%, they account for 36% of the budget of projects from these municipalities (€ 67 Mio)

10.Cash flow could be more serious risk than co-financing for projects of all types of municipalities - the share of budgets of seriously threatened projects vary between 31% and 45%. The groups with highest risk is broader and includes not only the smallest and biggest municipalities but also the projects of more than one municipality:

- For smallest municipalities with less than 10,000 inh. it is unlikely to cash-flow 35% of the projects accounting for 45% of the budget (€21 Mio)
- For biggest municipalities with more than 100,000 inh. it is unlikely to cash-flow only 9% of the projects but they account for 40% of the budget (€74 Mio)
- For projects of more than one municipality it is unlikely to cash-flow 34% of projects accounting for 38% of the budget (€22 Mio)

11.Co-financing is a risk for all groups of projects by size but especially for biggest projects above €1,000,000: it will be unlikely to ensure co-financing for 23% of the projects accounting for 23% of the budget (€ 63 Mio). The situation is even worse for the largest projects above € 5,000,000: while only 3 projects are threatened they are worth of € 94 Mio (53% of the projects budget of this group and 15% of all projects for OPRD)

12.Cash flow is a significant risk for more groups of projects by size of budget and generally for projects above €300,000. It is unlikely the promoters to ensure cash flow for:

- 31% of projects between €300,000 and 500,000 accounting for 32% of their budget (€11 Mio)
- 24% of projects between €500,000 and 1 Mio accounting for 26% of their budget (€20 Mio)
- 34% of projects between 1 and 5 Mio accounting for 34% of their budget (€93 Mio)
- 23% of projects above 5 Mio accounting for 51% of their budget (€89 Mio).

Conclusion

13.The analysis is visibly based on a judgment by the assessor as to whether or not the municipality could assure cash-flow or co-finance. But the assessor did act with a relatively good understanding of the municipalities in question. Visibly the banking sector is adapting to the reality of Structural Funds – and may succeed in assuring products that help overcome any difficulties. However even this was taken into account. The reality is there are practical and legal constraints on what kind of loans municipalities can make.

14.The conclusion is clear: the Bulgarian authorities must follow through with the commitments we understand have been made, and make them operational. If they do not, then

the consequences will be as negative on absorption as they are currently foreseeable.

PART 2 ANALYSIS AND PROPOSALS PER OPERATION

7.Operation 1.1 Social Infrastructure

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence indicates the operation can absorb its allocation but it risks being overwhelmed with poor projects, possibly even in early years, unless it is more clearly focused and more clear “signals” are given to project promoters. Unless Ministries of Health and Education provide clear criteria for determining which schools and health-care facilities should be funded, it will not be possible to proceed with these activities and real absorption problems will result.

Key Recommendation: Resolve issues with line ministries as a matter of extreme urgency. Tighten focus in a manner that does not jeopardize absorption but gradually increases effectiveness and impact.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	317 – the single most subscribed operation in the OP
2. Estimated absorption capacity of (1)	281.2 Mio EUR
3. Estimated % of total financial allocation that could be absorbed by mid-2010	28%
4. Regional Variations (R&F projects)	SC – 90 (28%), NW – 29 (9%)
5. Project Size	Nearly 50% of projects are above 300,000 EUR and 20% are in the range 1-5 Mio EUR. Fewer than 20% are below 100,000 EUR ¹⁰ . Average Size of Project is 887 thousand EUR ¹¹
6. Impact	In general projects are defined as having only local impacts, only 18% of projects impact on an entire district, and 34% on a single small municipality or part of a large municipality. Nearly 50% of projects are assessed as having only “medium” impact in terms of size of target group and of catalytic effect. With regard

¹⁰ Deflator not applied. Experience tells that such figures – based on preliminary project templates – are often unreliable up to even 50%. As a general rule we apply at “deflator” of 30% to such figures

¹¹ As footnote above

	to competitiveness ¹² , 17% are assessed as “a direct and significant” impact and a mere 6% as having a “direct and highly significant impact”
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This operation is the single most over subscribed operation in the entire programme, and all evidence indicates there should be more than ample projects to absorb the allocated money, including in the early period of the programme.

The nature of projects submitted suggests they will meet basic local requirements and facilitate service provision: however many will not usually make any broader contribution to overall area or city regeneration and are not necessarily part of any such logic. Most projects are offered by a single municipality though their impact may be wider than this. Almost no projects refer to any particular type of target group consistent with the priority rationale (e.g Roma or other excluded groups) and overall there is no obvious social inclusion aspect reflected in most projects.

Main activities **most frequently reflected** in projects are :

- Educational institutions (all regions)
- Health and health care infrastructures (all regions).
- Cultural institutions
- Social institutions.

Some regions also suggest considerable demand for energy consumption audits and energy efficiency measures.

Main activities **least frequently reflected** in projects are :

- Elaboration of various urban, integrated or municipal plans relevant to social infrastructures
- Provision of on-line services, introduction of new education technologies, including application for integration of minorities
- Awareness campaigns, community analyses etc

The following activities, missing or not explicit in current version of OP, appear in several projects and are worthy of consideration:

- None

3. Specific Problems to be Addressed:

This operation accounts for more than one third of the priority allocation and is the largest single over-subscribed operation in the entire programme. It needs therefore to encourage a more direct contribution to priority objective of “sustainable and integrated urban development”. In both version 10 of the OP (to which promoters “replied”) and the current version 11 of the OP, there is no explicit or

¹² Defined rather loosely as

even implicit commitment to favoring projects that:

- Are in synergy (in terms of impact on a specified area) with other interventions proposed under other Priority 1 operations (especially 1.4)
- Directly promote social inclusion and regeneration in urban areas (there is nothing at all that encourages promoters to take particular account of “unequal” access for specific target groups to services, or to consider their proposed infrastructure to be part of a wider regeneration effort in a small neighbourhood, city centre or urban-sub-urban area)
- Version 10 included reference to urban plans (deleted from version 11, though this is contained in 1.4).
- Currently almost no projects are considered within the framework of “good urban governance and local empowerment” (priority rationale) and there is little demand for any kind of “strategic development plan”.

In short, project demand reflects a demand for basic infrastructure and in almost all cases, little more. The target group and location of such projects indicates a commitment to the “general population”, rather than to any particular area or target group.

Further with regard to much of this infrastructure, namely education and health, there is a problem. The property may well, in many cases, belong to the municipality but practically the municipalities depend on the State for sustainability in terms of staffing and operating costs. We would be concerned that **unless all proposed investments are clearly supported by line ministries, in function of clear strategies, then some of the investments could turn out to be non-viable**. For this reason this issue must be fully resolved as a matter of urgency.

We understand that there is some pressure from line ministries to allow grant schemes. We presume that under this scenario the ministries would be “beneficiaries” of grant schemes, would report to the MA regarding the implementation of the Grant Scheme itself, while selecting projects themselves. We see real problems in this regard:

- Doubtless the attraction for the line ministries is to have their own autonomy, but the reality is that especially the Health Ministry has failed to date to supply any clear criteria for funding healthcare projects, in a situation of general over-supply of health-care facilities. By allowing Grant Schemes especially at this stage, there is a real danger that definition of appropriate criteria for using SF for health and education projects, will be delayed further and that the Schemes will be designed with loose criteria. The dangers for the MA are clear: the MA, not the beneficiary will be held accountably to the Commission of this expenditure yet risks having little real control over either the criteria used or the projects selected. We would advise the MA to continue and step up its efforts to gain from the line ministries clear criteria: it is possible that if these existed and were acceptable to the MA, then line ministries could operate a scheme. However since such a scheme would be national, it would, in our view be easier that

the line ministries be IBs for these investments.

Note: the position of the Ministry of Health is to be obtained regarding any facilities that are not accredited in terms of the Health Insurance Fund (cassa).

Taken together, the above issues suggest the need and opportunity to tighten focus in a manner that does not jeopardize absorption but gradually increases effectiveness and impact. It is also essential to resolve indicated issues that threaten financial absorption directly.

Finally there is a need to specify an indicative proportion of funds to be allocated to education, health, culture, social, other. This need not be made public but should be a “working hypothesis” for the design of initial calls. We would suggest a proportion of (education 30%), (health 25%), (culture 10%), (social 25%), (other 10%).

In advance of launching any part of this operation a decision must be made on the list of a) accompanying documents required by beneficiaries and b) studies required to be provided by promoters (eg Feasibility studies). In the absence of this it is not possible to finalise projects rapidly.

4. Recommendations:

In the OP

Even if the activity of “integrated urban plan” is not explicit to this operation (but rather in 1.4), indicate clearly that such plans (“area concepts”) may underpin investments from several sources in this or other programmes, and as a minimum, any “linked” projects falling under Priority 1 (all operations). A note to this effect needs to be inserted in OP and PC for 1.1 with reference to 1.4.

Indicate in the OP that priority will be given to “essential” infrastructure, ie education (including necessary sports facilities for education purposes) health, and social care. Culture should only be funded where:

- the investment makes a direct and measurable contribution to the regeneration and sustainability of a specified area, and/or responds to defined requirements of social inclusion, or city tourism

Indicate that projects must clearly demonstrate demand over a 10 year period, including how they will address unequal access from specific groups.

In PC and/or in Calls

All recommendations indicated for OP to be included in PC. Additionally:

Eligibility Criteria:

Add: The Project:

- Is based on a clearly described and quantified need and demand (i.e a clear demand analysis) broken down by relevant target groups, specifying, where appropriate, excluded groups
- Can show how it will impact favourably on the surrounding area or wider urban environment (summary area concept attached to the project)

Selection/scoring criteria and procedures:

Education Projects: must be approved by the Ministry of Education (for the state-owned school facilities, and any other schools where they provide any form of necessary support), be consistent with its strategy, demonstrate on-going or increased demand for the next 10 years (specified according to different usages), must take account of all relevant social inclusion issues (especially access to and use by excluded groups eg “after-school clubs” etc), must offer value for money
Must show sustainability in terms of commitments to curriculum, staffing, equipment for up to 5 years (to be approved by the Ministry of Education).

Health care projects: must be approved by the Ministry of Health (for state-owned medical and health establishments, and any other health care facilities where they provide any form of necessary support), be consistent with its strategy, demonstrate on-going or increased demand for the next 10 years, must take account of all relevant social inclusion issues (especially access to and use by excluded groups), must offer value for money

Culture: must indicate clear “local support”, or benefits to local populations (including access, use and involvement) or benefits to city tourism. Projects for state-owned cultural facilities to be approved by the Ministry of Culture.

Social care projects: must be approved by the Ministry of Labour and Social Policy (for state-owned social care institutions), be consistent with its strategy, demonstrate on-going or increased demand for the next 10 years, must take account of all relevant social inclusion issues (especially access to and use by excluded groups), must offer value for money

Energy Efficiency: only exceptionally should be submitted as stand-alone projects

Energy Audits: will be supported, probably through a simple grant scheme mechanism, as preliminary activities before energy efficiency investment interventions.

All projects (Quality criteria):

- Can demonstrate an effective integrated approach to community services (eg integration within same infrastructure of social care/health care functions or other similar synergies) and are consistent with the sectoral strategy)
- Can demonstrate a synergetic impact (related to regeneration or increased attractiveness) together with other specified proposed investments (relevant to other operations under Priority 1), on a specified area (part of city, neighbourhood) – “area concept”
- Encourages involvement by local populations or their representatives (in proposed management or other relevant structures eg consultation, planning, use)
- Can demonstrate they address the needs of suburban populations by connecting them to urban provisions

Note: in order to influence the actual design of relevant projects, the above provisions should be included in the PC (and not, at the last minute, only in “calls”).

5. Other Issues

Version 11 seems to clarify the problem of whether or not “new build” is included as eligible: however there remains a question on this with regard to health buildings. According to this, no new building will be supported, unless it is considered as a complementary construction to the main existing building (i.e. new wing of hospital or school, built adjacent to the main building or new corpus within the area of the school, hospital etc.)

Many projects in this operation are relatively large. This offers the possibility to enhance absorption by stimulating their submission especially in earlier years. We recommend:

- in all any calls at least until end 2009, set a minimum of 150,000 EUR per project, 400,000 in Sofia (except for any stand-alone energy audit projects that may be sought)
- in the selection criteria, weight more all criteria referring to: area impact, size of target groups, and synergy with other proposed investments.

6. Indicators

No recommendations

7. Classification of Expenditure

As set out in PC should be adequate to cover all that is suggested. However it is to be noted that social infrastructure can be an important catalyst for urban regeneration (giving employment, revenue

to an area etc). The absence of code 63 is permissible but the broader area impact should still be emphasized.

8. Modalities

- Require EIA only as required by BG/EU law
- For Projects below 400,000 EUR, do not require a feasibility study but only a more simple feasibility statement [to be designed]

It should be envisaged that 2% of the total project budget will be allocated for publicity/ marketing materials.

9. Questions

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10. Main Actions for Further Preparation

- (a) MRDPW needs to meet with Ministry of Health to discuss the types of project proposals given with a view to deciding specific conditions/ grants for funding health projects, any particular priority within the sector (eg primary care, general, specialist hospitals etc)
- (b) MRDPW needs to meet with Ministry of Education to discuss the types of project proposals given with a view to deciding specific conditions/grants for funding education projects, any particular priority within the sector (eg types of school, locations of schools etc)
- (c) MRDPW needs to meet with Ministry of Culture to discuss the types of project proposals given with a view to deciding specific conditions/grants for funding cultural projects, any particular priority within the sector (eg types of cultural facilities, locations, ownership etc)
- (d) MRDPW needs to meet with Ministry of Labour and Social Policy to discuss the types of project proposals given with a view to deciding specific conditions/ grants for funding social care projects, any particular priority within the sector (eg types of social care institutions, locations, ownership etc)
- (e) Until there is stability re: (a) and (b) PM should not work actively on any of the above projects other than to feed-back results of analysis to all relevant promoters by early May. MRDPW and relevant sectoral ministries to be involved in this exercise. More ready projects to be included in Pipe-line for 2nd phase assistance.
- (f) Format of a summary “area concept” relevant to any projects claiming an area impact to be outlined. Also further methodology to be elaborated for any urban or neighbourhood plans to be supported under 1.4

8.Operation 1.2 Housing

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence indicates the operation cannot absorb its allocation through “bottom-up” projects alone and certainly not in the current vacuum of information concerning the real purpose and targets of this operation. Moreover unless the operation is closely co-ordinated with 1.4 then its impact is likely to be relatively limited.

Key Recommendation: Tighten focus in a manner that improves absorption by making more clear which types of housing project will be considered for funding (taking account of obligatory Commission provisions set out in Implementing Regulation). Specifically, make clear that – where possible – the operation will favour investments in blocks of housing (minimum size) in areas that are under-going a regeneration process (preferably under 1.4). Make clear in selection and/or scoring criteria the importance of specific income groups. Design the “calls” as a very tight programme, to be implemented by a competent body, preferably ministry with responsibility for social housing.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	12 with a total value of 11 Mio EUR. A further 8 projects were received but were irrelevant and/or non-feasible
2. No. of Projects we assess as “could be ready before April 2008”	7 projects worth 5 Mio EUR
3. Estimated % of total financial allocation that could be absorbed by mid-2010 (ie complete by end 2009)	6%
4. Regional Variations(R&F projects)	Range in number of relevant and feasible projects: North East = 7, NC, SE, SW = 0
5. Project Size (R+F)	5 out of 12 relevant and feasible projects are between 500,000 – 1MioEUR, while 7 are between 1 and 5 Mio EUR.
6. Impact	Of the 12 relevant and feasible projects, 4 have no partner, 3 one partner and 5 more than 3 partners. All are led by municipalities. Area impact is assessed as limited to a single

	municipality in all cases, though in many cases the municipality may be large. Size of impacted target group is “medium” in 75% of cases, though catalytic impact is considered “medium” or better in 84% of cases. In 33% of cases there is considered to be no impact on competitiveness.
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The operation is small one in the entire programme with only 40 Mio EUR. The number of projects received would not be adequate to absorb even this level of funding.

The operation description makes clear that expenditure is to be in function of the National Housing Strategy. This suggests a national concept. It is hoped that it is sufficiently detailed and transparent to indicate likely targets for this operation, since the “bottom up” approach is, on the evidence we have received, unlikely to lead to either adequate absorption or adequate impact.

Municipalities appear less than clear about how this operation is really intended for. The meager levels of money suggest it cannot be seen as even a partial panacea for the country’s public housing stock. In this light, and taking account of the difficulty in structuring a coherent demand from “bottom up” we would suggest that it be used – in the context of this OP – to carry out appropriate renovations on a small number of estates that are, in any case, the subject of a wider regeneration process (for example under 1.4). In this manner a synergetic implementation of these operations could pilot new approaches to integrated urban planning on a neighbourhood basis, and take significant account (as the rationale of the operation suggests) of social inclusion issues and of resident participation (“within the framework of the Government social policy, the proposed operation aims to develop social capital by actively involving the people in the improvement of their own lives ...”).

As things stand there is no linkage to 1.4 and as such, no linkage to any capacity-building or partnership –building support (since 1.2 foresees no such support itself). All activities are physical investments. Without an explicit linkage to 1.4 there is absolutely no possibility of taking account of “Government social policy” in this operation... or indeed of promoting any particular process of regeneration.

Almost no projects received refer to any particular type of target group consistent with the priority rationale (e.g Roma or other excluded groups) and overall there is no obvious social inclusion aspect reflected in most projects – something that is totally inconsistent with the operation as drafted.

- | |
|--|
| <p>Main activities most frequently reflected in projects are :</p> <ul style="list-style-type: none">• Social housing facilities for accommodation of vulnerable, minority and lower income groups.• Renovation of the prefabricated panel residential buildings in the existing housing estates• Improvement and reconstruction of the existing and building of infrastructure network, related to housing (with a priority to the technical infrastructure in the quarters – electricity supply, public lighting / electric street lighting/)• Construction/reconstruction/ rehabilitation of adjacent technical infrastructure segments |
|--|

connected to housing areas

Main activities **least frequently reflected** in projects are :

- Renovation of the common parts of multi-family residential buildings, refurbishment of the main structural parts of the building.

No other activities are recorded as least frequent for more than one region.

The following activities, missing or not explicit in current version of OP, appear in several projects and are worthy of consideration:

- Elaboration of municipal, urban and cadastral plans for provision of housing (This activity is presented in operation 4.2 – SE)

3. Specific Problems to be Addressed:

This operation is constrained by various political agreements and understandings at European level, the most important of which is the general limitation on the amount of finance that can be spent on housing and the specific provisions set out in the Implementing Regulation. The 40 Mio EUR is sufficient to make a significant impact – but not a universal impact. To be used to best effect it will need to be combined with other interventions: 40 Mio EUR additional finance to the housing budget will not make any major impact in a country the size of Bulgaria.

It will be extremely impossible to operate this operation on a bottom-up basis alone. One option – in our view the most reasonable - is to operate it as a call linked directly to 1.4: in other words, two separate but linked simultaneous applications should be solicited, one for 1.2 along with 1.4. This would allow for a more holistic and effective approach to neighbourhood renovation including housing and surrounding physical environment. The housing part may need however to be implemented by a competent body.

It must also be decided to whom grant will be given: is it given to a housing association or a municipality who then must organize:

- a general tender to carry out work on each apart etc
- OR given as individual grants to house-holders. This latter option is extremely dangerous.

Some combination of both is possible but requires:

- a) an organization to inspect, assess each apart, including works once done
- b) a low-level grant giving organization (to individuals if they get the work done) or an organization capable of defining a mini-programme, organizing tender etc.

In the absence of any previous public support to such work, then this operation will be very difficult. A decision on the above is urgently required.

4. Recommendations:

General Recommendations with this Operation

It is evident this operation is focused on publicly-owned housing and a relatively small target group of public housing dwellers. Unless there already exists a clear definition of which housing settlements (ie a clearly accepted list) this operation should target, then in our view, the entire operation should be spent alongside 1.4 to ensure a more active neighbourhood impact. This would suggest that:

- Capacity-building activities and neighbourhood plans under 1.4 should consider, as appropriate, accessing 1.2 and seek to synergise 1.2 investments with those of 1.4
- 1.2 investments calls should be simultaneous with regeneration calls under 1.4 – OK!!

But decisions need to be made on how to organize the assistance (see remarks above).

Private dwellings (panel prefabricated and multi-family residential buildings) should be eliminated from the operation as well as any public housing property that may be subject to privatization within the next 10 years. The activities under 1.2, we understand, will now be:

- Renovation/ reconstruction (also through change of use of public buildings) of public owned hostels (for students, pupils, refugees, minority, lower-income groups etc.)
- Renovation/ reconstruction (also through change of use of public buildings) public owned residential buildings for people with special needs

We are also aware of a proposal for new construction of public owned residential buildings for people with special needs in case of clear justified demand – and this appears appropriate.

Decision is to be taken by the higher management on all of the above urgently, and certainly in advance of negotiations with Commission

In the OP

Make decisions and then describe the “gist” of what is recommended above. Reflect the issue also in text at 1.4

Indicate in the OP (rationale) that:

- *Investments in public housing under this operation – should ideally be in synergy with area-based regeneration investments proposed under 1.4.*

In PC and/or in Calls

All recommendations indicated for OP to be included and made explicit in PC. Additionally:

Eligibility Criteria:

Add:

Projects to:

- Renovate/ energy efficiency measures for public buildings mentioned above.
- Improve access to good quality housing for vulnerable groups

Selection/scoring criteria and procedures:

Projects:

- Contribute directly and demonstrably to alleviating identified social inclusion problems
- Form part of a broader strategy or plan to regenerate an entire area (using as appropriate 1.4)
- Encourage involvement by local populations or their representatives

Note: in order to influence the actual design of relevant projects, the above provisions should be included in the **PC (and not, at the last minute, only in “calls”)**.

5. Other Issues

None

6. Indicators

No recommendations

7. Categorisation of Expenditure

43, 79. 43

8. Modalities

Require EIA only as required by BG/EU law, but in practice an EIA is unlikely since the works are of renovation only.

9. Questions:

-

10. Main Actions for Further Preparation

- MRDPW to take a decision for the focus of the activities (private activities out, renovation for only public owned facilities, new buildings).
- To consider the proposal discussed in MRDPW to include a new activity – technical “passportisation” of the above mentioned buildings (only for renovation/ reconstruction of the mentioned public housing buildings)

9.Operation 1.3 Organisation of Economic Activities

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence indicates the operation may not absorb its allocation through “bottom-up” projects alone. There appears to be much misunderstanding about who or what this operation is intended for. The delay until 2009 may be understandable: it remains regrettable and hard to defend programming substantial resources to it. The Commission will want to be satisfied that the programmed resources can actually be spent.

Changes inserted into Version 11 may alleviate these problems but only if the operation is clearly and systematically explained

Key Recommendation: Tighten focus in a manner that improves absorption by making more clear which types of economic development projects will be considered for funding. Specifically, make clear that – where possible – the operation will favour investments in areas that are under-going a regeneration process (preferably under 1.4). Undertake early promotion of this operation, even on basis of preliminary findings of Phare study.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	19 projects with a budget of 40.1 Mio EUR, ie 33% of the entire financial allocation to this operation
2. No. of Projects we assess as “could be ready before April 2008”	7 projects worth 10.1 Mio EUR . 10 with a budget of 12.2 Mio EUR are assessed as ready before 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010 (ie complete by end 2009)	0,1 Mio EUR (0,1%)
4. Regional Variations (R&F projects)	Range in number of relevant and feasible projects: North East = 8, SE, SW = 1 each.
5. Project Size (R+F)	17 of the 19 projects are for over 300,000 EUR.
6. Impact	Of the 19 relevant and feasible projects, only 6 have more than one partner, though 5 of these have more than 3 partners. The impact is generally assessed as limited to a single municipality. Size of impacted target group is “medium”or better in 84% of cases, and catalytic impact is

	considered “medium” or better in 74% of cases. In 84% of cases there is considered to be medium or higher impact on competitiveness.
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The operation has been considerably simplified in version 11 as compared to version 10. As it now reads it excludes all seriously polluted brownfield sites (whose cost relative to benefit would have been enormous). In its previous form, it appears to have been seriously misunderstood. This change did not affect in any way the projects assessed as relevant and feasible.

The operation now reflects its original intention: namely to support, on a limited basis, good quality economic development projects that significantly add to urban regeneration efforts. The focus is now essentially on Greenfield and the intention is to generate economic and employment outcomes. It is logical however to make this link more clear, especially by encouraging projects in areas where there is a wider regeneration process in progress (including those supported under 1.4).

Main activities **most frequently reflected** in projects are:

- Construction/ reconstruction/ rehabilitation of short segments of local roads providing access to the industrial and business locations
- Construction/reconstruction/ rehabilitation of adjacent technical infrastructure segments connected to business zones and locations
- Marketing promotion of the industrial zone (IZ) targeted at attracting potential investors

Main activities **least frequently reflected** in projects are:

- Setting up of new Greenfield sites for organisation and location of business activities and transferring of manufactures located in central urban areas not responding to safety and prevention criteria to these locations
- Revitalisation of existing industrial zone and development of Brownfield sites

The following **activities, missing or not explicit in current version of OP**, appear in several projects and are worthy of consideration:

- Analyses of target groups as well as local and international investment potential and interest
- Marketing and promotion of the industrial zone targeted at attracting potential investors

3. Specific Problems to be Addressed:

Since the Ministry of Economy has shown little interest in this operation, then it falls by default to the MRDPW to put focus on this. Clearly there exists no master plan for business sites across Bulgaria, still less in urban areas. In this situation, it is essential to integrate this operation into the overall logic of the priority.

There are likely to emerge a series of very difficult practical issues with this operation, specifically:

- How much resource will go for upgrading various business – related infrastructure?
- How will assistance for relocation to new greenfields be organized, or indeed is this intended? Is the intention only to build the Greenfield site? How can one “oblige” business operators to take up this location?
- Brownfield – this is probably of importance to urban regeneration. However it is exorbitantly costly, and projects must ensure that a new business infrastructure actually exists at the end and is the main focus of the project.

4. Recommendations:

General Recommendations with this Operation

Links between this operation and area-based regeneration under 1.4 should be actively encouraged and scored higher in appraisal and selection.

Marketing/publicity linked directly to the project should be supported as an eligible cost at a max. of 2%. In any case, each project should give an indication of its marketing plan and of how it intends to attract anchor tenants/investors. The definition of economic activities should be broad: however focus should be on the productive sector (industry or services).

It is recognized that a Phare project will make an analysis of the needs/ demand of industrial zones in Bulgaria. The results of the project will be ready by 2009, that is why it is written in the OP that activity 1.3 will start in the second half of the programming period. It is likely the Commission will be less than impressed that at this stage Bulgaria still has no business zone/park strategy. Note also that the study in question will indicate national-wide needs, well in excess of what is proposed under this operation. It is essentially for the MoE to accept its role in developing a nationwide concept for business zones.

In the OP

Describe the “gist” of what is recommended above . Reflect the issue also in text at 1.4 .

Indicate in the OP (rationale) that:

- *Investments under this operation should ideally be in synergy with efforts at the regeneration of a specified area, including area-based regeneration investments proposed under 1.4.*

In PC and/or in Calls

All recommendations indicated for OP to be included and made explicit in PC. Additionally:

Eligibility Criteria:

Add:

Projects to:

Provide demand-driven, necessary workspace for new enterprises, including business incubators (based on a clear and justified demand analysis).

No single grant will be made for less than 300,000 euro.

Selection/scoring criteria and procedures:

:Projects:

- Contribute directly and demonstrably to regenerating specified areas (incl. form part of a broader strategy or plan to regenerate an entire area (using as appropriate 1.4) – area concept.
- Where a clear investor interest can be demonstrated
- Contribute directly to providing employment opportunities
- Encourage involvement by local populations or their representatives

Note: in order to influence the actual design of relevant projects, the above provisions should be included in the **PC (and not, at the last minute, only in “calls”)**.

5. Other Issues

None

6. Indicators

No recommendations

7. Categorisation of Expenditure

10,11, 14?, 23, 43 (as part of broader investment), 50

8. Modalities

Require EIA only as required by BG/EU law

Feasibility study required for all projects with focus on demand, sustainability and wider regenerational, social and employment impact and in the urban context.

9. Questions:

-

10. Main Actions for Further Preparation

- MRDWP to meet with the Ministry of Economy and Bulgarian Invest Agency to define clear selection criteria and project readiness.

- MRDPW to require preliminary results of the Phare project BG 2005/017-586.04.01 “Industrial Zones Development” and to establish co-operation with its team for the further design of the operation

10. Operation 1.4 Physical Environment and Risk Prevention

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence indicates the operation can absorb its allocation, possibly even in early years, but risks being overwhelmed with sub-optimal projects, unless it is more clearly focused and more clear “signals” are given to project promoters especially with regard to the need to focus on area-based regenerative outcomes.

Key Recommendation: Tighten focus in a manner that does not jeopardize absorption but gradually increases effectiveness and impact. Specifically, divide the operation into three components, each with specific modalities. But do NOT prevent applicants from applying across all three components if they so wish.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	196 with a total value of 293.5 Mio EUR
2. No. of Projects we assess as “could be ready before April 2008”	78 with total value of 52.7 Mio EUR. Another 44 projects with a budget of 74 Mio EUR are assessed as ready in 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010	42.7 Mio EUR = 21%
4. Regional Variations (R&F projects)	Range in number of relevant and feasible projects: South Central = 43, SW = 24; NE – 31 projects but with 30% of the total budget (89 Mio EUR)
5. Project Size (R+F)	40% of projects are below 300,000 EUR and 29% are above 1 Mio EUR. Around 10% are below 100,000 EUR ¹³ . Average Size of Project is 1,5 Mio EUR.
6. Impact	70% of projects have no partners at all, the fifth least – partnership based operation in the entire programme. In general projects are defined as having only local impacts,

¹³ Deflator not applied. Experience tells that such figures – based on preliminary project templates – are often unreliable up to even 50%. As a general rule we apply a “deflator” of 30% to such figures

50% having assessed as having an impact on a single small municipality or part of a large municipality. Around 10% appear area assessed as having an impact on 2 or more municipalities, with just over half of this having an impact on more than 5 municipalities or the entire district. 40% of projects are assessed as having a significant or highly significant impact on target groups. The assessment on "catalytic" impact is "medium" or less in nearly 60% of cases. With regard to competitiveness¹⁴, around 20% of projects are assessed as "a direct and significant" impact and just less than 10% as having a "direct and highly significant impact".

This operation is the second single most over subscribed operation in the entire programme, and all evidence indicates there are more than ample projects to absorb the allocated money, including in the early period of the programme.

However the nature of projects submitted suggests that far too many projects are too narrowly-conceived and, in view of the large-scale investments implied, do not give adequate impact. Crucially there is inadequate synergy and integration and in this particular operation this is *essential* for impact.

Most projects are offered by a single municipality though their impact may be wider than this. Almost no projects refer to any particular type of target group consistent with the priority rationale (e.g Roma or other excluded groups) and overall there is no obvious social inclusion aspect reflected in most projects.

Main activities **most frequently reflected** in projects are:

- Rehabilitation of urban street networks and improvement of street lighting
- Investment to regenerate, redesign, renovate, clean up, upgrade, develop public places, recreational areas, entertainment zones, green areas and parks, squares, lakes, ponds and influent streams
- Establishment and reinforcement of infrastructures for prevention against floods and landslides, i.e. dikes, barrages and other supportive facilities

There is substantial demand for "parking lots and other parking facilities" (except NE).

Some regions also suggest considerable demand for energy consumption audits and energy efficiency measures.

Main activities **least frequently reflected** in projects are :

- Facilities for increasing security and preventing criminality, involvement of residents in

¹⁴ A competitive region is defined, for our purposes, as a region where people want to live, work, invest and visit.

supervision of neighbourhoods

- Hydrometrological monitoring systems of urban environment, information systems for monitoring and timely warning for high levels of rivers
- Elaboration of various urban, integrated or municipal plans relevant to social infrastructures
- Municipal plans and strategies for integrated urban development, urban master plans
- Grassroots' initiatives for urban development, partnership networks, urban regeneration action plans

The following activities, **missing or not explicit in current version of OP**, appear in several projects and are worthy of consideration:

- Boards and signposting and signs installation (explicitly mentioned now in version 11 of the OP) - where relevant
- Project marketing and results dissemination –It is now agreed that 2% of the total project budget to be allocated for publicity/ marketing measures.
- Construction/reconstruction of street crossings, bridges, circles, overpasses, etc

3. Specific Problems to be Addressed:

This operation accounts for 25% of the priority allocation and together with 1.1 (to which it should be clearly related) it will largely determine the outcome of the major effort in urban regeneration implied by this OPRD for Bulgaria.

It offers much the same promise and presents the same challenges as 1.1. Even more than 1.1 (which will in part be determined by service provisions and conditions in the areas of education and health), this operation needs to give a boost to “area-based” regeneration. Many of the projects presented suggest this is likely to be a by-product rather than the main outcome.

The operation must give a clear direction to priority objective of “sustainable and integrated urban development”. In both version 10 of the OP (to which promoters “replied”) and the current version 11 of the OP, there is no explicit or even implicit commitment to favoring or encouraging projects that:

- Are integrated, in the sense that they embrace several different but complementary activities impacting together on a specified area (neighbourhood, part of a neighbourhood, or city)
NB: this is absolutely elementary practice in urban regeneration anywhere
- Are in synergy (in terms of impact on a specified area) with other interventions proposed under other Priority 1 operations (especially 1.1)
- Directly promote social inclusion (despite the fact the rationale of the operation mentions the problem) – especially at neighbourhood level
- Are seriously interested in involving a broad-base of partners, especially at neighbourhood

level or are actively seeking citizen involvement in the future of their neighbourhoods or urban areas.

- Currently almost no projects are considered within the framework of “good urban governance and local empowerment” (priority rationale) and there is little demand for any kind of “strategic development plan”.

In short, the list of “activities” is inevitably seen by most promoters as a license for mainly disconnected physical projects, which even if large, can be inadequately related to the strategic goal of regeneration of the living and physical environment in cities at city-wide and neighbourhood level. The OP appears currently to be having the effect of reinforcing fragmented, infrastructure/engineer-driven building with no particular reference to place of space (at any level) and little reference to target groups other than the “general population”.

As such it is unlikely to contribute significantly to priority targets and to a general regeneration process.

There is a real need to stop and think about what this operation is leading to.

4. Recommendations:

General Recommendations with this Operation

There are three main parts to this operation and even though applicants should be allowed to apply to all parts in a single application, it will be useful to differentiate them in the programme complement and in calls:

- (a) Regeneration capacity-building (area partnership and strategies)
- (b) Regeneration activities and investments
- (c) Risk prevention

- (a) **Regeneration capacity-building** (area partnership and planning): this is essential since it is the sole means by which to begin a process to correct the currently embedded model of inappropriate urban regeneration. Under this should come those activities focused on “neighbourhood” participative planning and strategies/area concepts (partnership-building related to developing visions for neighbourhoods or parts of cities, awareness-raising, consultation activities etc . This should be part of this operation and NOT relegated to 4.2 which is already clogged-up with too many types of non-specified plans. This should encourage a more intensive integrated area-based approach at a later stage in the Priority implementation.

A specific call should be opened for this, and projects must be partnership-based, ie involve the

public authority and relevant NGOs, possibly a local business.

This call should be run annually for the next 3 years (starting around November 07, followed by later calls in late 2008). The MRDPW will need to develop appropriate methodology on “urban regeneration”. These “small” applications should be seen as a precursor to identifying larger investments. However they are not an obligatory precursor and calls for investments should be opened from the start of the programme.

(b) **Regeneration activities and investment.** Almost all currently activities in the operation fall into this category except those directly related to risk-prevention.

Calls should be launched for these activities. The integration within a single application of several investments related to the same area or neighbourhood, all in function of a single regenerative objective, should be encouraged and therefore scored higher (area concept). By 2009 a call should be reserved for this kind of project: until then, they should be scored higher in wider calls.

One call combining components a) and b) could be opened around Nov 07, followed by later calls in late 2008. [Beneficiaries could apply to both or to either strand singly]. After 2009, intensive integrated area-based approach will be encouraged (urban development strategy will be a precondition for supporting regeneration activities).

At no stage will the development of an area concept be a universal obligatory step to funding, though it will increasingly be encouraged and rewarded and at least one call around 2009/10 should specifically focus on an integrated approach.

(c) **Risk-Prevention.** It could be useful to explore whether or not part of the allocation cannot be used for up-grading a particular element of risk prevention across the entire country and through a single “programme”, determined by any national risk prevention strategy. However it is legitimate to run a number of calls for “bottom-up” investments too, focusing on the activities specified.

The MA should indicatively determine **how much is to be allocated to these three main types of activities**. In our view, (a) should have no more than 5% of the resources, (b) at least 70% of the resources and (c) no more than 25% of the resources.

There should be a real effort to encourage and reward linkages to investments proposed under any of the following operations: 1.1, 1.3, 1.2 and 1.5. (quality criteria).

In the OP

Describe the “gist” of what is recommended above – in order to ensure that the Commission’s urban

unit, recognizes that the operation is really about “urban regeneration” as generally accepted.

Indicate in the OP (rationale) that:

The greater part of financial resources is “envisaged” for urban regeneration type activities, a small part of “capacity-building” related activities designed to encourage new and better approaches to urban and neighbourhood regeneration and a sizeable part to “risk-prevention” related activities.

Where possible, synergies will be encouraged with other investments supported under other operations of this priority.

Add to list of indicative activities:

- Construction/reconstruction of street crossings, bridges, circles, overpasses, etc.

In PC and/or in Calls

All recommendations indicated for OP to be included and made explicit in PC. Additionally:

Eligibility Criteria:

Add:

Capacity-Building Projects:

- Are based on a clearly defined work schedule and approach that involves residents and relevant user groups, and aims to develop a strategic approach to neighbourhood development
- Must take account of issues of social inclusion
- Must have the active support of the local municipality
- Must show how they will act transparently and fairly
- Must designate as an intended output an action plan that embodies concrete projects impacting favourably on an area of not less than X and of population not less than X
- Must show they can complete their project within 12 months of award of funding.

No single grant will be for more than 200,000 and none less than 50,000 EUR. Applications for assistance to parking lots, should be for residents only and be integrated with an overall area regeneration concept.

Output: Target: 10 area concepts each year, for 3 years (from 2008 onwards), ie 30 such plans, based on partnership involvement/ownership.

Regeneration Projects

- Must combine – in the application - at least 2 “regeneration” activities applied to a same area
- Must be of a value of at least 200,000 EUR and in Sofia of 300,000 EUR.
- May involve a capacity-building or risk-prevention element
- Must be supported by the municipality
- Are based on a clearly described and quantified need and demand broken down by relevant target groups (including residents), specifying where appropriate, excluded groups
- Can show how it will impact favourably on the surrounding area or wider urban environment (and affect a population of at least 10,000 persons, including persons outside the area or municipality as appropriate)
- May apply to a neighbourhood, part of a city (including city centre), can be intra-municipal in outreach.
- Is of a minimum size of 200,000 EUR and for Sofia of 300,000 EUR.

No assistance should be given to parking lots essentially for commuters in city centers (since this is effectively a subsidy to “using car as means of transport to work” and in contradiction to 1.5 and general environmental policies, and in any case, the market, not public subsidy, should pay for this). – Assistance to be given to publicly owned parkings located near strategic transport connected with the main public transport lines (park and ride facilities).

Risk-Prevention Projects

- Must not be in contradiction with any National Risk Prevention Strategy
- May be linked to any other activities specified in the operation
- Must be of a minimum size of 200,000 EUR, 300,000 EUR for Sofia.

Selection/scoring criteria and procedures:

Separate calls (or separate strands within the same call) will be held for each type of project.

Capacity-Building Projects:

- Specify clear target groups who will be engaged, including those affected by social inclusion and/or those able to generate economic activities affecting the given area
- Give evidence that a strong partnership has already been formed to lead the capacity-building process in a given area.

Regeneration Projects:

- Can demonstrate an effective integrated approach (several naturally linked activities) proposed investments, based on an “integrated concept” that is presented as an annex to the application

- Shows clear linkages with investments already proposed or to be proposed within 12 months under other operations in the priority (details to be given)
- Encourages involvement by local populations or their representatives (in proposed management or other relevant structures eg consultation, planning, use)

Note: in order to influence the actual design of relevant projects, the above provisions should be included in the PC (and not, at the last minute, only in “calls”).

5. Other Issues

None

6. Indicators

No recommendations

7. Modalities

Require EIA only as required by BG/EU law

For Projects below 400,000 EUR, do not require a feasibility study but only a more simple feasibility statement [to be designed]

8. Questions:

-

9. Main Actions for Further Preparation

- (a) MRDPW needs to develop and publish a document – after due consultation with DRG Regio’s Urban Unit – on integrated urban development, to make the term clear to promoters. MA should draw on its TA provision for any methodological assistance required in this matter. A Format of a summary “area concept” relevant to any projects claiming an area impact to be outlined with a further methodology to be elaborated for participative urban or neighbourhood plans to be supported under “capacity-building” component
- (b) An information day should be organized at latest by end May on this operation for representatives of the 86 urban municipalities
- (c) Coordinating mechanisms need to be planned for evaluation of this operation and that of 1.1.

11. Operation 1.5 Urban Transport

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence indicates the operation can absorb its allocation probably through relatively large and good projects – even in early years. However there is likely to be some imbalance between Sofia and other urban municipalities in the use of this operation.

Key Recommendation: Tighten focus in a manner that does not jeopardize absorption but gradually increases strategic and environmental impact. Specifically, differentiate between Sofia municipality and other and ensure that Sofia offers only large, integrated and strategic projects. For all projects encourage linkages with wider regeneration and urban development operations. For larger projects ensure appropriate economic, social and financial appraisal tools.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	24 with a total value of 183.1 Mio EUR, ie 114% of the overall financial allocation to this operation
2. No. of Projects we assess as “could be ready before April 2008”	10 with total value of 88.2 Mio EUR. Another 4 projects with a total value of 15 Mio EUR could be ready within 18 months from now
3. Estimated % of total financial allocation that could be absorbed by mid-2010	80 Mio EUR = 50%
4. Regional Variations (R&F projects)	Range in number of relevant and feasible projects: South West = 14, NC = 0, NW = 1, other regions = 3. Sofia municipality largely dominates this operation and over 90% of the entire financial demand emanates from municipalities with more than 100,000 population.
5. Project Size (R+F)	Most projects are relatively large. 11 are between 1-5 Mio EUR, and 8 over 5 Mio EUR. Average Size of Project is 7,6 Mio EUR.

6. Impact	80% projects have no partners at all and are to be proposed by a single body such as a municipality or municipal transport company. In 71% of cases the impact is assessed as limited to a large municipality, though in 21% of cases to a small municipality or part of a large municipality. 75% of projects are assessed as having a significant or highly significant impact on target groups. The assessment on "catalytic" impact is "medium" in 29% of cases and limited in 50% of cases. With regard to competitiveness ¹⁵ , 33% of projects are assessed as having no identifiable impact on competitiveness.
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Additionally, we note:

All SW projects are from Sofia – among them:

- SW 026 - € 20 million (purchasing 50 trolleybuses)
- SW 027 - € 22 million (purchasing 74 trolleybuses)
- SW 028 (R&F) - € 64 million (purchasing 40 trams)
- SW 030 (R&F) - € 15 million (purchasing 150 buses)

Among the other projects (not selected as R&F):

- NE 002 - € 59 million (renovation of public transport system in Varna)
- SC 072 - € 18 million (renovation of public transport system in Plovdiv)

This operation is relatively highly over subscribed. All evidence indicates there are more than ample projects to absorb the allocated money, including in the early period of the programme.

As is to be expected the large municipalities and especially Sofia dominate this operation. Indeed the domination of Sofia is huge and is caused principally by large projects.

In principle we see no problem with this, taking account of the strategic objectives of the operation and priority. However it may pose practical political problems. Moreover it may be wondered whether Sofia municipality can absorb such a large level of investment so quickly, especially given its intention to absorb from other operations as well.

The rationale makes reference to "integrated strategies for environmentally clean transport in urban areas" but this is nowhere indicated as an eligible activity under this operation. We agree that the operation rationale should be revised and the text concerning integrated strategies should be deleted. We note that the 6th activity is changed to *Improving urban public transport in respect to environmentally-friendly technologies by importing new units.*

¹⁵ A competitive region is defined, for our purposes, as a region where people want to live, work, invest and visit.

There are a number of smaller projects – bus stations, stops and shelters, emanating from smaller municipalities. These should not be excluded but do need to be submitted to a particular call.

The rationale of the operation is in the version 11, hard on environmental benefits. Unless this is clearly articulated to promoters and actively encouraged, it is far from certain that projects will produce adequate benefit in this area.

Main activities **most frequently reflected** in projects are :

- Improving urban public transport in respect to environmental aspects by importing new units - buses, trams, trolleys that are compliant with European legislation on harmful emissions from engines
- Development of infrastructure and route networks of new destinations to remote residential areas
- Accelerated renovation of the transport infrastructure, the socket and catenary's cable network, improving stations, repair and maintenance facilities and equipment

Main activities **least frequently reflected** in projects are :

- Establishment of automated systems for traffic management and control through introduction and improvement of Traffic Management and Information Systems Elaboration of traffic organisation plans
- Provision on protection system for noise reduction and noise screening

The following activities, missing or not explicit in current version of OP, appear in several projects and are worthy of consideration:

- Construction and equipment of bus stations

3. Specific Problems to be Addressed:

This operation accounts for 20% of the priority allocation. It is strategically important since experience shows that most “older” Cohesion Countries have historically neglected public transport issues, especially in urban areas, until growth catches up with them.

It needs to be accepted that the public transport needs of very large and less large cities will be somewhat different, most notably with regard to Sofia and other centers. For this reason, we propose some division in the funds allocated to each and to the size of projects. The effect of this will be to ensure:

Sofia proposes a small number of large, strategic projects – corresponding to its size and needs. Other centres – whose needs are smaller – do not need to compete directly with Sofia.

Thus we propose a maximum allocation to Sofia municipality of 50 Mio EUR. It will apply directly to the programme. This should also facilitate early absorption of major investments foreseen by Sofia. No single project application from Sofia may be under 2 Mio EUR, and none over 10 Mio EUR. All projects must be justified in function of a city-wide strategic transport plan and expressly supported by the Municipality, even if a municipal company is the beneficiary.

For all other calls, individual applications will be no lower than 1 Mio until 2010 – thereafter they may be as low as 500,000 EUR. In other words focus will be on larger, if necessary, more bundled or integrated programmes initially while smaller complementary investments will be possible later.

The operation must give a clear direction to environmental sustainability. This means that all projects should be assessed favorably according to their positive impact on reduced carbon emission, including indirect benefits resulting from reduced car usage.

There is little reference to target groups other than the “general population”.

4. Recommendations:

General Recommendations with this Operation

In the OP itself

Reflect the gist of the above in the OP description.

Indicate in the OP (rationale) that:

Taking account of the specific issues of public transport in Sofia and the greater Sofia area, Sofia municipality (if desired along with co-operating municipalities) will apply for an allocation that will not exceed 50 Mio EUR over the entire programming period. It will access the operation – on an on-going basis – through strategic projects whose budget is greater than 2 Mio EUR and less than 10 Mio EUR and whose duration will not exceed 24 months.

A decision on this should be taken at a higher management level

In all calls, synergies will be encouraged with investments proposed under any of the following operations: 1.1, 1.2, 1.3, 1.4.

Separate calls will be held for Sofia and all other municipalities.

A decision on this should be taken at a higher management level.

In PC and/or in Calls

All recommendations indicated for OP to be included and made explicit in PC. Additionally:

Eligibility Criteria:

Add:

- Projects must show a significant and positive contribution to environmental sustainability
- Projects must contribute to and quantify a better balance between public and private transport in urban areas -(ie between the use of private cars and public transport)
- In Sofia projects must be over 2 Mio EUR and less than 10 Mio EUR; in all other situations up until 2010 project must be over 1 Mio EUR and less than 10 Mio EUR.
- Projects must show completion date within 24 months of contracting

Note: no project involving assets that may at any time in the next 10 years be privatized or leased will be considered. For all projects public support will be to the “cost gap” between projected revenue and cost of investment expressed in net present values.

Selection/scoring criteria and procedures:

- Projects contribute significantly to greater accessibility for disabled
- Projects contribute significantly to shift from private to public transport use
- Projects propose integrated solutions including supply side investment and demand management
- Projects contribute to the overall enhancement of the urban environment and especially to the de-congesting of city centres and neighbourhoods
- Projects demonstrably enhance urban regeneration activities including investment (proposed) under 1.4

5. Other Issues

-

6. Indicators

There should be an economic impact indicator corresponding to this

7. Modalities

Require EIA only as required by BG/EU law

All projects should require a feasibility study [format to be designed] . This must include an economic and financial appraisal. The MA will reserve the right, especially with regard to larger projects (over 5 Mio EUR) to contract any independent analyses it sees fit to support the project appraisal process. It will use Priority 5 TA to this effect.

8. Questions:

-

9. Main Actions for Further Preparation

MRDPW to meet with Sofia municipality – in particular to ensure that any investment undertaken since 1 January 2007 and consistent with the programme, can be funded.

MRDPW – at senior management level – to make decisions as indicated above.

Operation 2.1 Regional and Local Accessibility

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence is limited to municipalities who are only one beneficiary to this operation. It indicates that municipalities can propose projects (mainly 4th class urban roads) and contribute to absorption – even in the early years. But is both desirable and necessary to tighten the focus – both strategic and financial - of this operation and to mobilize more clearly the main beneficiary – the National Roads Fund.

Key Recommendation: Indicate the rough amounts of money to be available for different types of operation (2nd, 3rd, 4th (urban) class) roads. This will help force promoters to choose the best. Additionally there is real need to tighten the economic criteria associated with road investments.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	70 totalling 188.2 Mio EUR, ie 59% of operational allocation
2. No. of Projects we assess as “could be ready before April 2008”	37 totalling 68.7 Mio EUR. In all 48 projects worth 82.1 Mio EUR could be ready within 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010	28,1 Mio EUR = 9%
4. Regional Variations (R&F projects)	SW – 21 projects, SC - 14 projects, NC – 6 projects
5. Project Size	54% of projects are between 1 – 5 Mio EUR, 6% are above 5 Mio EUR (but accounting for 47% of the total budget)
6. Impact	Nearly 90% of projects have no partner. 77% of projects are defined as impacts on a single municipality and 9% are assessed as having an impact on the entire district. 86% of projects are assessed as having a “medium” (50%) or better impact with regard to size of target groups. In 64% of cases, catalytic impact is assessed as medium or more. Impact on competitiveness is generally assessed low: only 24% of projects are assessed as having “a direct and significant”

| impact or a mere 4% “direct and highly significant impact”

Main activities **most frequently reflected** in projects are :

- Municipal roads and road connections between settlements within the agglomeration areas
- Improvement of the transport connections to specific destinations and facilities outside settlement areas

Main activities **least frequently reflected** in projects are :

- Construction, rehabilitation, reconstruction, renewal of 2nd class roads, outside Trans-European Transport Network (TEN) and 3rd class roads
- Installing signs and marks
- Sidewalks

The following activities, **missing or not explicit** in current version of OP, appear in several projects and are worthy of consideration:

- Construction and rehabilitation of bridge – (agreed to add)
- Signposting/ information boards about places of public interest (at the roads, not at the places themselves) (agreed to add)

Projects Submitted by NRA – (no templates)

The National Roads Agency (Fund Republic Road Infrastructure) failed to submit any templates though did submit a list with projects for 2nd and 3rd class roads able to start mainly between July and November 2007 and to be completed mainly between August 2008 and July 2009. The analysis of the Road Agency data could be summarized as follows:

- The total costs for the projects proposed by FRRRI is €330 Mio (with indication for possible increasing of the costs to €345 Mio).
- The proposed projects are distributed by category of roads as follows:
 - 2nd class – 24 projects worth of €104 Mio (31% of the total amount)
 - 3rd class – 67 projects worth of €227 Mio (69% of the total)
- Projects are divided in three groups by priority as follows:
 - Highest priority – 46 projects worth of €163 Mio (49% of the amount of all projects), incl. 14 projects worth of €64 Mio for 2nd class roads and 32 projects worth of €99 Mio for 3rd class roads
 - Medium priority – 25 projects worth of €95 Mio (29% of the total amount)
 - Lowest priority – 20 projects worth of €73 Mio (22% of the total)
- The average size of projects is €3,6 Mio; it is higher for 2nd class roads - €4,3 Mio compared to €3,4 Mio for 3rd class roads
 - 58% of 2nd class roads projects are above 3 Mio, 29% are between 1,5 and 3 Mio, and 13% - between 1 and 1,5 Mio

- 45% of 3rd class roads projects are above 3 Mio, 22% - 1,5-3 Mio and 19% - 1-1,5 Mio. However 13% of these projects are below 1 Mio, incl. 3% - below 0,5 Mio
- 67% of the projects are perceived as able to start in 2007 (€221 Mio) and 28% - as able to start in 2008 (€92 Mio)
- 26% of the projects (in terms of budget) are perceived as able to be completed by 2008 (€87 Mio), 41% (€137 Mio)- in 2009 and 25% in 2010 (€82 Mio).

There is enough evidence that the Agency has the capacity to absorb the money available as it is below the volume of works on 2nd and 3rd class roads in the recent years. The main problem relates to the lack of evidence provided by them on :

- a) strategic choice
- b) readiness

If the Agency can give assurance to the MA on these issues, then it will be easy to design selection criteria and implement this part of the operation. If not, there may be problems.

3. Specific Problems to be Addressed:

Most of the road projects under this operation, submitted by municipalities are for 4th class roads in the urban agglomeration areas. The National Roads Agency with responsibility for 2nd and 3rd class roads failed to submit any templates though did submit a list. It was unable to specify criteria used to draw up the proposed list. It remains confident however that it has sufficient projects to absorb available monies.

It is clear however that there exists significant demand from municipalities for 4th class roads as well. Against the likelihood of **more demand over resources**, the Managing Authority is in the position and necessity to choose those projects most consistent with the operation's objectives. If we assume that all projects proposed by the Road Agency are relevant and feasible and could be completed by 2009, the absorption rate by mid 2010 will be more than the allocation for the whole programming period (€358 or 110%).

In this respect it is essential to make an indicative allocation between the various kinds of road according to strategy criteria. In line with the thrust of the priority, a hierarchy of priorities can be posed thus:

1. major 2nd class, inter-regional connections
2. major 3rd class, inter-regional connections
3. major municipal urban 4th class roads.

We would propose an initial indicative allocation thus: 1 – 30%, 2 - 50%, 3 – 20%.

There should be no “open call” for NRA roads, but the NRA does need to provide convincing criteria of an economic nature to support its priority projects. There will need to be a call for 4th class roads.

We would also propose separate calls (or separate strands within the same call). First calls for all three should be undertaken as a matter of priority, ie as soon as possible.

It is also essential to be demanding on the economic and wider social benefits of projects. It is all too easy to invest in “necessary maintenance” that may well be of little impact in economic and social terms (note: in Ireland no EU monies were invested in 2nd class roads for the first ten years of Structural Funds, and none at all in 3rd class until very recently). These realities need to be reflected at level of selection and especially scoring/quality criteria.

4. Recommendations:

In the OP

Insert the above remarks in the rationale and description.

In PC and/or in Calls

All recommendations indicated for OP to be included in PC. Additionally:

Eligibility Criteria:

All Projects

- Must be included in relevant strategy
- Are based on a clearly described and quantified need and demand broken down by relevant target groups, specifying where appropriate particular benefits for different groups
- Must be supported by a feasibility study – mainly focused on demand. FS can be more rigorous for larger projects. For municipality roads they should in general be relatively simple - more like a feasibility statement according to the prescribed format (esp. focused on demand)

2nd class roads.

- All 2nd class road projects must be at least 3 Mio EUR (if necessary various sections of the same route should be bundled together to reach this size)
- We understand the Steering Committee has made comments on these roads.

3rd class roads

- All 3rd class road projects must be at least 1.5 Mio EUR (if necessary various sections of the same route should be bundled together to reach this size).

4th class roads

- All 4th class municipal road projects in the 86 urban municipalities should be at least 1 Mio EUR.
- All 4th class roads must be shown to be consistent with the urban area plan (by this we refer to any existing city or municipal wide plan that shows and explains the entire road network and locates/justifies the proposed investment within it)
- All 4th class roads must demonstrably ease congestion, improve traffic flow, and promote accessibility

We understand MA has already agreed amounts as follows: 2nd class at least 3 Mio EUR; 3rd class at least 1.5 Mio EUR , and Municipality roads at least 1.5 Mio EUR

Selection/scoring criteria and procedures:

All projects

-

2nd class roads:

All 2nd class road projects can show and quantify benefits in terms of connectivity between regional centres, according to reduced journey times for relevant users.

3rd class roads

All 3rd class road projects must clearly show quantifiable and direct benefits to different target groups, business travelers, commuters, tourists, local and regional residents

4th class roads (urban municipalities)

Roads projects that provide access to important business infrastructure or to important access points (eg airports, ports etc)

Note: in order to influence the actual design of relevant projects, the above provisions should be included in the PC (and not, at the last minute, only in “calls”).

5. Other Issues

It may seem obvious to the authors of the operation but is less so to project promoters. Sign-posting, accompanying side walks should be specified as eligible “as part of a broader roads project”

6. Indicators

No recommendations

7. Classification of Expenditure

23, 25

8. Modalities

- Require EIA only as required by BG/EU law

9. Questions:

How ready and consistent with the operation's strategic objectives are road projects currently being planned by the roads' agency?

10. Main Actions for Further Preparation

- (a) MRDPW needs to meet with Roads Agency and to re-explain the strategic requirements of the operation. On this basis Roads' Agency should be asked to indicate the projects it considers can be ready by April 2008 together with budget and procurement plan. This will assist MRDPW/MA to determine calls.
- (b) It is possible a number of smaller municipalities in the 86 urban areas may object to the project size that is proposed. However even if this does occur, the problem can be addressed later – should monies be available. All available evidence suggests a minimum size of project is justified for many reasons.

12.Operation 2.2 ICT Networks and Services

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Promoters replied to the exercise on the basis of Version 10 of the OP, which limited this operation to the urban municipalities. The current version 11 extends it across the entire country without any increase in financial allocation.

Evidence from the exercise indicates that this operation was poorly understood among “bottom-up” actors, especially municipalities. Accordingly the number of projects presented is small (18), of which 5 are assessed as irrelevant and 1 as relevant but not feasible. Project Quality is poor and project descriptions are confused.

The State Agency for Information Technology and Communications is named among the beneficiaries. This may indicate that it envisages a more direct, “top-down” approach which may produce better results than a purely bottom up “call”.

If the level of “take-up” as manifested among the 83 municipalities was to be replicated across the country in a real call, the operation may just about absorb the money. But if the pattern of projects is repeated then it has no chance at all to meet any targets or make any strategic impact.

Despite this conclusion, the operation is well enough designed, and the main issues appears to be that bottom up actors simply do not understand, or did not understand how public money should intervene in this area. A significant effort in clear communication is indicated. Indeed there may be a case for increasing the financial allocation to this operation in view of its strategic importance and extension to the all municipalities (but first it is essential to clarify all issues set out).

Key Recommendation: Before any further drafting is done to OP or PC, we recommend a meeting – before end April - between MRDPW and State Agency to design a scenario for how this operation will be rolled out and for whom. Then a series of promotional meetings may be appropriate – if the intention is that municipalities and other bottom up actors should be main players. If not, then effectively the State Agency will be main beneficiary.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	12 with a total value of 4.6 Mio EUR
2. No. of Projects we assess as "could be ready before April 2008"	7 with total value of 1.7 Mio EUR. In all 9 projects worth 4 Mio EUR could be ready within 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010	1,9 Mio EUR = 10%
4. Regional Variations (R+F)	NC and NE present no relevant and feasible projects: SE presents 5 accounting for more than 80% of the total budget
5. Project Size (R+F)	Half of all projects (6) are below 100,000 EUR, and 4 of these are below 50,000 EUR. A single project is above 1 Mio EUR. All of this despite the fact that 8 of the 12 projects are presented by municipalities with population greater than 25,000. Average Size of Project is 383,000 EUR.
6. Impact	Of the 12 relevant and feasible projects, all are presented by a municipality. Six of them have no partner at all, 3 have a single partner, and the rest two or more partners. In general most projects are defined as having only impacts on a single municipality. Over half have no more than a medium impact on target groups, though the impact on competitiveness is assessed somewhat higher.

Conclusions need to be cautious since the operation has changed since the exercise took place. Nevertheless before making conclusions, it is essential to indicate some key point:

The exercise applied to the 83 urban municipalities as did the operation in Version 10. It may be argued that lack of market failure means there is little scope for this kind of project. But the quality tends to suggest that the real problem is that even the urban municipalities do not know what is on offer. This situation is unlikely to improve (and may well be worse) if the operation applies potentially to all municipalities.

Main activities **most frequently** reflected in projects are:

- Establishment of public information access points to electronic services for social and economic needs, including services for disabled people
- Building of broadband connections to urban surroundings and poorly urbanised territories
- Development of public information systems - publicly owned servers (providing free connection)

Main activities **least frequently** reflected in projects are:

- Establishing digital connections and capacity
- Building of broadband connections
- Development of public information systems - publicly owned servers

The following activities, **missing or not explicit** in current version of OP, appear in several projects and are worthy of consideration:

- Development of IT networks of municipal administrations (though this may well be covered in the Administration Capacity OP)
- Development of local electronic services provided by public bodies ((though this may well be covered in the Administration Capacity OP, if not it is a serious omission)
- User needs surveys

When comparing the most frequently and least frequently reflected activities we can easily find out that most are the same – here the regional variation is decisive; in different regions the emphasis is on different activities (the small number of projects is also a factor affecting the differences). **The main real least frequent, but also missing activity is probably training** (if not covered by OP AC).

3. Specific Problems to be Addressed:

The description in the OP should make clear what the general approach to using EU support is. Critically:

1. Is it to support a number of specified investments that are already identified by the State Agency for Information Technology and Communications (ie an essentially “top down” approach) OR is it to “enable” bottom up actors provide local solutions? Or is it a combination of both? If so, is there any envisaged “division of labour”, ie what the State Agency will do directly and what municipalities will do? All of this must be clarified.

2. The current text of the OP (version 11) states “Support will be limited, in principle, to infrastructure”, ie installations (dark fibre, ducts, masts) and equipment that is open to all operators and service providers”. But it is not at all clear who will own such equipment (municipalities?) or how it is to be maintained (municipalities again?) or who will pay for its use. If it is open to operators then presumably this is on basis of leasing or rental, or traffic.

3. The operation does not in any way refer to the services that might be provided (ie content) and no provision is made for its development. If this is not part of this operation, then close synergy will be required with other interventions, to ensure the creation of appropriate content that will stimulate use.

4. It is surprising that there is no “coherent” link in the operation between “closing the digital gap” (especially locally), providing public information points (presumably this is what is called telecenters),

and providing public information content. The three together could serve a logic of local or regional development especially in isolated areas which for the most part is missing.

As currently conceived it is very difficult to identify who would be the main target groups of users of this public intervention. Instead this operation is “technology – driven” not “user-driven”.

There is a real need to communicate what this operation is about and how it will work. Who does it really address and what is expected of municipalities? These questions need to be answered. If answered then it may be possible to find a more realistic demand, which, given the limited financial allocation and its spread across the entire country, could ultimately prove to be inadequate to demand.

4. Recommendations:

At this stage we make no particular recommendations on the text in the OP or what should go into the Complement or specific “Calls”. However we suggest a number of actions for further preparation below.

5. Other Issues

None

6. Indicators

No recommendations

7. Categorisation of Expenditure

The Commission’s categorization of expenditure foresees 6 main categories. From what we can see only 10, 11, are included here. Specifically there is no evidence of 13 (Services and applications for the citizens) or 14 (Services and applications for SMEs) or 15 (Other measures for improving access to and efficient use of ICT by SMEs). If these are in other programmes, then this should be referred to in the OP operation, PC and calls, and linkages to these should be rewarded in the project evaluation system. Otherwise the operation will remain technology driven.

At local level, it is likely that any technological installation may require limited “training” at least for users. The “flexibility” clause should be used to provide this.

8. Modalities

-

9. Questions:

-

10. Main Actions for Further Preparation

- (a) MRDPW/MA and State Agency need to sit together to determine (a) what they intend to communicate to the public of project developers on this operation (b) how much “bottom up” or “top down” intervention is foreseen.
- (b) Since this area is notoriously difficult, the MRDPW and State Agency will need to take considerable time to design any call. We suggest as an example the County and Group Broadband Schemes (CGBS), currently operated in Ireland (<http://www.dcmnr.gov.ie/Communications/Communications+Development/Group+Broadband+Scheme/>).
- (c) PM has proposed an Irish consultant experienced with Structural Funds programmes and projects in this area to undertake joint planning discussions between MRDPW and the State Agency and also to give some example types of possible projects to promoters, in co-operation with MRDPW and State Agency.
- (d) That will help unblock what, at least at local level, is an obvious blockage with this operation.
- (e) Missing activity – studies, surveys: after discussion with State Agency should be added additional text: *Publications, questionnaires, studies, workshops to stimulate citizens support, responsibility and use for proposed investments.*
- (f) A careful review of the OP Administrative capacity and, eventually meeting with the Ministry of State Administration is desirable to identify whether the gaps indicated above are real and to encourage synergy between the 2 programmes.

13. Operation 2.3 Access to Sustainable and Efficient Energy Resources

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence indicates the operation presents a very high risk of non-absorption especially in the early years if based on a bottom up approach. Apparently the Ministry of Economy has a list of 12 priority projects. Depending on the status of these, the fortunes of this operation could be more favourable. If the MoE depends on municipalities to implement these projects, then many of the problems indicated here may still remain.

Key Recommendation: The reasons for apparent non-absorption remain unknown. Hence we recommend immediate feedback be sought from municipalities and their representatives and discussions be opened with relevant ministry or agency. We recommend that this operation should not proceed with current financial allocation unless there is greater confirmation of real demand.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	11 totaling 25.8 Mio EUR, ie 43% of operational allocation
2. No. of Projects we assess as "could be ready before April 2008"	6 totaling 8.1 Mio EUR with negligible improvement ie 7 projects 8.2 Mio EUR for projects be ready within 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010	0,6 Mio EUR = 1%
4. Regional Variations (R+F)	4= NW, 0 = NE, SE
5. Project Size	There is a very wide range in project size, from the very small to very large. 6 however are over 1 Mio EUR.
6. Impact	Nearly 90% of projects have no partner. 82% of projects are defined as impacts on a small or part of or all of a large municipality and 9% are assessed as having an impact on the entire district. 100% of projects are assessed as having a "medium" (36%), significant (55%) or highly significant (9%)

	impact with regard to size of target groups. In 64% of cases, catalytic impact is assessed as significant or highly significant. Impact on competitiveness is generally assessed high with no cases of “no identifiable impact” and none of “indirect and of significance”
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Note there are only two activities under this operation. No significant missing activities were indicated.

3. Specific Problems to be Addressed:

The main issue facing this operation is low absorption especially in the early years of the programme. Available evidence indicates this is a most likely outcome.

The reasons for this are not clear. There may be some misunderstanding about what is possible, but it could be gas distribution is poorly understood technically by municipalities and /or that they have more pressing and interesting priorities. Uncertainty with regard to the price of gas may also be a factor. Finally the late introduction of this operation (only in version 10 of OPRD, i.e. at the end of 2006) could also be a possible reason.

Either way, proactive work by the MA is indicated in the form of seeking feedback as to why there appears to be little interest. If necessary some early re-programming relative to this operation may be required.

In our experience gas distribution is most often pressing at a local level when a major industrial operator requires access to gas. This is also the most interesting investment in terms of economic and social cohesion and it generally facilitates the bringing of gas to an entire area – including its residents.

We note that a number of projects received are quite small: the imperative of absorption should generally not result in funding such projects.

4. Recommendations:

Do not launch any call in this area until well into 2008.
Speak to the Gas Regulator on the scope of this operation.

In the OP

Stipulate that projects where gas use by industrial users can be shown will be strongly encouraged.

The description of beneficiaries in the OP needs to be revised – too complicated and containing elements more relevant to selection criteria.

In PC and/or in Calls

All recommendations indicated for OP to be included in PC. Additionally:

Eligibility Criteria:

- All projects must be based on a clearly described and quantified need and demand broken down by relevant target groups (economic and residential),
- All projects must be supported by a feasibility study according to the prescribed format (esp. focused on demand)

Selection/scoring criteria and procedures:

- Projects that can demonstrate a clear industrial usage for gas

The Agency should clarify specific requirements to the project selection: preliminary studies; feasibility studies; EIA; cost-benefit analyses; technical and design project and Tender dossier according BG Public Procurement act. After extension gas distribution networks will be owned by municipalities but they are not obliged for management and exploitation of this gas infrastructure.

5. Other Issues

6. Indicators

No recommendations

7. Classification of Expenditure

35

8. Modalities

- Require EIA as required by BG/EU law

9. Questions:

10. Main Actions for Further Preparation

- (a) MRDPW needs to meet with Gas Regulator and other bodies involved in this operation. As it stands, this operation presents a very high risk of non-absorption and the reasons for this are not clear.

14.Operation 3.1 : Enhancement of tourism attractions and related infrastructure

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence indicates this operation (version 10) would just about have been able to absorb its allocation but with totally inadequate impact relative to strategic targets. The modifications introduced in version 11 (shifting all municipalities under 10,000 population out of the programme) heighten significantly the risks of non-absorption but in no way reduce the chances of strategic failure.

Key Recommendation: Make clear as soon as possible and as clearly as possible what this operation is actually seeking. Particular effort must be made to ensure, over the programme period, larger, high impact tourism attractions.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	155 with a total value of 91.8 Mio EUR (note there were originally 217 projects in all, 181 assessed as relevant). This represents a relatively high “drop out” rate.
2. No. of Projects we assess as “could be ready before April 2008”	59 with total value of 30.3 Mio EUR. In all 99 with total value of 49.6 Mio EUR could be ready within 18 months.
3. Estimated % of total financial allocation that could be absorbed by mid-2010	15,7 Mio EUR = 11%
4. Regional Variations (R+F)	South Central = 61 (39%), NW and SE = 11 (7%)
5. Project Size (R+F)	62% of projects are below 300,000 EUR, and only 13 % (ie 20) over 1 Mio EUR. Around 10% are below 50,000 EUR ¹⁶ .
6. Impact	Just over 40% of projects have no partners at all, and around 20% have only one partner. In general projects are defined as having only local impacts, 67% being assessed as having an impact on “a single small municipality or part of a large municipality”. Around 11% are assessed as having an impact

¹⁶ Deflator not applied. Experience tells that such figures – based on preliminary project templates – are often unreliable up to even 50%. As a general rule we apply at “deflator” of 30% to such figures

on more than 4-5 municipalities or a whole district. However 29% of projects are assessed as having a significant or highly significant impact on target groups and for 57% impact on target group is assessed as medium. The assessment on "catalytic" impact is "medium" in 49% of cases, and more in only 35% (ie significant or highly significant). With regard to competitiveness¹⁷, 20% of projects are assessed as "a direct and significant" impact and just 4% as having a "direct and highly significant impact".

All of the above are relative to version 10. However changes introduced in version 11 have a very considerable impact on this operation and its chances of success.

Important Note:

OPRD v11 (March 2007) excluded from operation 3.1 municipalities with population below 10,000 inh. The implications and risks are of different kind; here are presented only the quantitative absorption risks.

More than 100 municipalities were excluded in version 11. As a result the demand for this operation will be significantly reduced both in terms of number of projects and of financial resources. More specifically OPRD is losing:

- 65 relevant projects (36% of the projects that are eligible for version 10) worth of €29 Mio (28%)
- 58 relevant and feasible projects (37%) worth of €28 Mio (31%)
- 38 relevant and feasible projects assessed on readiness 3,50 or higher (38%) worth of €17 Mio (35%)

The share of relevant, feasible and advanced in their preparation projects (3,50+) as % of OPRD allocation decreases from 34% to 22% and **the potential absorption (projects to be completed by 2009) decreases from 11% to 7-8%.**

The issue is only partly reflected in v11 by decreasing the allocation for the operation from €160 Mio to €145 Mio (by nearly 10%). As the data from the project mapping indicate the loss of demand is significantly higher (35-40%).

Other risks are related to the nature of projects and the quality of assessment. Even amongst the projects assessed as relevant and feasible in the project mapping exercise there are quite a lot of projects (20-25%) that seem not to be relevant to the objectives of the operation and do not correspond to the expected (larger) size of projects for operation 3.1. Most probably they will not pass a real selection process if it will be based on the criteria indicated in OPRD. Most of these

¹⁷ A competitive region is defined, for our purposes, as a region where people want to live, work, invest and visit.

projects are small, creating small scale attractions mainly of local and in the best case regional importance, in some cases dealing exclusively with technical infrastructure (not the attractions themselves if they exist at all). It seems that in many cases "tourism development" is interpreted as creating social infrastructure (recreational infrastructure) for local population and not as economic activity that should contribute significantly to regional (and national) competitiveness by attracting significant number of tourists (from abroad or at least from other regions).

Many of these projects could be appropriate for measure 313 of the Rural Development Programme. However projects from rural municipalities with population above 10000 will not be eligible for this programme in view of the adopted demarcation by size of municipality. In other words not only the OPRD is threatened but the losers of this change include the RDP as well as a significant number of municipalities.

Main activities **most frequently** reflected in projects are:

- Development of tourism infrastructure, related to the attractions (walking and wellness paths, hiking, riding and bicycling trails, picnic places, signposting, visitor centres, non-profit making children, leisure and sport facilities, car parks, pavement, landscaping, toilets, lighting, small waste collection facilities etc.), including facilities and amenities for disabled and elderly visitors
- Development of nature, cultural and historic attractions, e.g renovation, conservation, exhibition, equipment, introduction of interpretation and animation techniques and programmes, etc
- Complementary small scale technical infrastructure in the area of the attractions such as access roads, utilities, amenities serving tourist attractions and visitor needs required to ensure the integrated development of tourism products

Main activities **least frequently** reflected in projects are:

- Complementary training of staff required for the operation of supported attractions and facilities
- Reconstruction and renovation/upgrading of publicly owned mountain chalets complementing tourism product development in remote areas, shelters and safety facilities

The following activities, **missing or not explicit** in current version of OP, appear in several projects and are worthy of consideration:

- Promotion materials/ activities related to the product (mostly stated as accompanying activities being an integral part of the development of tourist attraction) – such activities are proposed in more than 20% of the projects for operation 3.1
- Feasibility studies
- Marks, signs and boards, promoting the zone for tourism and relaxation

3. Specific Problems to be Addressed

General

Two main kinds of problems underpin this operation and both need to be resolved quickly:

- a) problems resulting from a prolonged lack of clarification on precisely what this operation is looking for.
- b) problems resulting from changes inserted in version 11

It is now IMPERATIVE to resolve both urgently.

- a) problems resulting from a prolonged lack of clarification on precisely what this operation is looking for.

The story of this operation is one of “death by a thousand pin pricks”. Each successive textual change has taken us further and further from the original intention to a situation where the operation remains quite opaque as to what it seeks to fund, in what quantity and size and why. The rationale of the priority makes reference to:

“An essential element of the priority will be to maximize the impacts of implemented activities by prioritising bigger projects to be supported, i.e. projects that will develop strategically located tourism products based on cultural and natural heritage or clusters of smaller scale sites outside the highly developed tourism centres where it tends to be concentrated at present, and by focusing the interventions on the less developed tourism locations having significant tourism potential. Only public and not net-revenue generating investments will be supported.”

However since the operation and its proponents have continually shied away from giving any indication on “size of project” the result now is a proliferation of Phare-Grant Scheme type, insignificant, low impact projects. Indeed a great many projects seem to have tourism outcomes as a by-product and instead seek to finance basic municipal infrastructure, vaguely linked to tourism infrastructures.

We strongly recommend that the clear, unambiguous signal now be given to the effect that:

- This operation seeks to make a substantial contribution to new product development of interest to new groups of tourists, especially from abroad
- To this end, this operation will reward larger projects that are capable of making a real impact in this regard.

Since we do not expect – on current evidence – to receive many (if any) such projects initially, this should be reflected in scoring/quality criteria only: however the PC should make clear that it is “envisaged” to run a first call in 2009 for larger projects and to actively seek these throughout the entire programming period.

In addition OPRD does not send a clear signal on the way the activities could be combined within a project. If the logic is reconstructed, it seems that the idea is that the central (core) activity is the enhancement of tourist attractions (i.e. what brings people to the area). Tourism related infrastructure as well as “small scale technical infrastructure” make sense only if and when they are needed for the use of the attraction.

b) problems resulting from changes inserted in version 11

The expulsion from the programme of nearly 100 municipalities whose sole crime is to have populations less than 10,000 presents practical problems for regional projects. It must be clearly stated that:

- in any “soft” efforts in product diversification, marketing associated directly (not to overlap with 3.2) with any projects submitted by other municipalities under this operation.

In addition, it should be noted that version 11 exacerbates the problem of misunderstanding and miscommunication regarding the type and size of projects desired. In the operation’s rationale and in project selection criteria some words and phrases were deleted that in version 10 were giving a signal (obviously not clear enough) for larger projects with significant impact (e.g. second sentence in the operation’s rationale, bullet 2 in project selection criteria). Similarly, the relation between “tourism related infrastructure” and attractions is becoming more vague (e.g. by removing the statement that this infrastructure should be related to the attractions in the bullet 2 of the list of indicative activities).

For the scale of the strategic challenge the financial allocation to this operation is not large. However since there has been no commensurate preparation to mobilise local, regional and especially national actors for such a strategic challenge, a real problem does now exist. **Only clear communication, example projects and some capacity-building is likely to improve the situation at this stage.**

4. Recommendations:

In the OP:

In the Operation Rationale repeat (or summarise) the paragraph cited above (taken from the priority rationale). We suggest a text as follows:

An essential element of [this operation] will be to:

- (a) seek and prioritise larger projects to be supported, i.e. projects that will develop strategically located, high-impact tourism products based on cultural and natural heritage or clusters of*

smaller scale sites

and

- (b) , *focus the interventions on the less developed tourism locations having significant tourism potential (ie the operation will apply to areas outside the highly developed tourism centres where it tends to be concentrated at present)*

Only public and not net-revenue generating investments will be supported. The operation will particularly welcome projects that are supported by real marketing and can demonstrate they can attract new, especially foreign, tourists and income (higher spending) groups”

Further the focus of the operation will be on tourism attractions, understood as tourism sites that act as a magnet to visitors and constitute a comprehensive tourism product or experience.

Infrastructural projects which involve a significant level of investment – only a minority part of which relates directly to the attraction itself – will be disqualified –

In the list of indicative activities to be added:

- marketing and promotional activities directly related to the supported attractions (to be limited to 5% of the total amount of the project).

In PC and/or in Calls

All recommendations indicated for OP to be included and made explicit in PC. Additionally:

Calls should be differentiated according to size/nature of project in order to give a clear signal that larger more strategic projects are being sought (in addition to others):

Thus a single call in two parts:

Part A (projects over 1 Mio EUR) [we suggest that before April 2008 it is unlikely there will be more than 3 quality projects of this nature in the country]

Eligibility Criteria:

- Must be over 1 Mio EUR
- Must be in the area of cultural or nature tourism
- Must show market demand for the proposed investment
- Must involve a clear marketing strategy – (i.e some market research must underpin the application)
- Can show a “regional” economic impact defined as an impact on a larger area and its inhabitants (e.g. whole district or at least 5 municipalities or municipalities with a total population above

100,000)

Note: with regard to above projects, the MA will particularly welcome projects that are jointly designed, managed and owned by groups of municipalities and considers this a likely vehicle in which to attain the scale of project required.

Scoring/Quality Criteria

Project:

- Has a significant, quantifiable district or regional impact
- Proposes a product that is innovative in the Bulgarian market
- Can show that it can attract significant number of foreign visitors
- Can act as a catalyst to open new product markets and new client markets
- Involves inter-municipal partnership

Part B (projects over 100,000-999,000 Mio EUR) [we suggest give preference to the larger]

Eligibility Criteria:

- Must be over 100,000 EUR and less than 999,000 EUR
- Must show market demand for the proposed investment
- Must involve a clear marketing strategy
- Can show a “local” economic impact defined as an impact on an area and its inhabitants covering at least 3 municipalities or a total population of at least 50,000 people

Scoring/Quality Criteria

Project:

- Has a significant, quantifiable local impact
- Can show substantial demand
- Can show that it can increase visitors to the area

<p>The logic of this operation should be that over time – ie in later years – the ethos behind Part A should pre-dominate. This can be done in many ways: by allocating more finance to A, or by gradually dragging B up towards A or by a combination of both. Clear communication to project promoters could facilitate the dissemination of this logic.</p>
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Note: in order to influence the actual design of relevant projects, the above provisions should be included in the PC (and not, at the last minute, only in “calls”).

5. Other Issues

None

6. Indicators

Result indicator – increase in visitors, increase in overnights in project-relevant areas, increase in numbers of foreign visitors relative to above

7. Modalities

Require EIA only as required by BG/EU law

For Projects below 999,000 EUR, do not require a feasibility study but only a more simple feasibility statement [to be designed], projects over 1 Mio EUR require a full feasibility study [to be designed]

8. Questions:

9. Main Actions for Further Preparation

We recommend as a first step a discussion between the Tourism Expert, Prof Vasil Marinov, STE Colm McClements on the enclosed proposals, leading to a more detailed action plan to resolve all the issues indicated.

15. Operation 3.2 Regional Tourism Product Development and Marketing of Destinations

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: Evidence indicates the operation presents a high risk of non-absorption and an even higher risk of ineffective absorption. While the financial allocation is not objectively large, it is large relative to the poor capacity for regional marketing and product development as is currently evidenced. This operation needs especially to engage regional tourism marketing organizations in order to reverse the slide towards excessive localism and fragmentation that is evident in project demand.

Key Recommendation: We recommend proactive, ambitious action to ensure the operation can reach its strategic objectives more fully. This will involve active encouragement of larger, regional projects.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	19 totaling 3.2 Mio EUR, ie 10% of operation's allocation
2. No. of Projects we assess as "could be ready before April 2008"	15 totaling 1.5 Mio EUR. Altogether 16 projects worth 1.6 Mio EUR could be ready within 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010	1 Mio EUR = 3 %
4. Regional Variations (R+F)	SC = 8, SW = 5, NW, and NE = 0
5. Project Size (R+F)	All but one project is for maximum 300,000 and 11 are below 100,000. The average size of projects is 168,000 EUR. The financial allocation would allow for 184 "average sized projects" – more than one for every municipality over 10,000 inhabitants!
6. Impact	Over 60% of projects have one or no partner (just over 40%). This may indicate a "regional association" as sole promoter, but it may also indicate individual (local) municipalities. In only 32% of cases is the impact assessed as applying to the whole district or at more than 5 municipalities" and in 42% only a single small municipality or part of a large municipality is impacted upon. The

size of the target groups is assessed somewhat more positively: 47% medium, 37% significant and 16% highly significant. The assessment for catalytic effect is broadly similar. The impact on competitiveness is assessed as direct and significant (or highly significant) in 33% of cases.

Main activities **most frequently reflected** in projects are :

- Implementation of modern technology and information systems aimed at improving of visitors' information servicing, marketing and planning of tourist destinations
- Promotion activities like preparation and distribution of information and promotional materials on the region and its products, participation in regional, national and international tourism fairs, etc.
- Activities to facilitate regional product development and market intelligence

Main activities **least frequently reflected** in projects are :

- Strengthening partnership based organisations and networks, including capacity building activities, for tourist associations and municipalities that is complementary to and/or required by above activities
- Public awareness activities and information services to the local businesses and communities, like communication campaigns to improve awareness of natural and cultural heritage, etc.

No missing activities are recorded.

3. Specific Problems to be Addressed:

The main problem facing this operation is the quality of projects. Most appear not to be "regional" marketing or product development projects, but are rather very local and somewhat small in character. The problem affects not only this operation but also 3.1 (Tourism attraction and related infrastructure) as 3.2 ideally could play a role in facilitating large scale partnership-based regional investment projects in 3.1.

Insofar as there is a public policy for tourism in Bulgaria, it is reflected in the rationale of the priority. That puts the focus on larger-scale investments and on regional marketing and international marketing. Together all of this is conceptually coherent: in practice however the project demand is tending towards local fragmentation. Doubtless in large part this reflects the lack of effective, statutory tourism associations at regional level (as in Ireland). But the OP cannot wait on further reform in this area: it must make its choices now.

Three possible reasons could explain the existing situation:

- The operation is overambitious or ambiguous (not well designed and clearly presented)
- The operation is not well communicated to the most appropriate project promoters (regional tourism associations or similar organisations); there is even evidence that in some cases RTAs were discouraged to propose templates on the ground that they are not eligible (most

probable reason)

- Potential project promoters are not capable to develop the desired type of projects

There are two choices facing this operation and this priority:

- a) do nothing
- b) do something

Option a) will clearly lead to:

- Low absorption
- Ineffective absorption
- Many small investment and many local marketing projects
- No clear sustainability or impact

It is the path on which we are now embarked as evidenced by the “demand”.

Option b) may seek to incentivise actors to gain strategic outcomes such as:

- More effective absorption
- Some larger investment projects, that act as catalyst to new products and new markets
- Some larger “regional” marketing and product development.

This is the approach we strongly and unambiguously recommend. It will be difficult and needs to be done, on an **incremental basis**: in other words for some time we need to accept that Option A is the “current reality”.

4. Recommendations:

In the OP

Indicate clearly that :

The purpose of this operation is to encourage initiatives in the area of regional marketing, ie of the district and its territory, or even larger, and ideally correspond to a given area with specific tourism assets and possibilities (tourist region). The operation will reward and actively support such projects. It is open to local marketing initiatives only to the extent that they may have a regional impact. It is targeted primarily to regional tourism associations or product-based national associations and only in exceptional cases (big cities, non-existing RTOs) other beneficiaries will be supported (similar text is existing – the paragraph before the list of indicative activities - but probably needs to be repeated or expressed in a more distinctive form).

Modify (but do not delete entirely) the second paragraph after the bullets describing the rationale. It seems not to be relevant if promotion activities will be allowed within operation 3.1 and is quite

complicated.

Beneficiaries: The list of beneficiaries to be amended accordingly – to start with regional tourism associations and then mention municipalities (RTAs will in practice be a main beneficiary)

In PC and/or in Calls

All recommendations indicated for OP to be included in PC. Additionally:

Eligibility Criteria:

- All projects must be based on clearly described and targeted client group (s) and focus on more than one attraction (ie focus on an entire region)

Note: targeted client group = the types and profile of visitors targeted by the marketing initiative (eg nationality, interest etc)

Selection/scoring criteria and procedures:

- Projects show and validate partnership working and co-operation within the tourism sector
- Projects are significant in size and can generate substantial regional results

5. Other Issues

-

6. Indicators

-

7. Classification of Expenditure

55, 56, 57, 81

8. Modalities

-

9. Questions:

10. Main Actions for Further Preparation

- a) We recommend a discussion between the Tourism Expert, Prof Vasil Marinov, STE Colm McClements and the Deputy Minister on the enclosed proposals.
- b) If agreed on the above meeting - to organize a workshop (discussion) with representatives of regional tourism associations as well as tourism associations of bigger cities to communicate the real purpose of the operation and to identify reasons for low demand. Sonya Enilova and Vasil Marinov will be involved as required.

16. Operation 3.3 National Tourism Marketing

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Key Findings Relative to this Operation

No projects were sought and none received from municipal actors for this operation since the sole beneficiary is the State Tourism Agency.

Despite taking up contact with this organization (both in context of mapping and previously with regard to programming), we have been given no evidence to enable us to be confident that the Agency is organized to draw down the 31 MEUR that has been set aside for its exclusive use in the context of national marketing.

In truth this is not a difficult task, and almost certainly nearly all of the Agency's activities are eligible under this operation. However there does need to be some understanding that a project or programme needs to be produced and costed so that Structural Funds may legitimately be used by the Agency.

We note that since expenditure is in principle eligible from the moment of Accession, then the current marketing campaign undertaken by the Agency on international television networks is already eligible and imputable to the operation. It is simply a matter of bringing relevant actors and actions together to pick up 31 MEUR from the EU. Surely the State Tourism Agency can manage this!

A meeting with the Chairperson of the STA was carried out this week (26 March) and a promise was given for more effective involvement on part of the Agency. A person/ team will be appointed to work with MA experts on the preparation of PC and all related issues.

2. Recommendations

1. MRDPW to meet with State Tourism Agency to explain further the operation and its possibilities. PM consultants also to be involved and ensure follow up with MRDPW officials. Note there is no need for any call under this operation, merely a negotiation between MA and STA to determine the documentation that will be required, reporting procedures etc. A condition of the grant must be however that the STA appoints a project manager related to the project (s) it proposes. In our view, the STA should propose a bi-annual programme of international marketing, clearly drawn up according to project management principles. If

necessary a consultant should be employed to help integrate STA's various proposed expenditures into this.

2. STA should make its first application before end of year for all expenditure incurred in the year 2007 and to be incurred in 2008. All of the above needs to be politically sanctioned by MRDPW and STA management.
3. Realistically the STA needs to move much faster on this. If no substantial progress by mid May, then MRDPW should recommend to the MoF that most of its future funding **MUST** be reimbursed from Structural Funds. This should induce the required activity.
4. PM: Vasil Marinov to support MRDPW on this operation.

17. Priority 4 General Comments

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

Subsequent to several discussions with MRDPW on the basis of what derives from the analysis, the following main activities are proposed within this Priority. To avoid confusion we set them all down below:

Operation 4.1. The main focus of this is a Support Facility understood as a contracted team acting in support of the District Development Council. The Beneficiary is the District who will contract this.

Support Facility has functions to:

- Develop DDC as an effective municipal-district partnership
- Support specific activities related to district-wide marketing, profiling etc
- Support practically efforts by especially small municipalities to develop inter-municipal co-operation processes relevant to 4.3 or any other activities supported under this OP

Support Facility will act in function of an annual work plan approved by DDC.

District will apply to MRDPW /MA for 24 month support to Support Facility. Part of application will involve an outline “work plan” [format to be designed]

District will contract a team according to ToR consistent with the outline workplan. Support Facility will report to DDC regularly who will monitor it against performance.

[Under this proposal all capacity-building for inter-municipal partnership of all kinds, passes to this operation]

Operation 4.2 Spatial and other planning and Project Development

The operation contains two main parts:

- A. Planning
 1. Spatial and other land use plans (required for administrative purposes,)
 2. Other plans/strategies required under Regional Development Law
 3. Cadaster Up date

- B. Project Development support especially related to 1) technical plans and 2) economic, environmental, or other studies required to develop project.

Support for both A + B will be delivered in form of small grants direct to end beneficiaries.

Note: relevant State bodies with responsibility in different areas need to be engaged urgently.

Operation 4.3 Small-scale intermunicipal infrastructure

This will now focus on:

- Investments that must be supported by at least 2 municipalities
- Investments can refer to only 1 activity under operation “activities”. If municipalities seek to forge a more solid co-operation and submit a larger project with several logically linked activities, they will be rewarded through scoring/quality criteria.

Support for the latter form of “purely optional” application, will be given as part of overall support to all forms of inter-municipal co-operation under 4.1

Operation 4.4 Interregional cooperation

No comments

Conclusion

PM has agreed to support preparations for the above as follows:

4.1

- Prepare along with MRDPW: Overall vision, application + work plan format + some guidance – develop “fictive workplan” (as communications tool)
- ToR template and guidance (since districts will need to tender and contract the support facility)
- Annual Action Plan and relations to DDC “vision”
- Reporting arrangements between Support Facility and DDC

Additionally PM will introduce /develop inter-municipal concept (broad concept – to ROP). Capacity building for this will be supported by Support Facility

4.2

Plans – PM will work with MRDPW to determine status of these various types of documents, who is responsible, etc

4.3

PM will propose vision, who is it for? How? What is advantage of combining projects?

Dead-line mid-May: Persons responsible – Ginka Kapitanova, Colm McClements

In Mid-May – mid- June – PM will prepare and assist with communication to beneficiaries and preparation of first applications

18. Operation 4.1 Integrated Development Partnerships

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: This operation is confused and misunderstood and very far from what was originally intended. Only 1 district seems to have understood what this is about.

Key Recommendation: This operation can be saved... and given its significance is worthwhile saving. But for that, **ALL** the specific recommendations indicated here must be implemented immediately with full political support. If not, failure is certain. Already a number of practical steps have been undertaken to improve this Priority.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	5 with a total value of 0.4 Mio EUR (note that a further 5 were irrelevant or not feasible). This represents a higher rate of "fall out" than seen in most operations and is probably related to misunderstanding over this operation.
2. No. of Projects we assess as "could be ready before April 2008" (12 months)	1 with a total budget of 0.2 Mio EUR In all 4 with a budget of 0.4 Mio EUR are assessed as "could be ready" in 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010	0.2 Mio EUR = 1 % of total allocation to operation
4. Regional Variations (R+F)	SC = 2, NE and NC = 0
5. Project Size (R+F)	All projects are between 0.1 and 0.2 Mio EUR.
6. Impact	By definition almost impossible to assess for this kind of operation. In 80% of cases there is a single or several partners. In all cases impact is on district level, size of target group usually significant or highly significant (referring in general to the entire district population), catalytic effects is considered significant or highly significant in 60% of cases, and impact on competitiveness direct and significant in 60% of cases.

It is difficult to see any clear pattern in "main activities most frequently reflected in projects":

We have obtained the following:

- Promotion of participatory development and facilitation of planning processes with all interested stakeholders
- Capacity building activities – training, coaching, methodological assistance
- Dissemination of information on SF rules, procedures, public procurement, project cycle management
- Assessment of the comparative advantages of the district
- Pre-feasibility studies
- Needs assessment of municipalities and the district to identify potential demands;

Given the limited number of projects, many of the same activities are specified as “least frequent” in other regions. There are no obvious missing activities.

Of note is a project presented by Bourgas District involving:

- 1) Establishment and keeping data base with information about strategic planning, programme and legal documents, decisions of the DDC (District Development Council), developed project proposals, innovative and best practices;
- 2) Establishment of a data base of local, regional and international experts who if needed would provide diverse expert assistance during project preparation, etc.;
- 3) Equipment to ensure the efficient functioning of the secretariat of the District Development Council.
- 4) Creation of a web site, in which besides systemized information from the established data base there will be information about current tender procedures, calls for proposals for the Operational programmes and other calls of the EU;
- 5) Establishment of a network with the other info centers in the country and the European regions;
- 6) Delivery of round tables, seminars, workshops, etc. and discuss the possibilities for funding and initiating mutual projects and take mutual decisions of local problems;
- 7) Organizing and delivery of specialized trainings for representatives of the municipalities and other interested stakeholders

3. Specific Problems to be Addressed:

This operation was confusing to beneficiaries (districts). Successive minor textual changes had completely blunted the purpose and meaning of the operation such that it is interpreted many ways by many people. The only part of the text that was comprehensible are the sections “beneficiaries” and “key selection criteria (for districts)”.

Therefore a number of significant clarifications have been agreed as below and they should be included in OP, PC, to avoid confusion.

The technical support facility will be on district level, having in mind that the operation 4.1 has been largely promoted through presentations at district and regional councils.

The technical facility will support the District administration unit which deals with the preparation and organization of District Development Councils. Each technical facility should work on the basis of a work plan agreed with the District Development Council and approved by the District Development Council.

The work plan of the Support Facility should contain a combination of activities mentioned under 4.1 or others as can reasonably be justified. These should focus on the key functions of:

- enable the DDC to undertake very small-scale co-operative “district-level” marketing or profiling initiatives related
- set the partnership and preparatory conditions for “integrated approaches” for 4.3 and any other inter-municipal co-operation proposed by municipalities [except urban/neighbourhood “concepts” under 1.4).

Activities:

- needs assessment of municipalities and the district to identify potential demands for cooperation and partnerships for joint investments and service provision;
- assessment of the comparative advantages of the district,
- development of business profiles and active marketing and support to attract investments and to expand local businesses;
- Capacity building activities – training, coaching, methodological assistance in respect to OPRD
- Identification and support to inter-municipal partnerships and inter-municipal action plans (for 178 municipalities only)

It is necessary to prepare this operation through effective communication to the district authorities (the sole beneficiary) and specific guidance on the plan they will be expected to propose to receive the support. PM will assist in this (Ginka Kapitanova, Colm McClements)

4. Additional Recommendations:

In the OP (operation 4.1 description) itself:

The rationale needs clearly to state the following:

The logic [of the operation 4.1] is to :

- A. *set in place a district level mechanism, inclusive of municipalities, that can provide technical assistance to various capacity-building, partnership and development support functions of a generic kind*
- B. *enable the District Development Council to undertake small-scale co-operative “district-level” marketing or profiling initiatives related*
- C. *set the partnership and preparatory conditions for “integrated approaches” for inter-municipal co-operation (in any areas related to this OP)*

By establishing (A) and putting it on a clear work path, supervised by the district development council, it will be possible to achieve (B).+ (C)

Therefore this operation is open only to district administrations, acting in the name and with the support of the DDC, to submit an application to resource a “development support facility” in each district territory.

The functions of this facility are three-fold:

- *Act as a secretariat and development support to DDC, helping to develop an effective district-wide district – municipal partnership*
- *enable the DDC to undertake small-scale co-operative “district-level” marketing or profiling initiatives related*
- *afford practical assistance and technical help to “integrated approaches” for and inter-municipal co-operation related to any activities under this OP (capacity building only)*

These functions are to be set out as a workplan, costed and resourced for an initial period of 18 months which will form the main part of the application for funding resources. The “development support facility” will be tendered on the open market. Existing organizations with appropriate expertise may apply for any such tender. Further application may be made for continuation or extension of activities under a later work plan whose duration may be longer than 24 months.

List of indicative activities to be supported

Note:

1. Only one application is admissible from each district territory
2. The operation will support the establishment through open tender procedures of a support facility in each of Bulgaria’s 28 districts. This facility must work in a participative and interactive manner with municipalities and its work plan may include the tasks mentioned below or other tasks of similar nature determined in the guidelines for implementation of the operation to be developed by the managing authority. The work plan must address the three key functions specified.

Act as a secretariat to the DDC

- Undertake ad hoc studies, analyses,
- Report on progress of work plan
- Prepare meetings, draft reports
- Equip secretariat of the District Development Council to ensure smooth functioning

Undertake small-scale co-operative “district-level” marketing or profiling initiatives related

Note: the below-mentioned activities must be undertaken in partnership through the DDC

- Assess the comparative advantages of the district, development of business profiles and active marketing and support to attract investments and to expand local businesses;
- Promote natural, historic and cultural heritage as factors for development;
- Undertake paper and web publications about available services to citizens, visitors, investors, including a promotional literature on the district and its possibilities
- Disseminate information on SF rules, procedures, public procurement, project cycle management
- Promote or facilitate through information the exchange of innovations, experience and best practices, study visits and networking;
- Undertake workshops, conferences associated with district marketing or profiling
- Any other non-investment activities that can be justified by the DDC within the logic of this operation and which are eligible for ERDF and are not covered by other operations in this programme or in other programmes

Beneficiaries: Add NRDPW (Strategic planning directorate)

In the PC

The entire text as given above should be repeated word for word in the PC and in all calls.

In addition to making explicitly the above, add the following:

Selection Criteria and Process

Project application must be:

- Submitted by the district, with clear written endorsement from the DDC (in the absence of endorsement by all members of the DDC it will be ruled ineligible)
- Be fully costed, planned, scheduled
- Indicate how the support facility will be put in place (tender etc)
- Indicate how the work plan will be monitored, reviewed and discussed by the DDC

- Provide indicators of achievement

Scoring/Quality Criteria

- Project applications foreseeing innovative and well-structured actions to meet well-defined results in terms of a) effective district –wide/inter-municipal partnership/other working, b) practical benefits aimed at promotion of the district
- Project applications involving several activities and addressing several developmental challenges, on condition the activities are logically linked in function of shared overall objectives, and address all three specified areas
- Project Applications that address the need for sustainability of the DDC development effort

Note: only projects applications that attain the minimum level of points required will be funded: those that do not will be asked to re-submit, subsequent to improvements

5. Other Issues

The MRDPW needs to involve the relevant unit (dealing with DDCs), to develop a practical guide-line and to undertake some information workshops on the above.

6. Indicators

No recommendations at present

7. Categorisation of Expenditure

81

8. Modalities

-

9. Questions:

-

10. Main Actions for Further Preparation

This operation is much more significant to the success of the OPRD than might be indicated by its financial allocation. It now requires a resolute “top down” engaged approach from the MRDPW. “Get out of your offices!”

Therefore we propose:

- Mid-April – Mid May 07: Consultants work with Priority Leader to develop relevant documentation:
- June 07: complete design of initial call, all methodological guidance, guide to applicants etc
- May 07: MRDPW Undertake workshop with Governors or their deputies
- Mid May- mid June: communication to key interests
- July 07: Launch first call

Note: Ensure promotion workshops after completion of call (contracting) to ensure appropriate implementation of work plans (if necessary use local experts to assist – from PM project if available, otherwise from TA budget)

- Nov 08-Dec 08: Undertake “review” of operation and then design second call

Note: this is a real opportunity for the ministry to “lead” an effective regional/district development process. Need to discuss how relevant directorate of MRDPW will be involved: the MA cannot roll this out alone.

19. Operation 4.2 Spatial Planning and Project Development

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: This operation is relatively confusing and the main part of it – relating to various legally required plans and strategies - is not justified in the priority rationale at all and poorly justified in the operation rationale. The operation seems to be viewed as a means for municipalities to pay for plans the law requires them to do.

Key Recommendation:

Split operation into two distinct parts:

- a) strategic and spatial plans
- b) project development/pipeline

We recommend that at least initially (b) be run as a single, national tender for technical assistance to help develop projects. At a later stage, it may be run as a small grant scheme for project preparation.

We recommend (a) be limited to legally required plans only and to be run as a simple, small grant scheme, subject to relatively few conditions.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	78 with a total value of 18.6 Mio EUR (note that a further 22 were irrelevant or not feasible).
2. No. of Projects we assess as "could be ready before April 2008" (12 months)	33 with a total budget of 7.0 Mio EUR In all 49 with a budget of 9 Mio EUR are assessed as "could be ready" in 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010	2.6 Mio EUR = 10 % of total allocation to operation
4. Regional Variations (R+F)	SE = 20 and NE and NC = 7 each:
5. Project Size (R+F)	34 projects are below 100,000 EUR (44%) and 28 between

	100,000 and 300,000 EUR (36%).
6. Impact	In 80% of cases there are no partners. In 68% of cases impact is a single municipality or part of a large municipality – this suggests most demand is for finance to undertaken municipal or local plans. Only in 17% is impact on district level. Size of target group is assessed as medium in 69% of cases. Catalytic effect is assessed as medium in 48% of cases and significant or highly significant in 38% of cases. Impact on competitiveness is assessed relatively high at indirect but highly significant or better in 56% of cases.

Main activities **most frequently** reflected in projects are :

- Elaboration/updating of general and detailed urban plans and layouts
- Elaboration of cadastre plans and utilisation of GIS
- Elaboration of spatial schemes and plans, master plans and land use plans at NUTS 3 and NUTS 4 level

Main activities **least frequently** reflected in projects are :

- Preliminary (pre-investment) studies, feasibility studies, environmental impact assessments
- Studies required for the identification, design and justification of the project
- Preparation of tendering documents

The sole activity identified as “missing” is training.

3. Specific Problems to be Addressed:

There are two distinct parts to this operation:

- a) project development /pipeline
- b) various land use, spatial and strategic territorial plans required by Bulgarian law, especially regional and planning policies.

Most projects refer to (b) and obviously municipalities look on this operation as a means to pay for plans and strategies that are legally required of them on an on-going basis.

In principle, if the Commission accepts this use of Structural Funds (ie various plans required by law), we see no problem, though we have seen no such use of structural funds in the EU 15.

MRDPW has raised two issues and we set out our response after each issue below:

1. All current Bulgarian municipalities and districts have prepared their plans and strategies according to Regional development Act and reasonable demand for updating them is expected in the second half of programming period (after 2010).

- Ad 1: In this case, these activities should not be supported until well into 2010.

2. MRDPW awards the elaboration of regional development plans. In this sense they could not be eligible under 4.1 operation

- Ad 2: There is no problem here. The “Beneficiary” would not be the MA but rather the competent directorate of the MRDPW. OP needs to be amended to include this.

We totally recommend that assistance be given to project development. This assistance is expressly foreseen to be of a largely technical nature and may relate to various preparatory studies essential to design of projects.

4. Recommendations:

In the OP (operation 4.2description) itself:

The rationale needs be amended exactly as stated below: .

a) Strategic and spatial planning covering: _

1. Spatial and other land use plans (required for administrative purposes)
2. other plans/strategies required under Regional Development Law
3. Cadaster Up date

Note: the rationale to the priority should be amended to include and justify the above activities. No mention is currently made of it in the rationale.

This operation will support the elaboration of all territorial plans and strategies as required by Bulgarian Law such as:

- Plan – Law (give BG equivalent term to avoid confusion)
- Plan – Law
- etc

The operation is consistent with the Community Strategic Guidelines and European Spatial

Development Policy. In this manner, the operation will improve the quality of the regional and local development processes and ensure coherent and sustainable urban, regional and territorial development. It will provide assistance to elaborate/update spatial and strategic planning documents identifying new development opportunities

The purpose, content and methodology of all such plans are specified by relevant law and guidance documentation.

Note: the above plans are required by law and are different in nature from:

- Integrated urban plans specified in 1.4 (which is limited to a particular area where investments are intended, and is effectively an action plan for these investments)
- Integrated municipal plans (4.3) which are specific to the needs of 4.3, should focus on the investments being proposed, and whose elaboration is to be supported under 4.1

b) Project Pipeline

In addition to the general assistance to development processes envisaged under Operation 4.1, there is a need to provide resources to support continuous development of projects by supporting preparation of necessary technical documentations that are required from the project applications under priority axes 1, 2 and 3.

In-depth feasibility studies, designs, cost benefit and impact analysis and other project background documents will be critical for the successful application and implementation of projects financed under the OPRD.

For that reason support within this operation will be targeted to the potential beneficiaries of the programme to ensure constant project flow and reserve of “ready-for-funding” projects that are large enough to enable adequate absorption of the programme funding.

This operation will continue practices begun under the Phare programme.

For both A and B above assistance will be delivered in the form of grant assistance to beneficiaries.

A pre-condition for opening this operation is that:

- ***for each activity the purpose, nature, content and required methodology of all such documents are specified including for differing sizes of operation***

Note: under the TA priority the MA will also retain a budget to undertake independent economic and financial appraisals of particular projects as it sees fit in order to inform the project appraisal process (note: make sure provision is made for this under TA)

Beneficiaries: Add MRDPW (Strategic planning directorate)

In the PC

The entire text as given above should be repeated word for word in the PC. Further it should be specified:

a) Strategic and spatial planning

Small grants (usually not exceeding 100,000 EUR in case of smaller municipalities and in no case 300,000EUR, even in cases of larger municipalities or districts) will be made available on submission of a simplified application form. Specific guidance – issued by the relevant body on the quality, format and content of various plans, must be rigorously followed. Failure to do so, will result in exclusion from this operation for elaboration of any future plans.

b) Project Development/Pipeline

Initially, at least up until 2009, this will be implemented as a single national tender of maximum 24 months duration. Terms of Reference and tender documents will be developed in accordance with this.

This means that this part of the operation is not open to the public until 2009 at earliest. Ministry of Regional Development and Public Works is direct beneficiary of this part of the operation. In later years it may be run as a demand-driven, small grant scheme offering support to individual applicants

Selection Criteria and Process

Strategic and spatial planning (only)

Proposed plan, strategy or study to be undertaken must be required by BG law and implemented by an officially approved methodology.

Scoring/Quality Criteria

None

5. Other Issues

In our view it is still likely that the project preparation part will be moved by the Commission into TA Priority. We strongly repeat and recommend:

Under the TA priority the MA will also retain a budget to undertake independent economic and financial appraisals of particular projects as it sees fit in order to inform the project appraisal process (note: make sure provision is made for this under TA)

6. Indicators

Difficult to have any impact indicators deriving from these activities.

7. Categorisation of Expenditure

81

8. Modalities

-

9. Questions:

- At the 29 March workshop and in follow-up discussions the MA proposed to shift the municipal development plans (why not also district development strategies) to operation 4.1. The logic and implications of this proposal need to be discussed further.
- At the 29 March workshop and in follow-up discussions the MA proposed that Project generation facility should start at the end of 2007 at latest as a grant scheme for municipalities up to an amount of 5 mio euro. The im[placations of this proposal need to be discussed further.

10. Main Actions for Further Preparation The following recommendations are made:

- A single official should be designated to deal with this priority and operation. On side of PM Ginka Kapitanova (working with Colm McClements) should work on this with the specified official. To avoid any further ad hoc changes, no one else should work on this operation. The MRDPW official should report regularly to the Priority 4 Leader.
- The MA to carry out immediately consultations with the MRDPW directorate responsible for physical planning to clarify the quantitative needs of plans, specific requirements to be set to applications, etc. Ideally to develop further the OP, the PC as well as the calls in close co-operation with this directorate. Similar approach could be applied to the MRDPW directorate responsible for planning under the Regional Development Act.
- MA also needs to ensure no overlap on feasibility studies allowed for this operation and certain other operations notably 2.3

20. Operation 4.3 Small scale Local Investments

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: On the basis of version 10 of the OPRD there was reason to believe this operation would more than absorb its allocation and probably make a substantial contribution to the originally intended operation objectives and outputs/results. Changes inserted in version 11 present a new set of very substantial problems that increase risks to this operation.

Key Recommendations:

Make textual changes as indicated so that the original intention behind this operation is transparent and understandable. Implement all actions as agreed with Dimitrina Nikolova.

Set up work group on this operation and involve it in its promotion and in preparation of potential applicants. Ensure that all further proposed changes and the text for PC is coordinated with MoAgriculture. Ensure co-ordination with Ministries of Education and Health.

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	92 with a total value of 110.9 Mio EUR (note that a further 22 were relevant but not feasible and a further 26 received but assessed as neither relevant nor feasible). This represents a higher rate of "fall out" than seen in most operations and is probably related to mis-understanding over the operation.
2. No. of Projects we assess as "could be ready before April 2008" (12 months)	41 with a total budget of 34.7 Mio EUR A further 13 with an additional budget of 14 Mio EUR are assessed as "could be ready" in 18 months
3. Estimated % of total financial allocation that could be absorbed by mid-2010	25.4 Mio EUR = 30% of total allocation to operation
4. Regional Variations (R+F)	SC = 29 and NE = 7; SC presents 18 projects that could be

	ready within 12 months, SE 7 and NE only 3.
5. Project Size (R+F)	15 projects are below 100,000 EUR, and 9 of these are below 50,000 EUR. 20 projects are above 1 Mio EUR (with 75% of the total budget). 57 are between 100,000 EUR and 1 Mio EUR.
6. Impact	Of the 92 relevant and feasible projects, impact is assessed as extending to more than 2-3 municipalities in 86% of cases. The size of the target group is assessed as medium or significant also in 86% of cases. A direct impact on competitiveness is assessed in only 19% of cases though a catalytic effect is assessed in 74% of cases as medium or higher.

Main activities **most frequently** reflected in projects are :

- Construction and rehabilitation of social, cultural and educational institutions
- Rehabilitation and establishment of sport facilities for active sport, recreation and leisure time activities
- Construction/reconstruction/rehabilitation of short local road segments providing access to business locations

Main activities **least frequently** reflected in projects are :

- Facilities for increasing security and preventing crime
- Awareness campaigns, community events and grass root projects, publications, questionnaires, studies
- Workshops to stimulate citizens support and involvement
- Training that is complementary to and required by above activities
- Investment to public places, recreational areas, entertainment zones, green areas and parks, squares, lakes, ponds and influent streams

The following activities, **missing or not explicit** in current version of OP, appear in several projects and are worthy of consideration:

- Construction/reconstruction/rehabilitation of roads providing better access between two or more small municipalities (based on more than 10 proposals in SC)
- Renovation of market places

Both above “missed” activities seem relevant to the OP Rural Development.

3. Specific Problems to be Addressed:

The financial allocation to this operation is not large, especially taking account of the sheer number of

eligible municipalities. Not surprisingly the financial demand represented by relevant and feasible projects is 133% of the allocation.

However the exercise was carried out on the basis of version 10. Version 11 introduces a number of very significant changes, brought about in the attempt to ensure consistency and no overlap with the Rural Development OP. In practice all of the following types of activities have been deleted from 4.3 (version 11) and instead referred to the OP Rural Development:

- Renovation of all public places, squares, physical landscaping, culture
- Awareness campaigns, capacity-building etc.

In practice there remain only 7 activities in this operation: health, education, industrial and business locations, energy audits/ efficiency, waste disposal systems, flood prevention, complementary training.

No “soft” assistance is foreseen commensurate with the requirement to develop local development capacity.

This attempt at eliminating overlap however certainly has serious consequences for the coherence of the operation (ie those parts that remain) and for absorption since a great many projects or parts of projects are no longer relevant to this programme but rather to the Rural Development OP.

We estimate that 59 projects worth €83 Mio , previously assessed relevant and feasible are no longer relevant to this programme (64% of projects and 75% of the total budget). This significantly reduces the number of projects relevant and feasible projects that might be ready within 12 or 18 months by 33 projects worth €34 Mio (61% of projects in this group and 70% of their budget).

Operation (version 11) makes explicit an already implicit criterion that was never intended in earlier versions, by insisting that any application involve at least two of the 7 main activities specified. Given the somewhat heterogeneous nature of the activities now remaining in this operation, this is unreasonable. In any case, the fundamental logic behind this operation has been since November 2005 that it should encourage inter-municipal co-operation especially in cases where an individual investment would not make sense for a single municipality. **We see no reason to forbid several municipalities co-operating on a single activity, and indeed many projects received are of this nature.**

4. Recommendations:

- A single official should be designated to deal with this operation. On side of PM Ginka Kapitanova (working with Colm McClements) should work on this operation with the specified official. To avoid any further ad hoc changes, no one else should work on this operation. The

MRDPW official should report regularly to the Priority 4 Leader.

- This work group should liaise closely with MoA and determine the views of the Ministry of Education and the Ministry of Health with regard to education and health projects respectively (the main part of the remaining operation)
- This work group should draft the final text for the operation in OP, PC and text of calls, determine roll out-plan for the operation, specifically define relevant documents for the operation (guidance to applicants, example types of good applications), promote the operation through information and communication workshops (May-July)
- The following modifications should be made to the text:

In the OP itself:

The rationale needs clearly to state the following:

The logic [of the operation 4.3] is that even though regional development largely passes through urban development in Bulgaria, and connectivity to urban possibilities, there remain certain cases where non-agglomeration and generally smaller municipalities may be able to justify small-scale investments vital to their competitiveness and sustainability. 4.3 is conceived as an operation where the resources are exclusively addressed to them.

Access to the allocation is however premised on one fundamental consideration: in almost all cases few such investments can be justified on the basis of demand from a single municipality (since demand is unlikely to be commensurate with minimal desirable size). **Hence inter-municipal co-operation in the preparation and submission of all projects is obligatory for this operation. This means that all applications must involve, be supported by and address the needs and demands of more than one municipality.**

Furthermore, the operation seeks to initiate and encourage a more broadly-based process of inter-municipal co-operation that can be sustained into the future. To this end, it **encourages** several municipalities (but does not make obligatory) to propose applications involving more than one activity in a single more integrated application.

In the PC

In addition to making explicitly the above, add the following:

Selection Criteria and Process

Project application must be:

- Proposed by at least 2 municipalities
- Worth at least 75,000 EUR and ideally more than 100,000 EUR
- Address identified needs and demands and provide clear benefits for at least 2 municipalities
- Address a need that cannot be addressed by access to similar benefits in agglomeration areas
- Represent value for money.

Scoring/Quality Criteria

- Project applications involving more than one activity, on condition the activities are logically linked in function of shared overall objectives [to discuss]
- Project applications that are linked to other co-operation that has been, is being or will be (within the next 12 months) undertaken by the same applicant municipalities
- Project applications that propose joint (ie inter-municipal) approaches to ensuring sustained and continued use or on-going activity after project end
- Project applications representing a better cost – benefit relation than could not have been realized had the participating municipalities acted in isolation

5. Other Issues

-

6. Indicators

No recommendations at present

7. Categorisation of Expenditure

61, 43, 44, 54?, 75,76, 81?

8. Modalities

This operation is much more significant to the success of the OPRD than might be indicated by its financial allocation. Therefore we propose:

Aug 07: complete design of initial call, all methodological guidance, guide to applicants etc

Oct 07: Launch first call for up to 15 MEUR; ensure promotion workshops after completion of call

(contracting) to indicate common problems and promote improvement before second call

June 08: Launch further call for up to 20 MEUR, integrating all lessons from first call

End 2009: evaluate operation with a view to proposing all necessary modifications for period after 2011.

9. Questions:

-

10. Main Actions for Further Preparation

As above

Note: Draft specification for any integrated applications offered:

The inter-municipal action plan should be prepared for **at least 2 municipalities** and may include:

- identification of general needs, constraints and problems of the territory to be resolved
- proposal for development strategy for the specific territory
- mid-term 3-year action plan, including activities/project ideas
- identification of at least 2 most considerable project ideas for the respective territory/communities
- development of the identified at previous stage project ideas into **application packages relevant to any OPRD activity (for which the specified municipalities are eligible)**
- time schedule of the activities
- responsibilities of municipalities for implementation of activities

21. Operation 4.4 Inter-regional Cooperation

Note: The text set out below incorporates all comments made by MRDPW officials in the workshop of 29 March 2007 and further follow up consultation. It therefore should reflect a very high level of agreement between the consultants and the relevant officials with regard to the analysis and diagnosis given.

1. Summary:

Key Conclusion: The financial allocation to this operation is not large but if the evident from the mapping exercise pattern of projects is not changed, there will be a little chance for the operation to meet any reasonable targets and to make any significant impact.

Key Recommendation:

It is essential to review this operation and to re-define clearly what it seeks to support. To do that, the MA has firstly to understand the operation and to understand how it relates to the inter-regional cooperation networks at EU level. Then the MA has to decide what really wants and how to achieve it.

This has to be followed by effective communication to the district and municipal authorities (since these are the sole beneficiaries of the operation).

2. Key Findings Relative to this Operation

Element	Finding
1. No. of Projects (relevant and feasible)	12 with a total budget of 1.7 Mio EUR. Further 11 projects are received but they are assessed as irrelevant and/or non-feasible.
2. No. of Projects we assess as "could be ready before April 2008" (12 months)	10 with a total budget of 1.3 Mio EUR. In total 23 projects with a total budget of 2.7 Mio EUR are assessed as "could be ready" in 18 months.
3. Estimated % of total financial allocation that could be absorbed by mid-2010	0,2 Mio = 3 % of the total allocation for the operation of 6.4 Mio EUR.
4. Regional Variations (R+F)	NW and SC = 3, SE = 0
5. Project Size (R+F)	6 projects are between €100,000-300,000 (85% of the all 12 relevant and feasible projects budget). From the remaining projects 4 are below €50,000 and 2 are between €50,000-100,000.
6. Impact	From the 12 relevant and feasible projects impact is assessed as extending to whole district or more than 5 municipalities in 92% of

	<p>all cases. The size of the target group is assessed as medium or higher in 75%.</p> <p>The possible catalytic effect is assessed as medium or higher also in 92% of all cases, and 83% are assessed as having indirect but significant or highly significant impact on competitiveness.</p> <p>11 of the relevant and feasible projects are submitted by district administrations and 1 is from a municipality association. Only 4 projects have indicated the EU partner.</p>
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Main activities **most frequently** reflected in projects are:

- Transfer of know-how and best practices and accompanying action research
- Trainings, seminars, workshops, conferences, study tours, joint meetings
- Development of portals/virtual networks for exchange of best practices
- Data collection, studies and analysis of development trends
- Information dissemination and awareness raising campaigns

Main activities **least frequently** reflected in projects are:

- Implementation of innovative approaches (pilot projects)
- Innovation and risk prevention strategies
- Elaboration of future strategic projects and action plans
- Benchmarking analyses for service provision

There are no obvious **missing** activities. In fact the operation itself is quite flexible and gives possibilities for implementation of the usual kinds of exchange of experience and best practice "soft" activities but requires the projects to be proposed within particular areas/ themes (as they are specified in OPRD-v.10, incl. participation in the new Regions for Economic Change initiative; however, these have unexplainably why disappeared in v.11-12).

3. Specific Problems to be Addressed:

The purpose and the meaning of this operation are very much misunderstood by the beneficiaries. Quality of projects in general is poor and some of the descriptions are vague and confusing. Cooperation is understood in most of the cases as interaction and exchange of experience among the regions/ districts within the Bulgaria rather than cooperation/ know-how transfer between the Bulgarian and the other EU regions.

The reasons for this could be searched in several directions:

- a) Limited experience of the district and municipal authorities as partners in projects under INTERREG IIIC initiative. The only exceptions of quality projects are coming from previously

established partnerships.

- b) Lack of a clear direction that the description of the operation gives for what the general approach to using EU support is. The operation lacks coherence and is largely inadequate to EU requirements (especially concerning territorial scope, themes, beneficiaries etc.).
- c) Lack of enough clarity in the Commission guidance on the arrangements for inter-regional cooperation under ERDF “Convergence” and “Competitiveness” programmes. In addition – the four inter-regional programmes at EU level (INTERREG IVC, URBACT II, INTERACT II and ESPON II) are still subject to changes.

To improve the situation, the MA has firstly to understand the operation and to understand how it relates to the inter-regional programmes at EU level. Then the MA has to decide what it really wants and how to achieve it. This has to be followed by effective communication to the beneficiaries (the district and the municipal authorities).

4. Recommendations:

In the OP

Changes in the Priority text:

The Priority text gives a rationale to operations 4.1, 4.2 and 4.3 but not to 4.4 (this one) – it needs clearly to state the following:

- 1) In addition to inter-municipal and inter-regional cooperation within the territory of the country, this Priority makes also use of exchange and learning between regional and local authorities and their partners in other member states of the EU (operation 4.4).
- 2) Specific objective of the Priority: also is to stimulate regional and local innovation through inter-regional exchange.
- 3) Demarcation with programmes under the Territorial cooperation objective (as defined in NSRF of December 2006 there are 5 CBC and 1 trans-national programme Bulgaria will participate):
 - eligible territorial areas under CBC are bordering regions at NUTS 3 level; beneficiaries could be public authorities, NGOs, private sector
 - eligible territorial areas under inter-regional cooperation could be also at NUTS 4 (municipalities) and NUTS 2 (planning regions in BG) levels; beneficiaries could be only the regional and local authorities and their associations
 - different implementation modalities (joint project development, joint implementation, joint

staffing and joint financing are not required under the “Convergence” and “Competitiveness” inter-regional option)

4) Complementarity with INTERREG IVC and URBACT II

The Priority is open to benefit from the possibilities arising from the INTERREG IVC and URBACT II programmes as important instruments for the implementation of the EU initiative “Regions for Economic Change” (RfEC).

This allows two different types of projects initiated by actors at the regional and local level that are complementary and together help achieving the objective of Priority 4/ OPRD:

- a) within the framework and the budget of operation 4.4 (each partner will have his own contract with his own managing authority; the topics covered will relate to the topics of the programmes concerned), and
- b) within the framework and the budget of INTERREG IVC (€321 million, MA in France) and URBACT II (€68 million, MA in France); the topics covered are those of the two programmes themselves; Commission is involved in selection of projects.

At present, it is not clear who bears the responsibility in BG for INTERREG IVC and URBACT II (no any provision is made for these programmes in the NSRF or somewhere else) – is this the Ministry of Finance, as indicated in all Commission documents, or the MRDPW? It is strongly recommended that the MA of OPRD makes necessary arrangements to undertake, if still not, the responsibility of both above programmes. Thus it will also make possible the implementation of EC recommendation (Commission comments on version 10) to welcome and implement in OPRD the ideas coming from RfEC networks.

Changes in operation 4.4 description:

The rationale needs clearly to state the following:

- 1) The main topics (themes) to be addressed – guiding principle could be INTERREG IVC and INTERACT II, but there is also the option given from the Commission to choose from the themes that are particularly relevant to OPRD. In any case, an investigation should be done and overlapping has to be avoided with other ERDF-funded OPs.
- 2) The main already identified partners (if any), while also leaving open the option to work with other regions.

As MRDPW has already been invited to cooperate with a specific group of regions (Saxony-Anhalt, Valenciana, NE and NW of England, Mazovia, North Great Plain Region of Hungary, and Latvia) it is important to investigate carefully:

- a. all necessary implementation arrangements with view to not unduly complicate the existing

- ones (i.e. creation of additional structures and procedures),
- b. EC consideration (Aide mémoire, p. 66) that it would be difficult to coordinate interregional partnerships with more than 4 partners under Convergence and Competitiveness programmes.
- 3) The main beneficiaries – according to the General Regulation, Article 37 (6) b, these could be only regional and local authorities. “Cooperation of municipalities” does not mean anything – should be replaced with “associations of regional and local authorities”. Euroregions and other NGOs representing the interests of regions/ municipalities could be only partners.

In the PC

In addition to making explicitly the above, add the following:

Eligibility criteria:

Project application must be:

- Submitted by a municipality (association of municipalities) or a district (association of districts), with clear written partnership agreement with at least one EU region/ local authority;
- Providing information about the partners, their planned activities, as well as their timetable for approval and implementation;
- Relevant to at least one of the specified under operation 4.4 topics (themes).
- Within the limits of €50,000 to €300,000

Selection/Quality Criteria:

- Project applications foreseeing innovative actions (pilot projects);
- Project application that addresses acquisition of knowledge and skills relevant especially to identifying and defining development solutions under OPRD priorities;
- Project applications involving partnerships that already have previous experience and/or building upon already implemented activities;
- Project applications that make use of the ideas coming up from the “Regions for Economic Change” networks;
- Project proposals likely to have multiplier effects (including scope for replication and extension of the outcome of the action and dissemination of information).

5. Other Issues

The OPRD MA will need to be aware of the approval procedures of other relevant programmes and should try to avoid creating a situation where one partner's application is approved but another's is not.

6. Indicators

No recommendations at present

7. Categorisation of Expenditure

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8. Modalities

...

9. Questions:

...

10. Main Actions for Further Preparation

- 1) The MA to carry out immediately consultations with Ministry of Finance (MEUFD) to clarify all existing arrangements related to participation of Bulgaria in INTERREG IVC and URBACT II programmes, including management and implementation arrangements
- 2) To define in close consultation with DG REGIO main topics for the interventions under this operation, and the ways and instruments for inter-regional cooperation with preliminary identified partners (regions)
- 3) To organise a workshop for representatives of district authorities to communicate the content and the implementation modalities of the operation

PART 3

ANNEXES

22.Comparative data for OPRD, its priorities and operations

Table 22-7. Overview of OPRD

OPRD TOTAL	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		1 601,3				
All projects received	1494	2 205,6	1476	100%	100%	138%
Relevant projects	1178	1 654,7	1405	79%	75%	103%
Relevant and feasible projects	1022	1 254,1	1227	68%	57%	78%
Projects with readiness 3,50+	666	624,9	938	45%	28%	39%
Project with readiness 4+	460	433,9	943	31%	20%	27%

Regional breakdown of R&F				% of RF only		
NW	119	130,6	1098	12%	10%	
NC	131	113,4	866	13%	9%	
NE	141	226,8	1609	14%	18%	
SE	150	117,3	782	15%	9%	
SC	280	287,7	1027	27%	23%	
SW	196	353,2	1802	19%	28%	
R&F projects by size						
below 50	110	3,4	31	11%	0%	
50-100	99	8,0	81	10%	1%	
100-300	274	53,7	196	27%	4%	
300-500	122	50,3	413	12%	4%	
500-1000	162	126,5	781	16%	10%	
1000-5000	217	486,8	2243	21%	39%	
over 5000	38	525,3	13824	4%	42%	
R&F Projects 3,50+ able to start						
2007		153,9			25%	
2008		451,3			72%	
2009		19,4			3%	
2010		0,3			0%	
R&F Projects 3.50 to be completed						
2008		54,6			9%	3%
2009		223,0			36%	14%
2010		279,1			45%	17%
2011		63,4			10%	4%
2012		4,7			1%	0%
Completed by end of 2009		277,6				17%

Table 22-8. All projects – number, size and demand

	Number of projects							Project size '000 000 EUR							OPRD v11 allocation	Demand, % of OPRD
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW		
Total	1 494	214	200	206	215	387	263	2 205,6	175,1	195,4	541,8	269,0	540,8	457,7	1 601,3	138%
<i>Pr. 1 Urban development</i>	749	95	105	134	107	176	131	1 333,4	102,2	124,3	413,6	86,0	286,6	319,2	800,6	167%
1.1 Social Infrastructure	410	50	54	64	59	106	77	352,4	41,9	52,8	63,9	42,4	80,1	71,2	280,2	126%
1.2 Housing	20	2	0	10	2	3	3	18,5	2,6	0,0	8,2	0,0	3,1	4,5	40,0	46%
1.3 Economic Activities	28	4	4	8	4	6	2	84,8	3,2	12,2	23,0	7,2	34,2	5,1	120,1	71%
1.4 Physical Environment & Risk Prevention	255	36	46	48	38	55	31	599,1	51,2	59,3	257,0	33,5	145,3	51,3	200,2	299%
1.5 Urban Transport	36	3	1	4	4	6	18	278,7	3,3	0,0	61,5	2,9	23,8	187,2	160,1	174%
<i>Pr. 2 Accessibility</i>	143	21	13	20	22	34	33	354,8	33,5	30,8	63,3	46,0	119,3	61,8	400,3	89%
2.1 Regional & Local Roads	108	15	9	19	14	25	26	290,5	14,8	9,2	63,2	34,7	116,4	52,1	320,3	91%
2.2 ICT	18	1	0	1	7	6	3	7,7	0,1	0,0	0,1	6,5	0,5	0,5	20,0	38%
2.3 Energy	17	5	4	0	1	3	4	56,6	18,6	21,6	0,0	4,8	2,4	9,2	60,0	94%
<i>Pr. 3 Tourism</i>	254	26	40	22	25	89	49	140,6	13,4	22,6	14,4	18,3	39,8	32,0	208,2	68%
3.1 Tourism Attractions & Infrastructure	217	23	36	20	22	74	42	132,3	12,7	22,5	14,4	17,6	33,8	31,3	145,7	91%
3.2 Destinations' Product Development & Marketing	37	3	4	2	3	15	7	8,3	0,6	0,1	0,1	0,8	5,9	0,6	31,2	27%
<i>Pr. 4 Cooperation and capacity</i>	273	58	30	25	50	63	42	205,9	20,4	12,3	37,3	52,2	39,6	20,1	128,1	161%
4.1 Integrated Development Partnerships	10	3	1	0	1	3	1	0,9	0,2	0,1	0,0	0,2	0,2	0,1	12,8	7%
4.2 Planning & Project Development	100	24	8	10	26	14	18	22,1	5,0	1,2	2,2	7,3	1,2	5,2	25,6	86%
4.3 Small scale Local Investments	140	27	19	12	21	39	19	180,1	14,7	10,6	34,7	44,5	37,5	14,3	83,3	216%
4.4 Interregional Co-operation	23	4	2	3	2	7	4	2,7	0,4	0,4	0,3	0,2	0,7	0,5	6,4	43%
<i>Could not be related to any operation</i>	75	14	12	5	11	25	8	171,0	5,6	5,4	13,3	66,5	55,5	24,6		

Table 22-9. All projects – number and size, regional %

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	14%	13%	14%	14%	26%	18%	100%	8%	9%	25%	12%	25%	21%
<i>Pr. 1 Urban development</i>	100%	13%	14%	18%	14%	23%	17%	100%	8%	9%	31%	6%	21%	24%
1.1 Social Infrastructure	100%	12%	13%	16%	14%	26%	19%	100%	12%	15%	18%	12%	23%	20%
1.2 Housing	100%	10%	0%	50%	10%	15%	15%	100%	14%	0%	44%	0%	17%	25%
1.3 Economic Activities	100%	14%	14%	29%	14%	21%	7%	100%	4%	14%	27%	8%	40%	6%
1.4 Physical Environment & Risk Prevention	100%	14%	18%	19%	15%	22%	12%	100%	9%	10%	43%	6%	24%	9%
1.5 Urban Transport	100%	8%	3%	11%	11%	17%	50%	100%	1%	0%	22%	1%	9%	67%
<i>Pr. 2 Accessibility</i>	100%	15%	9%	14%	15%	24%	23%	100%	9%	9%	18%	13%	34%	17%
2.1 Regional & Local Roads	100%	14%	8%	18%	13%	23%	24%	100%	5%	3%	22%	12%	40%	18%
2.2 ICT	100%	6%	0%	6%	39%	33%	17%	100%	1%	0%	1%	85%	7%	7%
2.3 Energy	100%	29%	24%	0%	6%	18%	24%	100%	33%	38%	0%	8%	4%	16%
<i>Pr. 3 Tourism</i>	100%	10%	16%	9%	10%	35%	19%	100%	9%	16%	10%	13%	28%	23%
3.1 Tourism Attractions & Infrastructure	100%	11%	17%	9%	10%	34%	19%	100%	10%	17%	11%	13%	26%	24%
3.2 Destinations' Product Development & Marketing	100%	8%	11%	5%	8%	41%	19%	100%	7%	1%	1%	9%	71%	8%
<i>Pr. 4 Cooperation and capacity</i>	100%	21%	11%	9%	18%	23%	15%	100%	10%	6%	18%	25%	19%	10%
4.1 Integrated Development Partnerships	100%	30%	10%	0%	10%	30%	10%	100%	25%	10%	0%	18%	23%	8%
4.2 Planning & Project Development	100%	24%	8%	10%	26%	14%	18%	100%	23%	6%	10%	33%	6%	23%
4.3 Small scale Local Investments	100%	19%	14%	9%	15%	28%	14%	100%	8%	6%	19%	25%	21%	8%
4.4 Interregional Co-operation	100%	17%	9%	13%	9%	30%	17%	100%	15%	15%	12%	8%	27%	20%
<i>Could not be related to any operation</i>	100%	19%	16%	7%	15%	33%	11%	100%	3%	3%	8%	39%	32%	14%

Table 22-10. All projects - number and size, % of total for OPRD

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	50%	44%	53%	65%	50%	45%	50%	60%	58%	64%	76%	32%	53%	70%
1.1 Social Infrastructure	27%	23%	27%	31%	27%	27%	29%	16%	24%	27%	12%	16%	15%	16%
1.2 Housing	1%	1%	0%	5%	1%	1%	1%	1%	1%	0%	2%	0%	1%	1%
1.3 Economic Activities	2%	2%	2%	4%	2%	2%	1%	4%	2%	6%	4%	3%	6%	1%
1.4 Physical Environment & Risk Prevention	17%	17%	23%	23%	18%	14%	12%	27%	29%	30%	47%	12%	27%	11%
1.5 Urban Transport	2%	1%	1%	2%	2%	2%	7%	13%	2%	0%	11%	1%	4%	41%
<i>Pr. 2 Accessibility</i>	10%	10%	7%	10%	10%	9%	13%	16%	19%	16%	12%	17%	22%	14%
2.1 Regional & Local Roads	7%	7%	5%	9%	7%	6%	10%	13%	8%	5%	12%	13%	22%	11%
2.2 ICT	1%	0%	0%	0%	3%	2%	1%	0%	0%	0%	0%	2%	0%	0%
2.3 Energy	1%	2%	2%	0%	0%	1%	2%	3%	11%	11%	0%	2%	0%	2%
<i>Pr. 3 Tourism</i>	17%	12%	20%	11%	12%	23%	19%	6%	8%	12%	3%	7%	7%	7%
3.1 Tourism Attractions & Infrastructure	15%	11%	18%	10%	10%	19%	16%	6%	7%	11%	3%	7%	6%	7%
3.2 Destinations' Product Development & Marketing	2%	1%	2%	1%	1%	4%	3%	0%	0%	0%	0%	0%	1%	0%
<i>Pr. 4 Cooperation and capacity</i>	18%	27%	15%	12%	23%	16%	16%	9%	12%	6%	7%	19%	7%	4%
4.1 Integrated Development Partnerships	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	11%	4%	5%	12%	4%	7%	1%	3%	1%	0%	3%	0%	1%
4.3 Small scale Local Investments	9%	13%	10%	6%	10%	10%	7%	8%	8%	5%	6%	17%	7%	3%
4.4 Interregional Co-operation	2%	2%	1%	1%	1%	2%	2%	0%	0%	0%	0%	0%	0%	0%
<i>Could not be related to any operation</i>	5%	7%	6%	2%	5%	6%	3%	8%	3%	3%	2%	25%	10%	5%

Table 22-11. All projects – number and size by size of projects in '000 EUR

	Number of projects										Project size '000 000 EUR										Average size '000 EUR
	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	no answer	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	no answer			
Total	1 494	163	155	377	169	236	301	78	15	2 205,6	5,0	12,5	73,5	70,0	182,1	695,6	1 166,9	0	1 491		
<i>Pr. 1 Urban development</i>	749	58	63	193	88	125	171	46	5	1 333,4	1,9	5,3	37,3	36,1	98,2	387,5	767,0	0	1 792		
1.1 Social Infrastructure	410	47	34	125	51	62	79	10	2	352,4	1,5	2,8	24,3	20,4	48,4	175,9	79,1	0	864		
1.2 Housing	20	0	1	2	2	4	9	0	2	18,5	0,0	0,1	0,5	0,9	3,2	13,8	0,0	0	1 026		
1.3 Economic Activities	28	1	2	1	7	5	7	5	0	84,8	0,1	0,2	0,2	2,8	4,0	23,8	53,6	0	3 028		
1.4 Physical Environment & Risk Prevention	255	9	25	61	27	51	63	19	0	599,1	0,3	2,0	11,6	11,6	40,3	146,1	387,2	0	2 349		
1.5 Urban Transport	36	1	1	4	1	3	13	12	1	278,7	0,0	0,1	0,7	0,4	2,4	27,9	247,2	0	7 962		
<i>Pr. 2 Accessibility</i>	143	10	7	10	18	27	57	12	2	354,8	0,4	0,6	1,9	7,8	20,8	134,5	188,9	0	2 516		
2.1 Regional & Local Roads	108	4	2	5	14	24	49	9	1	290,5	0,1	0,2	1,2	6,2	18,5	111,3	153,0	0	2 715		
2.2 ICT	18	4	5	3	3	1	2	0	0	7,7	0,2	0,4	0,5	1,1	1,0	4,5	0,0	0	426		
2.3 Energy	17	2	0	2	1	2	6	3	1	56,6	0,1	0,0	0,2	0,4	1,3	18,8	35,9	0	3 540		
<i>Pr. 3 Tourism</i>	254	37	38	88	30	29	29	2	1	140,6	1,1	3,0	18,5	12,3	22,4	65,8	17,5	0	556		
3.1 Tourism Attractions & Infrastructure	217	23	29	78	28	29	27	2	1	132,3	0,7	2,2	16,6	11,4	22,4	61,4	17,5	0	613		
3.2 Destinations' Product Development & Marketing	37	14	9	10	2	0	2	0	0	8,3	0,4	0,7	1,9	0,9	0,0	4,4	0,0	0	225		
<i>Pr. 4 Cooperation and capacity</i>	273	54	38	74	30	40	25	8	4	205,9	1,4	3,1	13,7	12,4	29,5	55,4	90,5	0	765		
4.1 Integrated Development Partnerships	10	2	6	2	0	0	0	0	0	0,9	0,0	0,6	0,3	0,0	0,0	0,0	0,0	0	91		
4.2 Planning & Project Development	100	27	18	33	7	8	4	0	3	22,1	0,7	1,3	5,7	2,8	5,6	6,1	0,0	0	228		
4.3 Small scale Local Investments	140	18	7	31	22	32	21	8	1	180,1	0,4	0,6	6,1	9,3	23,9	49,3	90,5	0	1 296		
4.4 Interregional Co-operation	23	7	7	8	1	0	0	0	0	2,7	0,2	0,6	1,6	0,3	0,0	0,0	0,0	0	119		
<i>Could not be related to any operation</i>	75	4	9	12	3	15	19	10	3	171,0	0,1	0,6	2,2	1,4	11,3	52,3	103,1	0	2 374		

Table 22-12. All projects - number and size, % of all projects by size

	Number of projects									Project size '000 000 EUR								
	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	no answer	Total	Below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	no answer
Total	100%	11%	10%	25%	11%	16%	20%	5%	1%	100%	0%	1%	3%	3%	8%	32%	53%	0%
<i>Pr. 1 Urban development</i>	100%	8%	8%	26%	12%	17%	23%	6%	1%	100%	0%	0%	3%	3%	7%	29%	58%	0%
1.1 Social Infrastructure	100%	11%	8%	30%	12%	15%	19%	2%	0%	100%	0%	1%	7%	6%	14%	50%	22%	0%
1.2 Housing	100%	0%	5%	10%	10%	20%	45%	0%	10%	100%	0%	1%	3%	5%	17%	75%	0%	0%
1.3 Economic Activities	100%	4%	7%	4%	25%	18%	25%	18%	0%	100%	0%	0%	0%	3%	5%	28%	63%	0%
1.4 Physical Environment & Risk Prevention	100%	4%	10%	24%	11%	20%	25%	7%	0%	100%	0%	0%	2%	2%	7%	24%	65%	0%
1.5 Urban Transport	100%	3%	3%	11%	3%	8%	36%	33%	3%	100%	0%	0%	0%	0%	1%	10%	89%	0%
<i>Pr. 2 Accessibility</i>	100%	7%	5%	7%	13%	19%	40%	8%	1%	100%	0%	0%	1%	2%	6%	38%	53%	0%
2.1 Regional & Local Roads	100%	4%	2%	5%	13%	22%	45%	8%	1%	100%	0%	0%	0%	2%	6%	38%	53%	0%
2.2 ICT	100%	22%	28%	17%	17%	6%	11%	0%	0%	100%	2%	5%	6%	14%	13%	59%	0%	0%
2.3 Energy	100%	12%	0%	12%	6%	12%	35%	18%	6%	100%	0%	0%	0%	1%	2%	33%	63%	0%
<i>Pr. 3 Tourism</i>	100%	15%	15%	35%	12%	11%	11%	1%	0%	100%	1%	2%	13%	9%	16%	47%	12%	0%
3.1 Tourism Attractions & Infrastructure	100%	11%	13%	36%	13%	13%	12%	1%	0%	100%	1%	2%	13%	9%	17%	46%	13%	0%
3.2 Destinations' Product Development & Marketing	100%	38%	24%	27%	5%	0%	5%	0%	0%	100%	4%	9%	23%	11%	0%	53%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	100%	20%	14%	27%	11%	15%	9%	3%	1%	100%	1%	1%	7%	6%	14%	27%	44%	0%
4.1 Integrated Development Partnerships	100%	20%	60%	20%	0%	0%	0%	0%	0%	100%	5%	61%	34%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	100%	27%	18%	33%	7%	8%	4%	0%	3%	100%	3%	6%	26%	13%	25%	27%	0%	0%
4.3 Small scale Local Investments	100%	13%	5%	22%	16%	23%	15%	6%	1%	100%	0%	0%	3%	5%	13%	27%	50%	0%
4.4 Interregional Co-operation	100%	30%	30%	35%	4%	0%	0%	0%	0%	100%	9%	22%	57%	13%	0%	0%	0%	0%
<i>Could not be related to any operation</i>	100%	5%	12%	16%	4%	20%	25%	13%	4%	100%	0%	0%	1%	1%	7%	31%	60%	0%

Table 22-13. All projects - number and size, % of total for OPRD by size

	Number of projects									Project size '000 000 EUR								
	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	no answer	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	no answer
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	50%	36%	41%	51%	52%	53%	57%	59%	33%	60%	39%	42%	51%	52%	54%	56%	66%	
1.1 Social Infrastructure	27%	29%	22%	33%	30%	26%	26%	13%	13%	16%	30%	23%	33%	29%	27%	25%	7%	
1.2 Housing	1%	0%	1%	1%	1%	2%	3%	0%	13%	1%	0%	1%	1%	1%	2%	2%	0%	
1.3 Economic Activities	2%	1%	1%	0%	4%	2%	2%	6%	0%	4%	1%	2%	0%	4%	2%	3%	5%	
1.4 Physical Environment & Risk Prevention	17%	6%	16%	16%	16%	22%	21%	24%	0%	27%	7%	16%	16%	17%	22%	21%	33%	
1.5 Urban Transport	2%	1%	1%	1%	1%	1%	4%	15%	7%	13%	1%	1%	1%	1%	4%	21%		
<i>Pr. 2 Accessibility</i>	10%	6%	5%	3%	11%	11%	19%	15%	13%	16%	7%	5%	3%	11%	11%	19%	16%	
2.1 Regional & Local Roads	7%	2%	1%	1%	8%	10%	16%	12%	7%	13%	2%	1%	2%	9%	10%	16%	13%	
2.2 ICT	1%	2%	3%	1%	2%	0%	1%	0%	0%	0%	3%	3%	1%	2%	1%	0%		
2.3 Energy	1%	1%	0%	1%	1%	1%	2%	4%	7%	3%	2%	0%	0%	1%	3%	3%		
<i>Pr. 3 Tourism</i>	17%	23%	25%	23%	18%	12%	10%	3%	7%	6%	22%	24%	25%	18%	12%	9%	1%	
3.1 Tourism Attractions & Infrastructure	15%	14%	19%	21%	17%	12%	9%	3%	7%	6%	15%	18%	23%	16%	12%	9%	1%	
3.2 Destinations' Product Development & Marketing	2%	9%	6%	3%	1%	0%	1%	0%	0%	0%	7%	6%	3%	1%	0%	1%	0%	
<i>Pr. 4 Cooperation and capacity</i>	18%	33%	25%	20%	18%	17%	8%	10%	27%	9%	29%	25%	19%	18%	16%	8%	8%	
4.1 Integrated Development Partnerships	1%	1%	4%	1%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%	0%	0%	0%	
4.2 Planning & Project Development	7%	17%	12%	9%	4%	3%	1%	0%	20%	1%	15%	11%	8%	4%	3%	1%	0%	
4.3 Small scale Local Investments	9%	11%	5%	8%	13%	14%	7%	10%	7%	8%	9%	5%	8%	13%	13%	7%	8%	
4.4 Interregional Co-operation	2%	4%	5%	2%	1%	0%	0%	0%	0%	0%	5%	5%	2%	0%	0%	0%	0%	
<i>Could not be related to any operation</i>	5%	2%	6%	3%	2%	6%	6%	13%	20%	8%	3%	5%	3%	2%	6%	8%	9%	

Table 22-14. All projects – number and size by size of municipality ('000 inh.)

	Number of projects							Project size '000 000 EUR						
	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality
Total	1 494	198	348	241	325	218	164	2 205,6	125,5	338,6	280,0	393,2	889,7	178,7
<i>Pr. 1 Urban development</i>	749	34	123	142	240	181	29	1 333,4	19,0	91,0	155,4	248,0	777,9	42,0
1.1 Social Infrastructure	410	22	59	82	131	93	23	352,4	9,9	29,3	50,6	92,2	143,9	26,4
1.2 Housing	20	3	5	0	7	5	0	18,5	3,2	0,8	0,0	8,7	5,7	0,0
1.3 Economic Activities	28	2	4	9	8	5	0	84,8	0,4	4,8	17,4	17,5	44,7	0,0
1.4 Physical Environment & Risk Prevention	255	5	54	48	87	56	5	599,1	2,3	54,6	84,9	124,8	318,1	14,4
1.5 Urban Transport	36	2	1	3	7	22	1	278,7	3,2	1,5	2,4	4,8	265,6	1,2
<i>Pr. 2 Accessibility</i>	143	23	52	28	27	9	4	354,8	25,7	103,4	47,5	86,5	78,9	12,8
2.1 Regional & Local Roads	108	19	37	19	24	6	3	290,5	25,0	80,2	32,3	64,4	76,2	12,4
2.2 ICT	18	0	6	7	1	3	1	7,7	0,0	0,8	3,7	0,1	2,7	0,3
2.3 Energy	17	4	9	2	2	0	0	56,6	0,7	22,4	11,5	22,0	0,0	0,0
<i>Pr. 3 Tourism</i>	254	80	89	35	26	7	17	140,6	31,9	45,2	25,9	30,2	2,2	5,3
3.1 Tourism Attractions & Infrastructure	217	72	81	28	22	6	8	132,3	31,1	44,9	20,6	30,0	1,9	3,8
3.2 Destinations' Product Development & Marketing	37	8	8	7	4	1	9	8,3	0,7	0,3	5,2	0,2	0,3	1,5
<i>Pr. 4 Cooperation and capacity</i>	273	52	59	17	18	16	111	205,9	32,5	41,7	6,0	3,1	4,2	118,5
4.1 Integrated Development Partnerships	10	0	0	0	3	1	6	0,9	0,0	0,0	0,0	0,2	0,1	0,6
4.2 Planning & Project Development	100	20	29	13	12	13	13	22,1	2,6	7,0	5,0	2,8	3,9	1,0
4.3 Small scale Local Investments	140	32	29	3	0	0	76	180,1	29,9	34,6	0,9	0,0	0,0	114,7
4.4 Interregional Co-operation	23	0	1	1	3	2	16	2,7	0,0	0,1	0,1	0,1	0,2	2,2
<i>Could not be related to any operation</i>	75	9	25	19	14	5	3	171,0	16,4	57,4	45,3	25,3	26,5	0,1

Table 22-15. All projects –% of municipalities by size per priority and operation

	Number of projects							Project size '000 000 EUR						
	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality
Total	100%	13%	23%	16%	22%	15%	11%	100%	6%	15%	13%	18%	40%	8%
<i>Pr. 1 Urban development</i>	100%	5%	16%	19%	32%	24%	4%	100%	1%	7%	12%	19%	58%	3%
1.1 Social Infrastructure	100%	5%	14%	20%	32%	23%	6%	100%	3%	8%	14%	26%	41%	7%
1.2 Housing	100%	15%	25%	0%	35%	25%	0%	100%	17%	4%	0%	47%	31%	0%
1.3 Economic Activities	100%	7%	14%	32%	29%	18%	0%	100%	0%	6%	21%	21%	53%	0%
1.4 Physical Environment & Risk Prevention	100%	2%	21%	19%	34%	22%	2%	100%	0%	9%	14%	21%	53%	2%
1.5 Urban Transport	100%	6%	3%	8%	19%	61%	3%	100%	1%	1%	1%	2%	95%	0%
<i>Pr. 2 Accessibility</i>	100%	16%	36%	20%	19%	6%	3%	100%	7%	29%	13%	24%	22%	4%
2.1 Regional & Local Roads	100%	18%	34%	18%	22%	6%	3%	100%	9%	28%	11%	22%	26%	4%
2.2 ICT	100%	0%	33%	39%	6%	17%	6%	100%	0%	10%	48%	2%	36%	4%
2.3 Energy	100%	24%	53%	12%	12%	0%	0%	100%	1%	40%	20%	39%	0%	0%
<i>Pr. 3 Tourism</i>	100%	31%	35%	14%	10%	3%	7%	100%	23%	32%	18%	21%	2%	4%
3.1 Tourism Attractions & Infrastructure	100%	33%	37%	13%	10%	3%	4%	100%	24%	34%	16%	23%	1%	3%
3.2 Destinations' Product Development & Marketing	100%	22%	22%	19%	11%	3%	24%	100%	9%	4%	63%	3%	4%	19%
<i>Pr. 4 Cooperation and capacity</i>	100%	19%	22%	6%	7%	6%	41%	100%	16%	20%	3%	1%	2%	58%
4.1 Integrated Development Partnerships	100%	0%	0%	0%	30%	10%	60%	100%	0%	0%	0%	22%	11%	67%
4.2 Planning & Project Development	100%	20%	29%	13%	12%	13%	13%	100%	12%	32%	23%	12%	17%	4%
4.3 Small scale Local Investments	100%	23%	21%	2%	0%	0%	54%	100%	17%	19%	1%	0%	0%	64%
4.4 Interregional Co-operation	100%	0%	4%	4%	13%	9%	70%	100%	0%	4%	3%	4%	8%	82%
<i>Could not be related to any operation</i>	100%	12%	33%	25%	19%	7%	4%	100%	10%	34%	26%	15%	16%	0%

Table 22-16. All projects - % of municipalities by size in the total demand

	Number of projects							Project size '000 000 EUR						
	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	50%	17%	35%	59%	74%	83%	18%	60%	15%	27%	55%	63%	87%	24%
1.1 Social Infrastructure	27%	11%	17%	34%	40%	43%	14%	16%	8%	9%	18%	23%	16%	15%
1.2 Housing	1%	2%	1%	0%	2%	2%	0%	1%	3%	0%	0%	2%	1%	0%
1.3 Economic Activities	2%	1%	1%	4%	2%	2%	0%	4%	0%	1%	6%	4%	5%	0%
1.4 Physical Environment & Risk Prevention	17%	3%	16%	20%	27%	26%	3%	27%	2%	16%	30%	32%	36%	8%
1.5 Urban Transport	2%	1%	0%	1%	2%	10%	1%	13%	3%	0%	1%	1%	30%	1%
<i>Pr. 2 Accessibility</i>	10%	12%	15%	12%	8%	4%	2%	16%	21%	31%	17%	22%	9%	7%
2.1 Regional & Local Roads	7%	10%	11%	8%	7%	3%	2%	13%	20%	24%	12%	16%	9%	7%
2.2 ICT	1%	0%	2%	3%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%
2.3 Energy	1%	2%	3%	1%	1%	0%	0%	3%	1%	7%	4%	6%	0%	0%
<i>Pr. 3 Tourism</i>	17%	40%	26%	15%	8%	3%	10%	6%	25%	13%	9%	8%	0%	3%
3.1 Tourism Attractions & Infrastructure	15%	36%	23%	12%	7%	3%	5%	6%	25%	13%	7%	8%	0%	2%
3.2 Destinations' Product Development & Marketing	2%	4%	2%	3%	1%	0%	5%	0%	1%	0%	2%	0%	0%	1%
<i>Pr. 4 Cooperation and capacity</i>	18%	26%	17%	7%	6%	7%	68%	9%	26%	12%	2%	1%	0%	66%
4.1 Integrated Development Partnerships	1%	0%	0%	0%	1%	0%	4%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	10%	8%	5%	4%	6%	8%	1%	2%	2%	2%	1%	0%	1%
4.3 Small scale Local Investments	9%	16%	8%	1%	0%	0%	46%	8%	24%	10%	0%	0%	0%	64%
4.4 Interregional Co-operation	2%	0%	0%	0%	1%	1%	10%	0%	0%	0%	0%	0%	0%	1%
<i>Could not be related to any operation</i>	5%	5%	7%	8%	4%	2%	2%	8%	13%	17%	16%	6%	3%	0%

Table 22-17. All projects – number by type of applicant

	Number of projects														
	Total	municipality	district administration	ministry, agency, other central body	other public bodies	association of municipalities	tourist association (as in OPRD)	chitaliste (community center)	other NGOs	educational and research institutions	health care institutions	social care institutions	business entity - public	business entity - private	other
Total	1 494	1 258	48	9	15	4	7	5	21	46	68	0	3	2	8
<i>Priority 1 Urban development</i>	749	599	1	5	14	0	0	1	11	43	67	0	3	0	5
1.1 Social Infrastructure	410	283	0	2	7	0	0	1	3	43	67	0	2	0	2
1.2 Housing	20	16	1	0	0	0	0	0	1	0	0	0	0	0	2
1.3 Economic Activities	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4 Physical Environment & Risk Prevention	255	237	0	3	7	0	0	0	7	0	0	0	0	0	1
1.5 Urban Transport	36	35	0	0	0	0	0	0	0	0	0	0	1	0	0
<i>Priority 2 Accessibility</i>	143	141	0	0	0	0	0	0	1	0	0	0	0	0	1
2.1 Regional & Local Roads	108	107	0	0	0	0	0	0	0	0	0	0	0	0	1
2.2 ICT	18	17	0	0	0	0	0	0	1	0	0	0	0	0	0
2.3 Energy	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Priority 3 Tourism</i>	254	231	1	3	0	3	7	3	2	1	0	0	0	2	1
3.1 Tourism Attractions & Infrastructure	217	209	0	1	0	1	3	2	0	0	0	0	0	1	0
3.2 Destinations' Product Development & Marketing	37	22	1	2	0	2	4	1	2	1	0	0	0	1	1
<i>Priority 4 Networking, cooperation and capacity</i>	273	216	44	1	1	1	0	1	5	2	1	0	0	0	1
4.1 Integrated Development Partnerships	10	0	8	0	0	0	0	0	1	0	0	0	0	0	1
4.2 Planning & Project Development	100	76	21	1	0	0	0	1	0	0	1	0	0	0	0
4.3 Small scale Local Investments	140	137	0	0	1	0	0	0	0	2	0	0	0	0	0
4.4 Interregional Co-operation	23	3	15	0	0	1	0	0	4	0	0	0	0	0	0
<i>Could not be related to any of the operations</i>	75	71	2	0	0	0	0	0	2	0	0	0	0	0	0

Table 22-18. All projects – size (budget) by type of applicant

	Project size, '000 000 EUR														
	Total	municipality	district administration	ministry, agency, other central body	other public bodies	association of municipalities	tourist association (as in OPRD)	chitaliste (community center)	other NGOs	educational and research institutions	health care institutions	social care institutions	business entity - public	business entity - private	other
Total	2 205,6	1 969,9	5,1	8,2	24,0	1,0	4,4	0,6	18,4	13,5	80,7	0,0	73,2	0,3	6,5
<i>Priority 1 Urban development</i>	<i>1 333,4</i>	<i>1 111,6</i>	<i>1,1</i>	<i>7,1</i>	<i>23,9</i>	<i>0,0</i>	<i>0,0</i>	<i>0,4</i>	<i>17,5</i>	<i>12,8</i>	<i>80,5</i>	<i>0,0</i>	<i>73,2</i>	<i>0,0</i>	<i>5,3</i>
1.1 Social Infrastructure	352,4	232,0	0,0	3,8	7,7	0,0	0,0	0,4	0,4	12,8	80,5	0,0	14,3	0,0	0,5
1.2 Housing	18,5	13,5	1,1	0,0	0,0	0,0	0,0	0,0	0,3	0,0	0,0	0,0	0,0	0,0	3,6
1.3 Economic Activities	84,8	84,8	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
1.4 Physical Environment & Risk Prevention	599,1	561,6	0,0	3,4	16,2	0,0	0,0	0,0	16,8	0,0	0,0	0,0	0,0	0,0	1,2
1.5 Urban Transport	278,7	219,8	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	58,9	0,0	0,0
<i>Priority 2 Accessibility</i>	<i>354,8</i>	<i>353,7</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,1</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>1,0</i>
2.1 Regional & Local Roads	290,5	289,5	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,0
2.2 ICT	7,7	7,6	0,0	0,0	0,0	0,0	0,0	0,0	0,1	0,0	0,0	0,0	0,0	0,0	0,0
2.3 Energy	56,6	56,6	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
<i>Priority 3 Tourism</i>	<i>140,6</i>	<i>133,6</i>	<i>0,1</i>	<i>1,0</i>	<i>0,0</i>	<i>0,6</i>	<i>4,4</i>	<i>0,2</i>	<i>0,1</i>	<i>0,3</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,3</i>	<i>0,0</i>
3.1 Tourism Attractions & Infrastructure	132,3	127,3	0,0	0,9	0,0	0,3	3,5	0,2	0,0	0,0	0,0	0,0	0,0	0,2	0,0
3.2 Destinations' Product Development & Marketing	8,3	6,3	0,1	0,1	0,0	0,3	0,9	0,0	0,1	0,3	0,0	0,0	0,0	0,1	0,0
<i>Priority 4 Networking, cooperation and capacity</i>	<i>205,9</i>	<i>200,2</i>	<i>3,9</i>	<i>0,1</i>	<i>0,1</i>	<i>0,3</i>	<i>0,0</i>	<i>0,0</i>	<i>0,6</i>	<i>0,4</i>	<i>0,1</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,2</i>
4.1 Integrated Development Partnerships	0,9	0,0	0,7	0,0	0,0	0,0	0,0	0,0	0,1	0,0	0,0	0,0	0,0	0,0	0,2
4.2 Planning & Project Development	22,1	20,3	1,6	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,1	0,0	0,0	0,0	0,0
4.3 Small scale Local Investments	180,1	179,6	0,0	0,0	0,1	0,0	0,0	0,0	0,0	0,4	0,0	0,0	0,0	0,0	0,0
4.4 Interregional Co-operation	2,7	0,3	1,6	0,0	0,0	0,3	0,0	0,0	0,5	0,0	0,0	0,0	0,0	0,0	0,0
<i>Could not be related to any of the operations</i>	<i>171,0</i>	<i>170,7</i>	<i>0,1</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,1</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>	<i>0,0</i>

Table 22-19. All projects – number and size by type of applicant

	Number of projects					Project size '000 000 EUR				
	Total	no partners	single partner	2-3 partners	more than 3 partners	Total	no partners	single partner	2-3 partners	more than 3 partners
Total	1 494	852	323	166	153	2 205,6	1 377,5	397,1	199,8	231,2
<i>Pr. 1 Urban development</i>	749	474	138	63	74	1 333,4	868,4	185,5	117,9	161,6
1.1 Social Infrastructure	410	244	92	32	42	352,4	169,8	73,1	36,4	73,1
1.2 Housing	20	8	3	3	6	18,5	7,7	2,3	3,9	4,5
1.3 Economic Activities	28	19	2	0	7	84,8	45,5	12,0	0,0	27,3
1.4 Physical Environment & Risk Prevention	255	178	34	27	16	599,1	452,0	35,2	77,6	34,3
1.5 Urban Transport	36	25	7	1	3	278,7	193,3	62,9	0,0	22,4
<i>Pr. 2 Accessibility</i>	143	111	20	8	4	354,8	284,4	47,1	20,9	2,4
2.1 Regional & Local Roads	108	90	11	5	2	290,5	260,3	14,9	13,1	2,2
2.2 ICT	18	9	5	2	2	7,7	5,7	1,5	0,4	0,1
2.3 Energy	17	12	4	1	0	56,6	18,4	30,7	7,5	0,0
<i>Pr. 3 Tourism</i>	254	106	67	45	36	140,6	70,0	35,2	17,8	17,6
3.1 Tourism Attractions & Infrastructure	217	94	60	37	26	132,3	67,8	34,8	16,7	13,1
3.2 Destinations' Product Devt & Marketing	37	12	7	8	10	8,3	2,2	0,4	1,1	4,5
<i>Pr. 4 Cooperation and capacity</i>	273	105	83	47	38	205,9	30,1	83,8	43,1	48,9
4.1 Integrated Development Partnerships	10	1	3	2	4	0,9	0,1	0,3	0,1	0,4
4.2 Planning & Project Development	100	79	7	4	10	22,1	16,4	3,5	0,4	1,8
4.3 Small scale Local Investments	140	21	68	31	20	180,1	13,1	79,6	41,2	46,2
4.4 Interregional Co-operation	23	4	5	10	4	2,7	0,5	0,4	1,4	0,5
<i>Could not be related to any operation</i>	75	56	15	3	1	171,0	124,6	45,5	0,1	0,8

Table 22-20. All projects, % by number of partners per priority and operation

	Number of projects					Project size '000 000 EUR				
	Total	no partners	single partner	2-3 partners	more than 3 partners	Total	no partners	single partner	2-3 partners	more than 3 partners
Total	100%	57%	22%	11%	10%	100%	62%	18%	9%	10%
<i>Pr. 1 Urban development</i>	100%	63%	18%	8%	10%	100%	65%	14%	9%	12%
1.1 Social Infrastructure	100%	60%	22%	8%	10%	100%	48%	21%	10%	21%
1.2 Housing	100%	40%	15%	15%	30%	100%	42%	13%	21%	25%
1.3 Economic Activities	100%	68%	7%	0%	25%	100%	54%	14%	0%	32%
1.4 Physical Environment & Risk Prevention	100%	70%	13%	11%	6%	100%	75%	6%	13%	6%
1.5 Urban Transport	100%	69%	19%	3%	8%	100%	69%	23%	0%	8%
<i>Pr. 2 Accessibility</i>	100%	78%	14%	6%	3%	100%	80%	13%	6%	1%
2.1 Regional & Local Roads	100%	83%	10%	5%	2%	100%	90%	5%	5%	1%
2.2 ICT	100%	50%	28%	11%	11%	100%	74%	19%	5%	2%
2.3 Energy	100%	71%	24%	6%	0%	100%	33%	54%	13%	0%
<i>Pr. 3 Tourism</i>	100%	42%	26%	18%	14%	100%	50%	25%	13%	13%
3.1 Tourism Attractions & Infrastructure	100%	43%	28%	17%	12%	100%	51%	26%	13%	10%
3.2 Destinations' Product Devt & Marketing	100%	32%	19%	22%	27%	100%	27%	5%	13%	55%
<i>Pr. 4 Cooperation and capacity</i>	100%	38%	30%	17%	14%	100%	15%	41%	21%	24%
4.1 Integrated Development Partnerships	100%	10%	30%	20%	40%	100%	9%	37%	14%	40%
4.2 Planning & Project Development	100%	79%	7%	4%	10%	100%	74%	16%	2%	8%
4.3 Small scale Local Investments	100%	15%	49%	22%	14%	100%	7%	44%	23%	26%
4.4 Interregional Co-operation	100%	17%	22%	43%	17%	100%	19%	13%	49%	18%
<i>Could not be related to any operation</i>	100%	75%	20%	4%	1%	100%	73%	27%	0%	0%

Table 22-21. All projects by number of partners, % of total for OPRD

	Number of projects					Project size '000 000 EUR				
	Total	no partners	single partner	2-3 partners	more than 3 partners	Total	no partners	single partner	2-3 partners	more than 3 partners
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	50%	56%	43%	38%	48%	60%	63%	47%	59%	70%
1.1 Social Infrastructure	27%	29%	28%	19%	27%	16%	12%	18%	18%	32%
1.2 Housing	1%	1%	1%	2%	4%	1%	1%	1%	2%	2%
1.3 Economic Activities	2%	2%	1%	0%	5%	4%	3%	3%	0%	12%
1.4 Physical Environment & Risk Prevention	17%	21%	11%	16%	10%	27%	33%	9%	39%	15%
1.5 Urban Transport	2%	3%	2%	1%	2%	13%	14%	16%	0%	10%
<i>Pr. 2 Accessibility</i>	10%	13%	6%	5%	3%	16%	21%	12%	10%	1%
2.1 Regional & Local Roads	7%	11%	3%	3%	1%	13%	19%	4%	7%	1%
2.2 ICT	1%	1%	2%	1%	1%	0%	0%	0%	0%	0%
2.3 Energy	1%	1%	1%	1%	0%	3%	1%	8%	4%	0%
<i>Pr. 3 Tourism</i>	17%	12%	21%	27%	24%	6%	5%	9%	9%	8%
3.1 Tourism Attractions & Infrastructure	15%	11%	19%	22%	17%	6%	5%	9%	8%	6%
3.2 Destinations' Product Devt & Marketing	2%	1%	2%	5%	7%	0%	0%	0%	1%	2%
<i>Pr. 4 Cooperation and capacity</i>	18%	12%	26%	28%	25%	9%	2%	21%	22%	21%
4.1 Integrated Development Partnerships	1%	0%	1%	1%	3%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	9%	2%	2%	7%	1%	1%	1%	0%	1%
4.3 Small scale Local Investments	9%	2%	21%	19%	13%	8%	1%	20%	21%	20%
4.4 Interregional Co-operation	2%	0%	2%	6%	3%	0%	0%	0%	1%	0%
<i>Could not be related to any operation</i>	5%	7%	5%	2%	1%	8%	9%	11%	0%	0%

Table 22-22. Relevant projects – number, size and demand

	Number of projects							Project size '000 000 EUR							OPRD v11 allocation	Demand, % of OPRD
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW		
Total	1 178	159	145	160	174	318	215	1 654,7	146,0	154,1	393,4	131,5	421,2	383,1	1 601,3	103%
<i>Pr. 1 Urban development</i>	637	79	83	111	97	160	106	1 133,8	95,4	99,8	330,5	67,5	261,0	278,2	800,6	142%
1.1 Social Infrastructure	349	38	44	56	53	96	62	307,5	39,0	44,0	61,6	31,7	75,0	56,3	280,2	110%
1.2 Housing	15	2	0	8	2	3	0	12,1	2,6	0,0	6,4	0,0	3,1	0,0	40,0	30%
1.3 Economic Activities	22	3	3	8	2	5	1	63,2	1,4	6,0	23,0	0,7	27,2	5,0	120,1	53%
1.4 Physical Environment & Risk Prevention	219	33	36	36	37	50	26	536,8	49,1	49,8	236,9	32,3	131,9	35,2	200,2	268%
1.5 Urban Transport	32	3	0	3	3	6	17	214,2	3,3	0,0	2,6	2,8	23,8	181,7	160,1	134%
<i>Pr. 2 Accessibility</i>	105	15	10	14	15	23	28	265,3	27,6	30,5	36,4	26,4	89,4	54,9	400,3	66%
2.1 Regional & Local Roads	80	10	8	13	10	16	23	213,4	13,5	9,0	36,3	22,6	86,7	45,2	320,3	67%
2.2 ICT	13	1	0	1	5	4	2	4,7	0,1	0,0	0,1	3,8	0,3	0,5	20,0	24%
2.3 Energy	12	4	2	0	0	3	3	47,2	14,1	21,5	0,0	0,0	2,4	9,2	60,0	79%
<i>Pr. 3 Tourism</i>	209	18	29	16	20	81	43	110,5	8,8	15,1	10,0	8,9	37,0	30,6	208,2	53%
3.1 Tourism Attractions & Infrastructure	181	17	25	16	18	68	37	103,3	8,7	15,0	10,0	8,4	31,1	30,0	145,7	71%
3.2 Destinations' Product Development & Marketing	28	1	4	0	2	13	6	7,2	0,1	0,1	0,0	0,5	5,9	0,6	31,2	23%
<i>Pr. 4 Cooperation and capacity</i>	227	47	23	19	42	54	38	145,1	14,2	8,8	16,5	28,7	33,7	19,4	128,1	113%
4.1 Integrated Development Partnerships	6	2	0	0	1	2	1	0,5	0,2	0,0	0,0	0,2	0,1	0,1	12,8	4%
4.2 Planning & Project Development	90	22	7	7	22	14	18	20,9	4,2	1,2	2,1	6,9	1,2	5,2	25,6	81%
4.3 Small scale Local Investments	114	20	14	9	18	33	17	121,7	9,4	7,1	14,1	21,6	32,0	13,7	83,3	146%
4.4 Interregional Co-operation	17	3	2	3	1	5	2	2,0	0,4	0,4	0,3	0,0	0,4	0,4	6,4	32%

Table 22-23. Relevant projects – number and size, regional %

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	13%	12%	14%	15%	27%	18%	100%	9%	9%	24%	8%	25%	23%
<i>Pr. 1 Urban development</i>	100%	12%	13%	17%	15%	25%	17%	100%	8%	9%	29%	6%	23%	25%
1.1 Social Infrastructure	100%	11%	13%	16%	15%	28%	18%	100%	13%	14%	20%	10%	24%	18%
1.2 Housing	100%	13%	0%	53%	13%	20%	0%	100%	22%	0%	52%	0%	26%	0%
1.3 Economic Activities	100%	14%	14%	36%	9%	23%	5%	100%	2%	9%	36%	1%	43%	8%
1.4 Physical Environment & Risk Prevention	100%	15%	16%	16%	17%	23%	12%	100%	9%	9%	44%	6%	25%	7%
1.5 Urban Transport	100%	9%	0%	9%	9%	19%	53%	100%	2%	0%	1%	1%	11%	85%
<i>Pr. 2 Accessibility</i>	100%	14%	10%	13%	14%	22%	27%	100%	10%	11%	14%	10%	34%	21%
2.1 Regional & Local Roads	100%	13%	10%	16%	13%	20%	29%	100%	6%	4%	17%	11%	41%	21%
2.2 ICT	100%	8%	0%	8%	38%	31%	15%	100%	2%	0%	1%	81%	5%	10%
2.3 Energy	100%	33%	17%	0%	0%	25%	25%	100%	30%	46%	0%	0%	5%	19%
<i>Pr. 3 Tourism</i>	100%	9%	14%	8%	10%	39%	21%	100%	8%	14%	9%	8%	33%	28%
3.1 Tourism Attractions & Infrastructure	100%	9%	14%	9%	10%	38%	20%	100%	8%	14%	10%	8%	30%	29%
3.2 Destinations' Product Development & Marketing	100%	4%	14%	0%	7%	46%	21%	100%	1%	1%	0%	6%	81%	9%
<i>Pr. 4 Cooperation and capacity</i>	100%	21%	10%	8%	19%	24%	17%	100%	10%	6%	11%	20%	23%	13%
4.1 Integrated Development Partnerships	100%	33%	0%	0%	17%	33%	17%	100%	37%	0%	0%	30%	19%	14%
4.2 Planning & Project Development	100%	24%	8%	8%	24%	16%	20%	100%	20%	6%	10%	33%	6%	25%
4.3 Small scale Local Investments	100%	18%	12%	8%	16%	29%	15%	100%	8%	6%	12%	18%	26%	11%
4.4 Interregional Co-operation	100%	18%	12%	18%	6%	29%	12%	100%	17%	20%	16%	1%	21%	20%

Table 22-24. Relevant projects – priorities and operations as % of OPRD total

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	54%	50%	57%	69%	56%	50%	49%	69%	65%	65%	84%	51%	62%	73%
1.1 Social Infrastructure	30%	24%	30%	35%	30%	30%	29%	19%	27%	29%	16%	24%	18%	15%
1.2 Housing	1%	1%	0%	5%	1%	1%	0%	1%	2%	0%	2%	0%	1%	0%
1.3 Economic Activities	2%	2%	2%	5%	1%	2%	0%	4%	1%	4%	6%	1%	6%	1%
1.4 Physical Environment & Risk Prevention	19%	21%	25%	23%	21%	16%	12%	32%	34%	32%	60%	25%	31%	9%
1.5 Urban Transport	3%	2%	0%	2%	2%	2%	8%	13%	2%	0%	1%	2%	6%	47%
<i>Pr. 2 Accessibility</i>	9%	9%	7%	9%	9%	7%	13%	16%	19%	20%	9%	20%	21%	14%
2.1 Regional & Local Roads	7%	6%	6%	8%	6%	5%	11%	13%	9%	6%	9%	17%	21%	12%
2.2 ICT	1%	1%	0%	1%	3%	1%	1%	0%	0%	0%	0%	3%	0%	0%
2.3 Energy	1%	3%	1%	0%	0%	1%	1%	3%	10%	14%	0%	0%	1%	2%
<i>Pr. 3 Tourism</i>	18%	11%	20%	10%	11%	25%	20%	7%	6%	10%	3%	7%	9%	8%
3.1 Tourism Attractions & Infrastructure	15%	11%	17%	10%	10%	21%	17%	6%	6%	10%	3%	6%	7%	8%
3.2 Destinations' Product Development & Marketing	2%	1%	3%	0%	1%	4%	3%	0%	0%	0%	0%	0%	1%	0%
<i>Pr. 4 Cooperation and capacity</i>	19%	30%	16%	12%	24%	17%	18%	9%	10%	6%	4%	22%	8%	5%
4.1 Integrated Development Partnerships	1%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	8%	14%	5%	4%	13%	4%	8%	1%	3%	1%	1%	5%	0%	1%
4.3 Small scale Local Investments	10%	13%	10%	6%	10%	10%	8%	7%	6%	5%	4%	16%	8%	4%
4.4 Interregional Co-operation	1%	2%	1%	2%	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%

Table 22-25. Structure of projects by relevance

	Number of projects			% of projects		Project size '000 000 EUR			% of projects	
	Relevant	Irrelevant	Total	Relevant	Irrelevant	Relevant	Irrelevant	Total	Relevant	Irrelevant
Total	1 178	316	1 494	79%	21%	1 654,7	550,9	2 205,6	75%	25%
<i>Pr.1 Urban development</i>	637	112	749	85%	15%	1 133,8	199,6	1 333,4	85%	15%
1.1 Social Infrastructure	349	61	410	85%	15%	307,5	44,9	352,4	87%	13%
1.2 Housing	15	5	20	75%	25%	12,1	6,3	18,5	66%	34%
1.3 Economic Activities	22	6	28	79%	21%	63,2	21,6	84,8	75%	25%
1.4 Physical Environment & Risk Prevention	219	36	255	86%	14%	536,8	62,3	599,1	90%	10%
1.5 Urban Transport	32	4	36	89%	11%	214,2	64,5	278,7	77%	23%
<i>Pr 2 Accessibility</i>	105	38	143	73%	27%	265,3	89,5	354,8	75%	25%
2.1 Regional & Local Roads	80	26	106	75%	25%	213,4	77,0	290,4	73%	27%
2.2 ICT	13	6	19	68%	32%	4,7	3,0	7,7	61%	39%
2.3 Energy	12	6	18	67%	33%	47,2	9,5	56,7	83%	17%
<i>Pr. 3 Tourism</i>	209	45	254	82%	18%	110,5	30,1	140,6	79%	21%
3.1 Tourism Attractions & Infrastructure	181	36	217	83%	17%	103,3	29,0	132,3	78%	22%
3.2 Destinations' Product Development & Marketing	28	9	37	76%	24%	7,2	1,1	8,3	87%	13%
<i>Pr 4 Networking, cooperation & capacity</i>	227	47	274	83%	17%	145,1	60,8	205,9	70%	30%
4.1 Integrated Development Partnerships	6	4	10	60%	40%	0,5	0,4	0,9	59%	41%
4.2 Planning & Project Development	90	10	100	90%	10%	20,9	1,3	22,1	94%	6%
4.3 Small scale Local Investments	114	27	141	81%	19%	121,7	58,5	180,2	68%	32%
4.4 Interregional Co-operation	17	6	23	74%	26%	2,0	0,7	2,7	74%	26%

Table 22-26. Problems of irrelevant projects

% of the cases	Total	<i>Pr. 1 Urban development</i>	1.1 Social Infrastructure	1.2 Housing	1.3 Economic Activities	1.4 Physical Environment & Risk Prevention	1.5 Urban Transport	<i>Pr. 2 Accessibility</i>	2.1 Regional & Local Roads	2.2 ICT	2.3 Energy	<i>Pr. 3 Tourism</i>	3.1 Tourism Attractions & Infrastructure	Marketing3.2 Destinations' Product Development &	<i>Pr. 4 Cooperation and capacity</i>	4.1 Integrated Development Partnerships	4.2 Planning & Project Development	4.3 Small scale Local Investments	4.4 Interregional Co-operation	<i>Could not be related to any of the operations</i>
Project outputs and results may be socially useful but are not directly relevant to regional or national competitiveness	41%	54%	67%	20%	33%	47%	0%	29%	27%	33%	33%	33%	42%	0%	45%	50%	50%	48%	17%	30%
No quantifiable benefit to a target group deriving from this infrastructure project	36%	28%	25%	0%	50%	33%	25%	39%	35%	67%	33%	58%	61%	44%	40%	50%	30%	44%	33%	32%
No reason to support this project with public money: the market could produce similar outputs and results just as easily	13%	20%	18%	40%	17%	22%	0%	3%	0%	0%	17%	13%	14%	11%	13%	0%	0%	19%	17%	7%
Significant activities (budgetary size or number) ineligible for SF	4%	3%	2%	40%	0%	0%	0%	5%	8%	0%	0%	0%	0%	0%	4%	0%	10%	4%	0%	7%
Significant activities (budgetary size or number) ineligible for this operation	31%	25%	15%	80%	17%	39%	0%	18%	15%	17%	33%	40%	42%	33%	32%	25%	10%	44%	17%	42%
Municipality (area - not the local authority) is not eligible for this operation	9%	4%	7%	0%	0%	3%	0%	34%	38%	33%	17%	7%	6%	11%	9%	0%	0%	15%	0%	5%
The project promoter is not eligible for this operation	16%	13%	10%	20%	0%	19%	0%	37%	38%	17%	50%	18%	11%	44%	17%	50%	0%	22%	0%	11%
Unclear benefits for target groups	30%	40%	34%	40%	33%	50%	50%	24%	19%	50%	17%	42%	42%	44%	32%	50%	50%	22%	33%	11%
Clear benefits but for no relevant target group	8%	8%	10%	0%	17%	6%	0%	11%	12%	0%	17%	11%	14%	0%	9%	0%	0%	11%	17%	5%
No clear relation between the activities and putative benefits	28%	32%	33%	20%	33%	33%	25%	26%	15%	67%	33%	44%	42%	56%	32%	25%	50%	19%	67%	8%
Project promoter and/ or project team are significantly unclear	26%	27%	30%	0%	33%	28%	0%	32%	31%	50%	17%	40%	36%	56%	26%	25%	10%	26%	50%	12%
Budget seriously non-commensurate with activities	13%	19%	21%	20%	33%	11%	25%	13%	12%	17%	17%	16%	14%	22%	11%	0%	0%	19%	0%	4%
Serious doubts in ability of promoter to provide co-finance and/or to cash-flow project (if required)	37%	36%	33%	80%	33%	36%	25%	53%	50%	67%	50%	36%	31%	56%	55%	25%	30%	63%	83%	22%
Evidence of no serious preparation such that project is highly unlikely to be prepared within relevant time-frame	23%	23%	25%	0%	17%	25%	25%	21%	19%	33%	17%	24%	25%	22%	34%	25%	10%	37%	67%	18%
Serious problems preventing project preparation and implementation unlikely to be resolved in relevant time-frame	14%	17%	15%	40%	17%	19%	0%	21%	12%	17%	67%	9%	8%	11%	15%	0%	10%	19%	17%	8%
Project would require justification in terms of some wider sectoral/national strategy and is possibly dependent on the approval of some State body	13%	14%	13%	0%	0%	17%	50%	24%	19%	17%	50%	9%	8%	11%	15%	50%	0%	15%	17%	8%
Project would require justification in terms of some wider regional strategy and is possibly dependent on other parallel interventions to realise benefits	8%	10%	7%	40%	0%	14%	0%	3%	0%	0%	17%	2%	3%	0%	11%	25%	0%	11%	17%	8%

Project benefits could be realised through a much simpler and less costly obvious project	12%	18%	13%	0%	33%	28%	0%	0%	0%	0%	0%	0%	16%	17%	11%	13%	0%	0%	15%	33%	5%
Project too complex to be a single project	11%	17%	13%	40%	17%	19%	25%	8%	4%	0%	33%	13%	6%	44%	6%	0%	0%	7%	17%	7%	
Project too narrow to be justified as a stand-alone project	5%	1%	0%	0%	0%	3%	0%	3%	0%	17%	0%	11%	11%	11%	13%	25%	20%	11%	0%	4%	

Table 22-27. Relevant and feasible projects – number, size and demand

	Number of projects							Project size '000 000 EUR							OPRD v11 allocation	Demand, % of OPRD
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW		
Total	1 022	119	131	141	150	280	196	1 254,1	130,6	113,4	226,8	117,3	287,7	353,2	1 601,3	78%
<i>Pr. 1 Urban development</i>	568	63	77	101	87	143	96	809,0	84,7	84,2	179,9	58,0	146,6	254,0	800,6	101%
1.1 Social Infrastructure	317	29	40	52	49	90	57	281,2	34,4	42,3	59,9	31,2	68,8	44,8	280,2	100%
1.2 Housing	12	2	0	7	0	3	0	11,0	2,6	0,0	5,3	0,0	3,1	0,0	40,0	28%
1.3 Economic Activities	19	3	2	8	1	4	1	40,1	1,4	1,1	23,0	0,4	9,2	5,0	120,1	33%
1.4 Physical Environment & Risk Prevention	196	28	35	31	34	43	24	293,5	44,3	40,8	89,2	23,6	62,8	31,3	200,2	147%
1.5 Urban Transport	24	1	0	3	3	3	14	183,1	2,0	0,0	2,6	2,8	2,7	173,0	160,1	114%
<i>Pr. 2 Accessibility</i>	93	13	7	12	15	20	26	218,6	26,8	6,1	22,6	26,4	86,9	49,7	400,3	55%
2.1 Regional & Local Roads	70	8	6	11	10	14	21	188,2	12,7	6,0	22,5	22,6	84,4	40,0	320,3	59%
2.2 ICT	12	1	0	1	5	3	2	4,6	0,1	0,0	0,1	3,8	0,1	0,5	20,0	23%
2.3 Energy	11	4	1	0	0	3	3	25,8	14,1	0,1	0,0	0,0	2,4	9,2	60,0	43%
<i>Pr. 3 Tourism</i>	174	11	28	12	13	69	40	95,0	7,9	15,0	8,9	6,4	26,5	30,3	208,2	46%
3.1 Tourism Attractions & Infrastructure	155	11	25	12	11	61	35	91,8	7,9	15,0	8,9	5,9	24,4	29,7	145,7	63%
3.2 Destinations' Product Development & Marketing	19	0	3	0	2	8	5	3,2	0,0	0,1	0,0	0,5	2,1	0,6	31,2	10%
<i>Pr. 4 Cooperation and capacity</i>	187	32	19	16	35	48	34	131,6	11,2	8,1	15,5	26,4	27,7	19,2	128,1	103%
4.1 Integrated Development Partnerships	5	1	0	0	1	2	1	0,4	0,1	0,0	0,0	0,2	0,1	0,1	12,8	3%
4.2 Planning & Project Development	78	16	7	7	20	14	14	18,6	2,3	1,2	2,1	6,8	1,2	5,0	25,6	73%
4.3 Small scale Local Investments	92	12	11	7	14	29	17	110,9	8,4	6,6	13,2	19,5	26,1	13,7	83,3	133%
4.4 Interregional Co-operation	12	3	1	2	0	3	2	1,7	0,4	0,3	0,2	0,0	0,2	0,4	6,4	26%

Table 22-28. Relevant and feasible projects – number and size, regional %

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	12%	13%	14%	15%	27%	19%	100%	10%	9%	18%	9%	23%	28%
<i>Pr. 1 Urban development</i>	100%	11%	14%	18%	15%	25%	17%	100%	10%	10%	22%	7%	18%	31%
1.1 Social Infrastructure	100%	9%	13%	16%	15%	28%	18%	100%	12%	15%	21%	11%	24%	16%
1.2 Housing	100%	17%	0%	58%	0%	25%	0%	100%	24%	0%	48%	0%	28%	0%
1.3 Economic Activities	100%	16%	11%	42%	5%	21%	5%	100%	3%	3%	57%	1%	23%	12%
1.4 Physical Environment & Risk Prevention	100%	14%	18%	16%	17%	22%	12%	100%	15%	14%	30%	8%	21%	11%
1.5 Urban Transport	100%	4%	0%	13%	13%	13%	58%	100%	1%	0%	1%	2%	2%	94%
<i>Pr. 2 Accessibility</i>	100%	14%	8%	13%	16%	22%	28%	100%	12%	3%	10%	12%	40%	23%
2.1 Regional & Local Roads	100%	11%	9%	16%	14%	20%	30%	100%	7%	3%	12%	12%	45%	21%
2.2 ICT	100%	8%	0%	8%	42%	25%	17%	100%	2%	0%	1%	83%	3%	11%
2.3 Energy	100%	36%	9%	0%	0%	27%	27%	100%	55%	0%	0%	0%	9%	36%
<i>Pr. 3 Tourism</i>	100%	6%	16%	7%	7%	40%	23%	100%	8%	16%	9%	7%	28%	32%
3.1 Tourism Attractions & Infrastructure	100%	7%	16%	8%	7%	39%	23%	100%	9%	16%	10%	6%	27%	32%
3.2 Destinations' Product Development & Marketing	100%	0%	16%	0%	11%	42%	26%	100%	0%	2%	0%	14%	64%	18%
<i>Pr. 4 Cooperation and capacity</i>	100%	17%	10%	9%	19%	26%	18%	100%	9%	6%	12%	20%	21%	15%

4.1 Integrated Development Partnerships	100%	20%	0%	0%	20%	40%	20%	100%	23%	0%	0%	36%	24%	17%
4.2 Planning & Project Development	100%	21%	9%	9%	26%	18%	18%	100%	13%	7%	11%	36%	7%	27%
4.3 Small scale Local Investments	100%	13%	12%	8%	15%	32%	18%	100%	8%	6%	12%	18%	24%	12%
4.4 Interregional Co-operation	100%	25%	8%	17%	0%	25%	17%	100%	21%	18%	14%	0%	15%	25%

Table 22-29. Relevant and feasible projects – priorities and operations as % of OPRD total

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	53%	59%	72%	58%	51%	49%	65%	65%	74%	79%	49%	51%	72%
1.1 Social Infrastructure	31%	24%	31%	37%	33%	32%	29%	22%	26%	37%	26%	27%	24%	13%
1.2 Housing	1%	2%	0%	5%	0%	1%	0%	1%	2%	0%	2%	0%	1%	0%
1.3 Economic Activities	2%	3%	2%	6%	1%	1%	1%	3%	1%	1%	10%	0%	3%	1%
1.4 Physical Environment & Risk Prevention	19%	24%	27%	22%	23%	15%	12%	23%	34%	36%	39%	20%	22%	9%
1.5 Urban Transport	2%	1%	0%	2%	2%	1%	7%	15%	2%	0%	1%	2%	1%	49%
<i>Pr. 2 Accessibility</i>	9%	11%	5%	9%	10%	7%	13%	17%	21%	5%	10%	23%	30%	14%
2.1 Regional & Local Roads	7%	7%	5%	8%	7%	5%	11%	15%	10%	5%	10%	19%	29%	11%
2.2 ICT	1%	1%	0%	1%	3%	1%	1%	0%	0%	0%	0%	3%	0%	0%
2.3 Energy	1%	3%	1%	0%	0%	1%	2%	2%	11%	0%	0%	0%	1%	3%
<i>Pr. 3 Tourism</i>	17%	9%	21%	9%	9%	25%	20%	8%	6%	13%	4%	5%	9%	9%
3.1 Tourism Attractions & Infrastructure	15%	9%	19%	9%	7%	22%	18%	7%	6%	13%	4%	5%	8%	8%
3.2 Destinations' Product Development & Marketing	2%	0%	2%	0%	1%	3%	3%	0%	0%	0%	0%	0%	1%	0%
<i>Pr. 4 Cooperation and capacity</i>	18%	27%	15%	11%	23%	17%	17%	10%	9%	7%	7%	23%	10%	5%
4.1 Integrated Development Partnerships	0%	1%	0%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	8%	13%	5%	5%	13%	5%	7%	1%	2%	1%	1%	6%	0%	1%
4.3 Small scale Local Investments	9%	10%	8%	5%	9%	10%	9%	9%	6%	6%	6%	17%	9%	4%
4.4 Interregional Co-operation	1%	3%	1%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%

Table 22-30. Structure of projects by relevance and feasibility

	Number of projects			% of projects		Project size '000 000 EUR			% of projects	
	Not relevant or feasible	Relevant and feasible	Total	Not relevant or feasible	Relevant and feasible	Not relevant or feasible	Relevant and feasible	Total	Not relevant or feasible	Relevant and feasible
Total	472	1 022	1 494	32%	68%	951,6	1 254,1	2 205,6	43%	57%
<i>Pr.1 Urban development</i>	181	568	749	24%	76%	524,4	809,0	1 333,4	39%	61%
1.1 Social Infrastructure	93	317	410	23%	77%	71,1	281,2	352,4	20%	80%
1.2 Housing	8	12	20	40%	60%	7,4	11,0	18,5	40%	60%
1.3 Economic Activities	9	19	28	32%	68%	44,7	40,1	84,8	53%	47%
1.4 Physical Environment & Risk Prevention	59	196	255	23%	77%	305,6	293,5	599,1	51%	49%
1.5 Urban Transport	12	24	36	33%	67%	95,6	183,1	278,7	34%	66%
<i>Pr 2 Accessibility</i>	50	93	143	35%	65%	136,2	218,6	354,8	38%	62%
2.1 Regional & Local Roads	36	70	106	34%	66%	102,2	188,2	290,4	35%	65%
2.2 ICT	7	12	19	37%	63%	3,1	4,6	7,7	40%	60%
2.3 Energy	7	11	18	39%	61%	30,9	25,8	56,7	55%	45%
<i>Pr. 3 Tourism</i>	80	174	254	31%	69%	45,7	95,0	140,6	32%	68%
3.1 Tourism Attractions & Infrastructure	62	155	217	29%	71%	40,5	91,8	132,3	31%	69%
3.2 Destinations' Product Development & Marketing	18	19	37	49%	51%	5,1	3,2	8,3	62%	38%
<i>Pr 4 Networking, cooperation & capacity</i>	87	187	274	32%	68%	74,3	131,6	205,9	36%	64%
4.1 Integrated Development Partnerships	5	5	10	50%	50%	0,5	0,4	0,9	52%	48%

4.2 Planning & Project Development	22	78	100	22%	78%	3,5	18,6	22,1	16%	84%
4.3 Small scale Local Investments	49	92	141	35%	65%	69,3	110,9	180,2	38%	62%
4.4 Interregional Co-operation	11	12	23	48%	52%	1,1	1,7	2,7	40%	60%

Table 22-31. Relevant and feasible projects – number and size by size of projects in '000 EUR

	Number of projects								Project size '000 000 EUR								Average size '000 EUR
	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	
Total	1 022	110	99	274	122	162	217	38	1 254,1	3,4	8,0	53,7	50,3	126,5	486,8	525,3	1 227
<i>Pr. 1 Urban development</i>	568	47	46	148	73	93	135	26	809,0	1,5	3,9	28,4	30,4	73,6	305,8	365,2	1 424
1.1 Social Infrastructure	317	40	25	92	39	46	68	7	281,2	1,3	2,1	17,7	15,8	36,4	152,9	55,1	887
1.2 Housing	12	0	1	1	2	3	5	0	11,0	0,0	0,1	0,2	0,9	2,2	7,6	0,0	919
1.3 Economic Activities	19	0	2	0	7	5	3	2	40,1	0,0	0,2	0,0	2,8	4,0	10,6	22,4	2 111
1.4 Physical Environment & Risk Prevention	196	6	18	54	24	37	48	9	293,5	0,2	1,6	10,2	10,5	29,2	111,4	130,5	1 498
1.5 Urban Transport	24	1	0	1	1	2	11	8	183,1	0,0	0,0	0,3	0,4	1,7	23,4	157,3	7 628
<i>Pr. 2 Accessibility</i>	93	8	3	4	11	18	43	6	218,6	0,3	0,2	0,8	4,5	14,1	96,6	102,1	2 350
2.1 Regional & Local Roads	70	2	1	2	7	16	38	4	188,2	0,1	0,1	0,5	3,0	12,4	84,5	87,6	2 689
2.2 ICT	12	4	2	1	3	1	1	0	4,6	0,1	0,2	0,2	1,1	1,0	2,0	0,0	383
2.3 Energy	11	2	0	1	1	1	4	2	25,8	0,1	0,0	0,1	0,4	0,6	10,1	14,5	2 343
<i>Pr. 3 Tourism</i>	174	21	25	68	16	23	20	1	95,0	0,6	1,9	14,3	6,4	18,5	43,2	10,0	546
3.1 Tourism Attractions & Infrastructure	155	15	20	61	16	23	19	1	91,8	0,5	1,5	13,0	6,4	18,5	41,9	10,0	592
3.2 Destinations' Product Development & Marketing	19	6	5	7	0	0	1	0	3,2	0,1	0,4	1,4	0,0	0,0	1,3	0,0	168
<i>Pr. 4 Cooperation and capacity</i>	187	34	25	54	22	28	19	5	131,6	1,0	1,9	10,2	9,0	20,4	41,2	48,0	704
4.1 Integrated Development Partnerships	5	1	3	1	0	0	0	0	0,4	0,0	0,3	0,2	0,0	0,0	0,0	0,0	88
4.2 Planning & Project Development	78	20	14	28	7	5	4	0	18,6	0,6	1,0	4,8	2,8	3,3	6,1	0,0	239
4.3 Small scale Local Investments	92	9	6	20	14	23	15	5	110,9	0,3	0,5	4,1	5,9	17,0	35,1	48,0	1 205
4.4 Interregional Co-operation	12	4	2	5	1	0	0	0	1,7	0,1	0,1	1,1	0,3	0,0	0,0	0,0	138

Table 22-32. Relevant and feasible projects - number and size, % of all projects by size

	Number of projects								Project size '000 000 EUR							
	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000
Total	100%	11%	10%	27%	12%	16%	21%	4%	100%	0%	1%	4%	4%	10%	39%	42%
<i>Pr. 1 Urban development</i>	100%	8%	8%	26%	13%	16%	24%	5%	100%	0%	0%	4%	4%	9%	38%	45%
1.1 Social Infrastructure	100%	13%	8%	29%	12%	15%	21%	2%	100%	0%	1%	6%	6%	13%	54%	20%
1.2 Housing	100%	0%	8%	8%	17%	25%	42%	0%	100%	0%	1%	2%	8%	20%	69%	0%
1.3 Economic Activities	100%	0%	11%	0%	37%	26%	16%	11%	100%	0%	0%	0%	7%	10%	27%	56%
1.4 Physical Environment & Risk Prevention	100%	3%	9%	28%	12%	19%	24%	5%	100%	0%	1%	3%	4%	10%	38%	44%
1.5 Urban Transport	100%	4%	0%	4%	4%	8%	46%	33%	100%	0%	0%	0%	0%	1%	13%	86%
<i>Pr. 2 Accessibility</i>	100%	9%	3%	4%	12%	19%	46%	6%	100%	0%	0%	0%	2%	6%	44%	47%
2.1 Regional & Local Roads	100%	3%	1%	3%	10%	23%	54%	6%	100%	0%	0%	0%	2%	7%	45%	47%
2.2 ICT	100%	33%	17%	8%	25%	8%	8%	0%	100%	3%	4%	4%	24%	22%	44%	0%
2.3 Energy	100%	18%	0%	9%	9%	9%	36%	18%	100%	0%	0%	0%	2%	2%	39%	56%
<i>Pr. 3 Tourism</i>	100%	12%	14%	39%	9%	13%	11%	1%	100%	1%	2%	15%	7%	19%	46%	11%
3.1 Tourism Attractions & Infrastructure	100%	10%	13%	39%	10%	15%	12%	1%	100%	1%	2%	14%	7%	20%	46%	11%
3.2 Destinations' Product Development & Marketing	100%	32%	26%	37%	0%	0%	5%	0%	100%	5%	12%	42%	0%	0%	41%	0%
<i>Pr. 4 Cooperation and capacity</i>	100%	18%	13%	29%	12%	15%	10%	3%	100%	1%	1%	8%	7%	15%	31%	36%
4.1 Integrated Development Partnerships	100%	20%	60%	20%	0%	0%	0%	0%	100%	5%	59%	36%	0%	0%	0%	0%
4.2 Planning & Project Development	100%	26%	18%	36%	9%	6%	5%	0%	100%	3%	6%	26%	15%	18%	32%	0%

4.3 Small scale Local Investments	100%	10%	7%	22%	15%	25%	16%	5%	100%	0%	0%	4%	5%	15%	32%	43%
4.4 Interregional Co-operation	100%	33%	17%	42%	8%	0%	0%	0%	100%	7%	8%	64%	21%	0%	0%	0%

Table 22-33. Relevant and feasible projects - number and size, % of total for OPRD by size

	Number of projects								Project size '000 000 EUR							
	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000	Total	below 50	50-100	100-300	300-500	500-1000	1000-5000	over 5000
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	43%	46%	54%	60%	57%	62%	68%	65%	45%	49%	53%	60%	58%	63%	70%
1.1 Social Infrastructure	31%	36%	25%	34%	32%	28%	31%	18%	22%	38%	26%	33%	31%	29%	31%	10%
1.2 Housing	1%	0%	1%	0%	2%	2%	2%	0%	1%	0%	1%	0%	2%	2%	2%	0%
1.3 Economic Activities	2%	0%	2%	0%	6%	3%	1%	5%	3%	0%	2%	0%	6%	3%	2%	4%
1.4 Physical Environment & Risk Prevention	19%	5%	18%	20%	20%	23%	22%	24%	23%	6%	20%	19%	21%	23%	23%	25%
1.5 Urban Transport	2%	1%	0%	0%	1%	1%	5%	21%	15%	1%	0%	1%	1%	1%	5%	30%
<i>Pr. 2 Accessibility</i>	9%	7%	3%	1%	9%	11%	20%	16%	17%	9%	3%	1%	9%	11%	20%	19%
2.1 Regional & Local Roads	7%	2%	1%	1%	6%	10%	18%	11%	15%	2%	1%	1%	6%	10%	17%	17%
2.2 ICT	1%	4%	2%	0%	2%	1%	0%	0%	0%	4%	2%	0%	2%	1%	0%	0%
2.3 Energy	1%	2%	0%	0%	1%	1%	2%	5%	2%	2%	0%	0%	1%	1%	2%	3%
<i>Pr. 3 Tourism</i>	17%	19%	25%	25%	13%	14%	9%	3%	8%	18%	24%	27%	13%	15%	9%	2%
3.1 Tourism Attractions & Infrastructure	15%	14%	20%	22%	13%	14%	9%	3%	7%	14%	19%	24%	13%	15%	9%	2%
3.2 Destinations' Product Development & Marketing	2%	5%	5%	3%	0%	0%	0%	0%	0%	4%	5%	3%	0%	0%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	18%	31%	25%	20%	18%	17%	9%	13%	10%	28%	24%	19%	18%	16%	8%	9%
4.1 Integrated Development Partnerships	0%	1%	3%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	8%	18%	14%	10%	6%	3%	2%	0%	1%	17%	13%	9%	6%	3%	1%	0%
4.3 Small scale Local Investments	9%	8%	6%	7%	11%	14%	7%	13%	9%	7%	6%	8%	12%	13%	7%	9%
4.4 Interregional Co-operation	1%	4%	2%	2%	1%	0%	0%	0%	0%	4%	2%	2%	1%	0%	0%	0%

Table 22-34. Relevant and feasible projects – number and size by size of municipality ('000 inh.)

	Number of projects							Project size '000 000 EUR						
	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality
Total	1 022	128	220	179	235	142	118	1 254,1	83,5	149,4	195,6	240,7	455,1	129,8
<i>Pr. 1 Urban development</i>	568	16	92	119	192	123	26	809,0	12,3	68,2	134,4	181,1	373,9	39,1
1.1 Social Infrastructure	317	9	39	67	109	71	22	281,2	5,9	23,2	35,8	77,6	113,0	25,8
1.2 Housing	12	2	3	0	5	2	0	11,0	1,7	0,8	0,0	6,0	2,6	0,0
1.3 Economic Activities	19	1	4	8	5	1	0	40,1	0,4	4,8	15,9	4,6	14,4	0,0
1.4 Physical Environment & Risk Prevention	196	2	45	41	69	35	4	293,5	1,1	37,8	80,3	88,4	72,6	13,3
1.5 Urban Transport	24	2	1	3	4	14	0	183,1	3,2	1,5	2,4	4,6	171,4	0,0
<i>Pr. 2 Accessibility</i>	93	17	26	25	16	6	3	218,6	19,6	33,6	44,5	39,9	76,2	4,8
2.1 Regional & Local Roads	70	15	17	15	15	6	2	188,2	19,5	19,5	29,3	39,2	76,2	4,4
2.2 ICT	12	0	3	8	0	0	1	4,6	0,0	0,5	3,7	0,0	0,0	0,3
2.3 Energy	11	2	6	2	1	0	0	25,8	0,1	13,6	11,5	0,6	0,0	0,0
<i>Pr. 3 Tourism</i>	174	63	57	23	17	4	10	95,0	28,6	33,1	11,5	18,7	1,4	1,8
3.1 Tourism Attractions & Infrastructure	155	58	52	19	17	4	5	91,8	28,1	32,8	9,9	18,7	1,4	1,0
3.2 Destinations' Product Development & Marketing	19	5	5	4	0	0	5	3,2	0,5	0,2	1,6	0,0	0,0	0,8
<i>Pr. 4 Cooperation and capacity</i>	187	32	45	12	10	9	79	131,6	23,1	14,5	5,1	1,1	3,7	84,1
4.1 Integrated Development Partnerships	5	0	0	0	2	0	3	0,4	0,0	0,0	0,0	0,2	0,0	0,3
4.2 Planning & Project Development	78	15	28	11	6	7	11	18,6	2,4	6,8	4,3	0,9	3,4	0,8
4.3 Small scale Local Investments	92	17	17	1	0	0	57	110,9	20,7	7,7	0,8	0,0	0,0	81,7

4.4 Interregional Co-operation	12	0	0	0	2	2	8	1,7	0,0	0,0	0,0	0,1	0,2	1,4
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Table 22-35. Relevant and feasible projects –% of municipalities by size per priority and operation

	Number of projects							Project size '000 000 EUR						
	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality
Total	100%	13%	22%	18%	23%	14%	12%	100%	7%	12%	16%	19%	36%	10%
<i>Pr. 1 Urban development</i>	100%	3%	16%	21%	34%	22%	5%	100%	2%	8%	17%	22%	46%	5%
1.1 Social Infrastructure	100%	3%	12%	21%	34%	22%	7%	100%	2%	8%	13%	28%	40%	9%
1.2 Housing	100%	17%	25%	0%	42%	17%	0%	100%	15%	7%	0%	54%	23%	0%
1.3 Economic Activities	100%	5%	21%	42%	26%	5%	0%	100%	1%	12%	40%	11%	36%	0%
1.4 Physical Environment & Risk Prevention	100%	1%	23%	21%	35%	18%	2%	100%	0%	13%	27%	30%	25%	5%
1.5 Urban Transport	100%	8%	4%	13%	17%	58%	0%	100%	2%	1%	1%	3%	94%	0%
<i>Pr. 2 Accessibility</i>	100%	18%	28%	27%	17%	6%	3%	100%	9%	15%	20%	18%	35%	2%
2.1 Regional & Local Roads	100%	21%	24%	21%	21%	9%	3%	100%	10%	10%	16%	21%	40%	2%
2.2 ICT	100%	0%	25%	67%	0%	0%	8%	100%	0%	12%	81%	0%	0%	7%
2.3 Energy	100%	18%	55%	18%	9%	0%	0%	100%	0%	53%	45%	2%	0%	0%
<i>Pr. 3 Tourism</i>	100%	36%	33%	13%	10%	2%	6%	100%	30%	35%	12%	20%	1%	2%
3.1 Tourism Attractions & Infrastructure	100%	37%	34%	12%	11%	3%	3%	100%	31%	36%	11%	20%	2%	1%
3.2 Destinations' Product Development & Marketing	100%	26%	26%	21%	0%	0%	26%	100%	16%	8%	50%	0%	0%	26%
<i>Pr. 4 Cooperation and capacity</i>	100%	17%	24%	6%	5%	5%	42%	100%	18%	11%	4%	1%	3%	64%
4.1 Integrated Development Partnerships	100%	0%	0%	0%	40%	0%	60%	100%	0%	0%	0%	40%	0%	60%
4.2 Planning & Project Development	100%	19%	36%	14%	8%	9%	14%	100%	13%	37%	23%	5%	18%	4%
4.3 Small scale Local Investments	100%	18%	18%	1%	0%	0%	62%	100%	19%	7%	1%	0%	0%	74%
4.4 Interregional Co-operation	100%	0%	0%	0%	17%	17%	67%	100%	0%	0%	0%	3%	14%	83%

Table 22-36. All projects - % of municipalities by size in the total demand

	Number of projects							Project size '000 000 EUR						
	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality	Total	up to 10	10 - 25	25 - 50	50 - 100	> 100	more than 1 municipality
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	13%	42%	66%	82%	87%	22%	65%	15%	46%	69%	75%	82%	30%
1.1 Social Infrastructure	31%	7%	18%	37%	46%	50%	19%	22%	7%	16%	18%	32%	25%	20%
1.2 Housing	1%	2%	1%	0%	2%	1%	0%	1%	2%	1%	0%	2%	1%	0%
1.3 Economic Activities	2%	1%	2%	4%	2%	1%	0%	3%	0%	3%	8%	2%	3%	0%
1.4 Physical Environment & Risk Prevention	19%	2%	20%	23%	29%	25%	3%	23%	1%	25%	41%	37%	16%	10%
1.5 Urban Transport	2%	2%	0%	2%	2%	10%	0%	15%	4%	1%	1%	2%	38%	0%
<i>Pr. 2 Accessibility</i>	9%	13%	12%	14%	7%	4%	3%	17%	23%	23%	23%	17%	17%	4%
2.1 Regional & Local Roads	7%	12%	8%	8%	6%	4%	2%	15%	23%	13%	15%	16%	17%	3%
2.2 ICT	1%	0%	1%	4%	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%
2.3 Energy	1%	2%	3%	1%	0%	0%	0%	2%	0%	9%	6%	0%	0%	0%
<i>Pr. 3 Tourism</i>	17%	49%	26%	13%	7%	3%	8%	8%	34%	22%	6%	8%	0%	1%
3.1 Tourism Attractions & Infrastructure	15%	45%	24%	11%	7%	3%	4%	7%	34%	22%	5%	8%	0%	1%
3.2 Destinations' Product Development & Marketing	2%	4%	2%	2%	0%	0%	4%	0%	1%	0%	1%	0%	0%	1%
<i>Pr. 4 Cooperation and capacity</i>	18%	25%	20%	7%	4%	6%	67%	10%	28%	10%	3%	0%	1%	65%
4.1 Integrated Development Partnerships	0%	0%	0%	0%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	8%	12%	13%	6%	3%	5%	9%	1%	3%	5%	2%	0%	1%	1%
4.3 Small scale Local Investments	9%	13%	8%	1%	0%	0%	48%	9%	25%	5%	0%	0%	0%	63%
4.4 Interregional Co-operation	1%	0%	0%	0%	1%	1%	7%	0%	0%	0%	0%	0%	0%	1%

Table 22-37. Relevant and feasible projects – number by type of applicant

	Number of projects														
	Total	municipality	district administration	ministry, agency, other central body	other public bodies	association of municipalities	tourist association (as in OPRD)	chitaliste (community center)	other NGOs	educational and research institutions	health care institutions	social care institutions	business entity - public	business entity - private	other
Total	1 022	860	30	7	7	4	3	3	7	39	57	0	1	0	4
<i>Priority 1 Urban development</i>	568	453	0	3	7	0	0	1	6	38	56	0	1	0	3
1.1 Social Infrastructure	317	212	0	2	4	0	0	1	1	38	56	0	1	0	2
1.2 Housing	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0
1.3 Economic Activities	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0
1.4 Physical Environment & Risk Prevention	196	186	0	1	3	0	0	0	5	0	0	0	0	0	1
1.5 Urban Transport	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Priority 2 Accessibility</i>	93	92	0	0	0	0	0	0	0	0	0	0	0	0	1
2.1 Regional & Local Roads	70	69	0	0	0	0	0	0	0	0	0	0	0	0	1
2.2 ICT	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0
2.3 Energy	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Priority 3 Tourism</i>	174	163	0	3	0	3	3	1	1	0	0	0	0	0	0
3.1 Tourism Attractions & Infrastructure	155	151	0	1	0	1	1	1	0	0	0	0	0	0	0
3.2 Destinations' Product Development & Marketing	19	12	0	2	0	2	2	0	1	0	0	0	0	0	0
<i>Priority 4 Networking, cooperation and capacity</i>	187	152	30	1	0	1	0	1	0	1	1	0	0	0	0
4.1 Integrated Development Partnerships	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
4.2 Planning & Project Development	78	61	14	1	0	0	0	1	0	0	1	0	0	0	0
4.3 Small scale Local Investments	92	91	0	0	0	0	0	0	0	1	0	0	0	0	0
4.4 Interregional Co-operation	12	0	11	0	0	1	0	0	0	0	0	0	0	0	0

Table 22-38. Relevant and feasible projects – size (budget) by type of applicant

	Project size, '000 000 EUR														
	Total	municipality	district administration	ministry, agency, other central body	other public bodies	association of municipalities	tourist association (as in OPRD)	chitaliste (community center)	other NGOs	educational and research institutions	health care institutions	social care institutions	business entity - public	business entity - private	other
Total	1 254,1	1 126,4	2,9	5,9	19,8	1,0	3,4	0,5	13,0	12,3	61,9	0,0	4,3	0,0	2,7
<i>Priority 1 Urban development</i>	809,0	691,1	0,0	4,9	19,8	0,0	0,0	0,4	12,9	12,2	61,8	0,0	4,3	0,0	1,7
1.1 Social Infrastructure	281,2	190,9	0,0	3,8	7,5	0,0	0,0	0,4	0,1	12,2	61,8	0,0	4,3	0,0	0,5
1.2 Housing	11,0	11,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
1.3 Economic Activities	40,1	40,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
1.4 Physical Environment & Risk Prevention	293,5	266,0	0,0	1,1	12,4	0,0	0,0	0,0	12,8	0,0	0,0	0,0	0,0	0,0	1,2
1.5 Urban Transport	183,1	183,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
<i>Priority 2 Accessibility</i>	218,6	217,6	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,0
2.1 Regional & Local Roads	188,2	187,2	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,0
2.2 ICT	4,6	4,6	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
2.3 Energy	25,8	25,8	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
<i>Priority 3 Tourism</i>	95,0	89,8	0,0	1,0	0,0	0,6	3,4	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0
3.1 Tourism Attractions & Infrastructure	91,8	87,6	0,0	0,9	0,0	0,3	2,9	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0
3.2 Destinations' Product Development & Marketing	3,2	2,2	0,0	0,1	0,0	0,3	0,5	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
<i>Priority 4 Networking, cooperation and capacity</i>	131,6	128,0	2,9	0,1	0,0	0,3	0,0	0,0	0,0	0,1	0,1	0,0	0,0	0,0	0,0
4.1 Integrated Development Partnerships	0,4	0,0	0,4	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
4.2 Planning & Project Development	18,6	17,2	1,2	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,1	0,0	0,0	0,0	0,0

4.3 Small scale Local Investments	110,9	110,8	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,1	0,0	0,0	0,0	0,0	0,0
4.4 Interregional Co-operation	1,7	0,0	1,3	0,0	0,0	0,3	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0

Table 22-39. Relevant and feasible projects – number and size by type of applicant

	Number of projects					Project size '000 000 EUR				
	Total	no partners	single partner	2-3 partners	more than 3 partners	Total	no partners	single partner	2-3 partners	more than 3 partners
Total	1 022	584	218	115	105	1 254,1	837,2	191,3	119,1	106,5
<i>Pr. 1 Urban development</i>	568	356	118	40	54	809,0	577,0	112,3	45,6	74,1
1.1 Social Infrastructure	317	180	81	22	34	281,2	131,2	69,6	22,7	57,7
1.2 Housing	12	4	3	0	5	11,0	5,3	2,3	0,0	3,4
1.3 Economic Activities	19	13	1	0	5	40,1	30,7	5,0	0,0	4,4
1.4 Physical Environment & Risk Prevention	196	140	30	17	9	293,5	231,0	32,7	22,9	7,0
1.5 Urban Transport	24	19	3	1	1	183,1	178,9	2,7	0,0	1,5
<i>Pr. 2 Accessibility</i>	93	77	8	4	4	218,6	191,9	5,0	19,2	2,4
2.1 Regional & Local Roads	70	61	5	2	2	188,2	170,7	3,8	11,4	2,2
2.2 ICT	12	6	3	1	2	4,6	2,9	1,2	0,3	0,1
2.3 Energy	11	10	0	1	0	25,8	18,3	0,0	7,5	0,0
<i>Pr. 3 Tourism</i>	174	76	43	36	19	95,0	45,7	25,8	15,7	7,7
3.1 Tourism Attractions & Infrastructure	155	67	41	32	15	91,8	43,6	25,7	15,3	7,2
3.2 Destinations' Product Devt & Marketing	19	9	2	4	4	3,2	2,1	0,1	0,5	0,5
<i>Pr. 4 Cooperation and capacity</i>	187	75	49	35	28	131,6	22,6	48,1	38,5	22,3
4.1 Integrated Development Partnerships	5	1	2	0	2	0,4	0,1	0,2	0,0	0,1
4.2 Planning & Project Development	78	63	5	3	7	18,6	14,9	2,6	0,4	0,8
4.3 Small scale Local Investments	92	9	41	26	16	110,9	7,3	45,2	37,4	21,0
4.4 Interregional Co-operation	12	2	1	6	3	1,7	0,4	0,1	0,8	0,4

Table 22-40. Relevant and feasible projects, % by number of partners per priority and operation

	Number of projects					Project size '000 000 EUR				
	Total	no partners	single partner	2-3 partners	more than 3 partners	Total	no partners	single partner	2-3 partners	more than 3 partners
Total	100%	57%	21%	11%	10%	100%	67%	15%	9%	8%
<i>Pr. 1 Urban development</i>	100%	63%	21%	7%	10%	100%	71%	14%	6%	9%
1.1 Social Infrastructure	100%	57%	26%	7%	11%	100%	47%	25%	8%	21%
1.2 Housing	100%	33%	25%	0%	42%	100%	48%	21%	0%	31%
1.3 Economic Activities	100%	68%	5%	0%	26%	100%	77%	12%	0%	11%
1.4 Physical Environment & Risk Prevention	100%	71%	15%	9%	5%	100%	79%	11%	8%	2%
1.5 Urban Transport	100%	79%	13%	4%	4%	100%	98%	1%	0%	1%
<i>Pr. 2 Accessibility</i>	100%	83%	9%	4%	4%	100%	88%	2%	9%	1%
2.1 Regional & Local Roads	100%	87%	7%	3%	3%	100%	91%	2%	6%	1%
2.2 ICT	100%	50%	25%	8%	17%	100%	64%	26%	7%	3%
2.3 Energy	100%	91%	0%	9%	0%	100%	71%	0%	29%	0%
<i>Pr. 3 Tourism</i>	100%	44%	25%	21%	11%	100%	48%	27%	17%	8%
3.1 Tourism Attractions & Infrastructure	100%	43%	26%	21%	10%	100%	48%	28%	17%	8%
3.2 Destinations' Product Devt & Marketing	100%	47%	11%	21%	21%	100%	65%	4%	15%	16%
<i>Pr. 4 Cooperation and capacity</i>	100%	40%	26%	19%	15%	100%	17%	37%	29%	17%
4.1 Integrated Development Partnerships	100%	20%	40%	0%	40%	100%	19%	53%	0%	27%
4.2 Planning & Project Development	100%	81%	6%	4%	9%	100%	80%	14%	2%	4%
4.3 Small scale Local Investments	100%	10%	45%	28%	17%	100%	7%	41%	34%	19%
4.4 Interregional Co-operation	100%	17%	8%	50%	25%	100%	25%	3%	50%	23%

Table 22-41. Relevant and feasible projects by number of partners, % of total for OPRD

	Number of projects					Project size '000 000 EUR				
	Total	no partners	single partner	2-3 partners	more than 3 partners	Total	no partners	single partner	2-3 partners	more than 3 partners
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	61%	54%	35%	51%	65%	69%	59%	38%	70%
1.1 Social Infrastructure	31%	31%	37%	19%	32%	22%	16%	36%	19%	54%
1.2 Housing	1%	1%	1%	0%	5%	1%	1%	1%	0%	3%
1.3 Economic Activities	2%	2%	0%	0%	5%	3%	4%	3%	0%	4%
1.4 Physical Environment & Risk Prevention	19%	24%	14%	15%	9%	23%	28%	17%	19%	7%
1.5 Urban Transport	2%	3%	1%	1%	1%	15%	21%	1%	0%	1%
<i>Pr. 2 Accessibility</i>	9%	13%	4%	3%	4%	17%	23%	3%	16%	2%
2.1 Regional & Local Roads	7%	10%	2%	2%	2%	15%	20%	2%	10%	2%
2.2 ICT	1%	1%	1%	1%	2%	0%	0%	1%	0%	0%
2.3 Energy	1%	2%	0%	1%	0%	2%	2%	0%	6%	0%
<i>Pr. 3 Tourism</i>	17%	13%	20%	31%	18%	8%	5%	14%	13%	7%
3.1 Tourism Attractions & Infrastructure	15%	11%	19%	28%	14%	7%	5%	13%	13%	7%
3.2 Destinations' Product Devt & Marketing	2%	2%	1%	3%	4%	0%	0%	0%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	18%	13%	22%	30%	27%	10%	3%	25%	32%	21%
4.1 Integrated Development Partnerships	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	8%	11%	2%	3%	7%	1%	2%	1%	0%	1%
4.3 Small scale Local Investments	9%	2%	19%	23%	15%	9%	1%	24%	31%	20%
4.4 Interregional Co-operation	1%	0%	0%	5%	3%	0%	0%	0%	1%	0%

Table 22-42. Impact of relevant and feasible projects

			Total	Pr. 1 Urban development	1.1 Social Infrastructure	1.2 Housing	1.3 Economic Activities	1.4 Physical Environment & Risk Prevention	1.5 Urban Transport	Pr. 2 Accessibility	2.1 Regional & Local Roads	2.2 ICT	2.3 Energy	Pr. 3 Tourism	3.1 Tourism Attractions & Infrastructure	3.2 Destinations' Product Development & Marketing	Pr. Cooperation and capacity	4.1 Integrated Development Partnerships	4.2 Planning & Project Development	4.3 Small scale Local Investments	4.4 Interregional Co-operation
A. Area impacted upon	1	small municipality or part of large municipality	46%	41%	34%	58%	58%	52%	21%	61%	57%	83%	64%	64%	67%	42%	35%	0%	68%	14%	0%
	2	single large municipality	26%	39%	38%	42%	26%	38%	71%	17%	20%	0%	18%	10%	12%	0%	5%	0%	12%	0%	0%
	3	2-3 municipalities	11%	4%	5%	0%	0%	2%	4%	10%	11%	8%	0%	12%	10%	26%	32%	0%	3%	61%	8%
	4	4-5 municipalities	4%	4%	6%	0%	0%	2%	0%	3%	3%	0%	9%	2%	3%	0%	9%	0%	1%	16%	0%
	5	whole district or more than 5 municipalities	13%	13%	18%	0%	16%	6%	4%	9%	9%	8%	9%	11%	8%	32%	20%	100%	17%	9%	92%
	Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
B. Size of target group	1	negligible	2%	3%	2%	8%	11%	4%	0%	0%	0%	0%	0%	2%	2%	0%	1%	0%	0%	2%	0%
	2	below that could be expected	8%	7%	8%	8%	5%	7%	0%	11%	14%	0%	0%	11%	12%	0%	7%	0%	3%	10%	25%
	3	medium	52%	50%	52%	75%	53%	49%	25%	51%	50%	67%	36%	56%	57%	47%	57%	0%	69%	54%	17%
	4	significant	30%	31%	29%	8%	26%	33%	71%	31%	29%	25%	55%	26%	25%	37%	32%	60%	27%	34%	33%
	5	highly significant	7%	9%	10%	0%	5%	8%	4%	8%	7%	8%	9%	5%	4%	16%	3%	40%	1%	0%	25%
	Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
C. Catalytic effect	1	no	2%	4%	5%	8%	5%	3%	0%	0%	0%	0%	0%	1%	1%	0%	1%	0%	0%	2%	0%
	2	limited	20%	21%	19%	8%	21%	21%	50%	28%	36%	8%	0%	14%	15%	0%	17%	20%	10%	24%	8%
	3	medium	51%	51%	50%	58%	42%	55%	29%	51%	57%	25%	36%	48%	49%	42%	53%	20%	48%	63%	25%
	4	significant	22%	20%	22%	17%	16%	18%	17%	16%	6%	42%	55%	32%	32%	32%	24%	40%	38%	9%	42%
	5	highly significant	5%	4%	4%	8%	16%	4%	4%	5%	1%	25%	9%	5%	3%	26%	5%	20%	4%	2%	25%
	Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
D. Impact on competitiveness	1	no identifiable impact	17%	24%	27%	33%	0%	19%	33%	9%	10%	8%	0%	8%	8%	5%	11%	0%	8%	14%	8%
	2	indirect and of significance	31%	26%	25%	8%	16%	29%	25%	35%	43%	25%	0%	35%	37%	16%	41%	20%	37%	43%	50%
	3	indirect but highly significant	26%	24%	25%	25%	21%	22%	21%	23%	19%	25%	45%	32%	30%	47%	30%	20%	40%	23%	33%
	4	direct and significant	19%	19%	17%	33%	47%	20%	13%	26%	24%	17%	45%	19%	20%	11%	13%	60%	12%	14%	0%
	5	direct and highly significant	7%	8%	6%	0%	16%	10%	8%	8%	4%	25%	9%	6%	4%	21%	5%	0%	4%	5%	8%
	Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 22-43. Relevant and feasible projects by start year

	Number of projects					Project size '000 000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	1 019	149	837	30	3	1 252,9	241,1	968,1	42,2	1,6
<i>Pr. 1 Urban development</i>	565	82	463	18	2	807,8	194,3	588,9	24,1	0,6
1.1 Social Infrastructure	316	59	252	5	0	281,1	28,9	247,4	4,8	0,0
1.2 Housing	12	0	12	0	0	11,0	0,0	11,0	0,0	0,0
1.3 Economic Activities	17	2	10	4	1	39,1	14,5	14,6	9,6	0,4
1.4 Physical Environment & Risk Prevention	196	13	173	9	1	293,5	12,1	271,5	9,7	0,3
1.5 Urban Transport	24	8	16	0	0	183,1	138,7	44,4	0,0	0,0
<i>Pr. 2 Accessibility</i>	93	9	80	4	0	218,6	12,4	198,1	8,0	0,0
2.1 Regional & Local Roads	70	9	59	2	0	188,2	12,4	174,0	1,8	0,0
2.2 ICT	12	0	12	0	0	4,6	0,0	4,6	0,0	0,0
2.3 Energy	11	0	9	2	0	25,8	0,0	19,5	6,3	0,0
<i>Pr. 3 Tourism</i>	174	27	143	3	1	95,0	19,6	73,7	0,7	1,0
3.1 Tourism Attractions & Infrastructure	155	23	128	3	1	91,8	19,2	70,9	0,7	1,0
3.2 Destinations' Product Development & Marketing	19	4	15	0	0	3,2	0,4	2,8	0,0	0,0
<i>Pr. 4 Cooperation and capacity</i>	187	31	151	5	0	131,6	14,8	107,5	9,3	0,0
4.1 Integrated Development Partnerships	5	0	5	0	0	0,4	0,0	0,4	0,0	0,0
4.2 Planning & Project Development	78	11	65	2	0	18,6	4,2	13,9	0,5	0,0
4.3 Small scale Local Investments	92	16	73	3	0	110,9	10,0	92,1	8,8	0,0
4.4 Interregional Co-operation	12	4	8	0	0	1,7	0,6	1,1	0,0	0,0

Table 22-44. Relevant and feasible projects by start year, % of total for priorities and operations

	Number of projects					Project size '000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	100%	15%	82%	3%	0%	100%	19%	77%	3%	0%
<i>Pr. 1 Urban development</i>	100%	15%	82%	3%	0%	100%	24%	73%	3%	0%
1.1 Social Infrastructure	100%	19%	80%	2%	0%	100%	10%	88%	2%	0%
1.2 Housing	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
1.3 Economic Activities	100%	12%	59%	24%	6%	100%	37%	37%	25%	1%
1.4 Physical Environment & Risk Prevention	100%	7%	88%	5%	1%	100%	4%	92%	3%	0%
1.5 Urban Transport	100%	33%	67%	0%	0%	100%	76%	24%	0%	0%
<i>Pr. 2 Accessibility</i>	100%	10%	86%	4%	0%	100%	6%	91%	4%	0%
2.1 Regional & Local Roads	100%	13%	84%	3%	0%	100%	7%	92%	1%	0%
2.2 ICT	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
2.3 Energy	100%	0%	82%	18%	0%	100%	0%	76%	24%	0%
<i>Pr. 3 Tourism</i>	100%	16%	82%	2%	1%	100%	21%	78%	1%	1%
3.1 Tourism Attractions & Infrastructure	100%	15%	83%	2%	1%	100%	21%	77%	1%	1%
3.2 Destinations' Product Development & Marketing	100%	21%	79%	0%	0%	100%	12%	88%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	100%	17%	81%	3%	0%	100%	11%	82%	7%	0%
4.1 Integrated Development Partnerships	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
4.2 Planning & Project Development	100%	14%	83%	3%	0%	100%	23%	75%	2%	0%
4.3 Small scale Local Investments	100%	17%	79%	3%	0%	100%	9%	83%	8%	0%
4.4 Interregional Co-operation	100%	33%	67%	0%	0%	100%	35%	65%	0%	0%

Table 22-45. Relevant and feasible projects by start year, % of total for OPRD for the respective year

	Number of projects					Project size '000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	55%	55%	55%	60%	67%	64%	81%	61%	57%	39%
1.1 Social Infrastructure	31%	40%	30%	17%	0%	22%	12%	26%	11%	0%
1.2 Housing	1%	0%	1%	0%	0%	1%	0%	1%	0%	0%
1.3 Economic Activities	2%	1%	1%	13%	33%	3%	6%	2%	23%	23%
1.4 Physical Environment & Risk Prevention	19%	9%	21%	30%	33%	23%	5%	28%	23%	16%
1.5 Urban Transport	2%	5%	2%	0%	0%	15%	58%	5%	0%	0%
<i>Pr. 2 Accessibility</i>	9%	6%	10%	13%	0%	17%	5%	20%	19%	0%
2.1 Regional & Local Roads	7%	6%	7%	7%	0%	15%	5%	18%	4%	0%
2.2 ICT	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%
2.3 Energy	1%	0%	1%	7%	0%	2%	0%	2%	15%	0%
<i>Pr. 3 Tourism</i>	17%	18%	17%	10%	33%	8%	8%	8%	2%	61%
3.1 Tourism Attractions & Infrastructure	15%	15%	15%	10%	33%	7%	8%	7%	2%	61%
3.2 Destinations' Product Development & Marketing	2%	3%	2%	0%	0%	0%	0%	0%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	18%	21%	18%	17%	0%	11%	6%	11%	22%	0%
4.1 Integrated Development Partnerships	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	8%	7%	8%	7%	0%	1%	2%	1%	1%	0%
4.3 Small scale Local Investments	9%	11%	9%	10%	0%	9%	4%	10%	21%	0%
4.4 Interregional Co-operation	1%	3%	1%	0%	0%	0%	0%	0%	0%	0%

Table 22-46. Relevant and feasible projects by completion year

	Number of projects						Project size '000 000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Total	1 021	272	374	308	64	3	1 253,9	83,5	419,2	566,7	171,9	12,7
<i>Pr. 1 Urban development</i>	567	163	201	161	41	1	808,8	54,3	282,3	324,5	139,7	8,0
1.1 Social Infrastructure	316	109	123	68	16	0	281,1	28,6	85,6	132,4	34,5	0,0
1.2 Housing	12	2	0	9	1	0	11,0	0,3	0,0	9,4	1,3	0,0
1.3 Economic Activities	19	3	5	7	3	1	40,1	0,9	18,7	10,6	1,8	8,0
1.4 Physical Environment & Risk Prevention	196	46	66	65	19	0	293,5	16,4	61,1	128,2	87,8	0,0
1.5 Urban Transport	24	3	7	12	2	0	183,1	8,1	116,9	43,8	14,2	0,0
<i>Pr. 2 Accessibility</i>	93	22	32	34	4	1	218,6	13,6	37,3	151,3	11,8	4,5
2.1 Regional & Local Roads	70	15	26	27	2	0	188,2	12,7	35,6	136,8	3,1	0,0
2.2 ICT	12	4	5	3	0	0	4,6	0,4	1,6	2,5	0,0	0,0
2.3 Energy	11	3	1	4	2	1	25,8	0,5	0,1	11,9	8,8	4,5
<i>Pr. 3 Tourism</i>	174	42	67	56	9	0	95,0	5,9	32,5	46,2	10,3	0,0
3.1 Tourism Attractions & Infrastructure	155	34	60	52	9	0	91,8	5,4	31,6	44,4	10,3	0,0
3.2 Destinations' Product Development & Marketing	19	8	7	4	0	0	3,2	0,5	0,9	1,8	0,0	0,0
<i>Pr. 4 Cooperation and capacity</i>	187	45	74	57	10	1	131,6	9,6	67,0	44,6	10,0	0,2
4.1 Integrated Development Partnerships	5	1	1	1	2	0	0,4	0,1	0,1	0,2	0,1	0,0
4.2 Planning & Project Development	78	13	29	30	5	1	18,6	0,9	3,9	12,7	0,9	0,2
4.3 Small scale Local Investments	92	28	39	22	3	0	110,9	8,3	62,5	30,9	9,0	0,0
4.4 Interregional Co-operation	12	3	5	4	0	0	1,7	0,4	0,5	0,8	0,0	0,0

Table 22-47. Relevant and feasible projects by completion year, % of total for priorities and operations

	Number of projects						Project size '000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Total	100%	27%	37%	30%	6%	0%	100%	7%	33%	45%	14%	1%
<i>Pr. 1 Urban development</i>	100%	29%	35%	28%	7%	0%	100%	7%	35%	40%	17%	1%
1.1 Social Infrastructure	100%	34%	39%	22%	5%	0%	100%	10%	30%	47%	12%	0%
1.2 Housing	100%	17%	0%	75%	8%	0%	100%	3%	0%	85%	12%	0%
1.3 Economic Activities	100%	16%	26%	37%	16%	5%	100%	2%	47%	27%	5%	20%
1.4 Physical Environment & Risk Prevention	100%	23%	34%	33%	10%	0%	100%	6%	21%	44%	30%	0%
1.5 Urban Transport	100%	13%	29%	50%	8%	0%	100%	4%	64%	24%	8%	0%
<i>Pr. 2 Accessibility</i>	100%	24%	34%	37%	4%	1%	100%	6%	17%	69%	5%	2%
2.1 Regional & Local Roads	100%	21%	37%	39%	3%	0%	100%	7%	19%	73%	2%	0%
2.2 ICT	100%	33%	42%	25%	0%	0%	100%	9%	35%	55%	0%	0%
2.3 Energy	100%	27%	9%	36%	18%	9%	100%	2%	0%	46%	34%	17%
<i>Pr. 3 Tourism</i>	100%	24%	39%	32%	5%	0%	100%	6%	34%	49%	11%	0%
3.1 Tourism Attractions & Infrastructure	100%	22%	39%	34%	6%	0%	100%	6%	34%	48%	11%	0%
3.2 Destinations' Product Development & Marketing	100%	42%	37%	21%	0%	0%	100%	15%	27%	58%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	100%	24%	40%	30%	5%	1%	100%	7%	51%	34%	8%	0%
4.1 Integrated Development Partnerships	100%	20%	20%	20%	40%	0%	100%	19%	23%	36%	22%	0%
4.2 Planning & Project Development	100%	17%	37%	38%	6%	1%	100%	5%	21%	68%	5%	1%
4.3 Small scale Local Investments	100%	30%	42%	24%	3%	0%	100%	8%	56%	28%	8%	0%
4.4 Interregional Co-operation	100%	25%	42%	33%	0%	0%	100%	21%	28%	50%	0%	0%

Table 22-48. Relevant and feasible projects by completion year, % of total for OPRD for the respective year

	Number of projects						Project size '000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	60%	54%	52%	64%	33%	65%	65%	67%	57%	81%	63%
1.1 Social Infrastructure	31%	40%	33%	22%	25%	0%	22%	34%	20%	23%	20%	0%
1.2 Housing	1%	1%	0%	3%	2%	0%	1%	0%	0%	2%	1%	0%
1.3 Economic Activities	2%	1%	1%	2%	5%	33%	3%	1%	4%	2%	1%	63%
1.4 Physical Environment & Risk Prevention	19%	17%	18%	21%	30%	0%	23%	20%	15%	23%	51%	0%
1.5 Urban Transport	2%	1%	2%	4%	3%	0%	15%	10%	28%	8%	8%	0%
<i>Pr. 2 Accessibility</i>	9%	8%	9%	11%	6%	33%	17%	16%	9%	27%	7%	35%
2.1 Regional & Local Roads	7%	6%	7%	9%	3%	0%	15%	15%	8%	24%	2%	0%
2.2 ICT	1%	1%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%
2.3 Energy	1%	1%	0%	1%	3%	33%	2%	1%	0%	2%	5%	35%
<i>Pr. 3 Tourism</i>	17%	15%	18%	18%	14%	0%	8%	7%	8%	8%	6%	0%
3.1 Tourism Attractions & Infrastructure	15%	13%	16%	17%	14%	0%	7%	7%	8%	8%	6%	0%
3.2 Destinations' Product Development & Marketing	2%	3%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	18%	17%	20%	19%	16%	33%	10%	12%	16%	8%	6%	1%
4.1 Integrated Development Partnerships	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	8%	5%	8%	10%	8%	33%	1%	1%	1%	2%	1%	1%
4.3 Small scale Local Investments	9%	10%	10%	7%	5%	0%	9%	10%	15%	5%	5%	0%
4.4 Interregional Co-operation	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%

Table 22-49. Assessment of relevant and feasible projects on readiness

	Number of projects							Project size '000 000 EUR						
	Total	below 2,50	2,50-2,99	3,00-3,49	3,50-3,99	4,00-4,49	above 4,50	Total	below 2,50	2,50-2,99	3,00-3,49	3,50-3,99	4,00-4,49	above4,50
Total	1 022	30	71	255	206	330	130	1 254,1	33,4	207,1	388,7	191,0	358,0	75,9
<i>Pr. 1 Urban development</i>	568	18	25	150	116	176	83	809,0	19,3	54,0	314,5	139,5	223,4	58,2
1.1 Social Infrastructure	317	6	9	80	61	99	62	281,2	4,9	8,8	93,4	44,9	82,6	46,7
1.2 Housing	12	1	0	4	4	3	0	11,0	1,8	0,0	4,2	3,6	1,4	0,0
1.3 Economic Activities	19	1	2	6	3	7	0	40,1	0,1	0,9	27,0	2,1	10,1	0,0
1.4 Physical Environment & Risk Prevention	196	10	14	50	44	59	19	293,5	12,5	44,3	110,2	73,8	43,3	9,4
1.5 Urban Transport	24	0	0	10	4	8	2	183,1	0,0	0,0	79,7	15,2	86,1	2,1
<i>Pr. 2 Accessibility</i>	93	3	13	13	14	41	9	218,6	2,0	102,7	19,6	15,8	71,7	6,9
2.1 Regional & Local Roads	70	2	8	12	11	32	5	188,2	1,9	85,1	19,1	13,4	63,7	5,0
2.2 ICT	12	1	1	1	2	4	3	4,6	0,1	0,1	0,5	2,3	0,2	1,5
2.3 Energy	11	0	4	0	1	5	1	25,8	0,0	17,5	0,0	0,1	7,7	0,4
<i>Pr. 3 Tourism</i>	174	5	15	39	41	57	17	95,0	2,5	15,4	25,9	19,4	28,0	3,8
3.1 Tourism Attractions & Infrastructure	155	5	14	37	40	46	13	91,8	2,5	14,1	25,6	19,3	26,9	3,5
3.2 Destinations' Product Development & Marketing	19	0	1	2	1	11	4	3,2	0,0	1,3	0,3	0,1	1,1	0,3
<i>Pr. 4 Cooperation and capacity</i>	187	4	18	53	35	56	21	131,6	9,7	35,0	28,7	16,3	34,9	7,0
4.1 Integrated Development Partnerships	5	0	0	1	3	1	0	0,4	0,0	0,0	0,1	0,2	0,2	0,0
4.2 Planning & Project Development	78	0	7	22	16	20	13	18,6	0,0	1,1	8,5	2,0	4,7	2,3
4.3 Small scale Local Investments	92	4	11	23	13	34	7	110,9	9,7	33,9	18,6	13,9	30,0	4,7
4.4 Interregional Co-operation	12	0	0	7	3	1	1	1,7	0,0	0,0	1,5	0,1	0,1	0,0

Table 22-50. Assessment of relevant and feasible projects on readiness, % per priority and operation

	Number of projects							Project size '000 000 EUR						
	Total	below 2,50	2,50-2,99	3,00-3,49	3,50-3,99	4,00-4,49	above 4,50	Total	below 2,50	2,50-2,99	3,00-3,49	3,50-3,99	4,00-4,49	above4,50
Total	100%	3%	7%	25%	20%	32%	13%	100%	3%	17%	31%	15%	29%	6%
<i>Pr. 1 Urban development</i>	100%	3%	4%	26%	20%	31%	15%	100%	2%	7%	39%	17%	28%	7%
1.1 Social Infrastructure	100%	2%	3%	25%	19%	31%	20%	100%	2%	3%	33%	16%	29%	17%
1.2 Housing	100%	8%	0%	33%	33%	25%	0%	100%	16%	0%	38%	32%	13%	0%
1.3 Economic Activities	100%	5%	11%	32%	16%	37%	0%	100%	0%	2%	67%	5%	25%	0%
1.4 Physical Environment & Risk Prevention	100%	5%	7%	26%	22%	30%	10%	100%	4%	15%	38%	25%	15%	3%
1.5 Urban Transport	100%	0%	0%	42%	17%	33%	8%	100%	0%	0%	44%	8%	47%	1%
<i>Pr. 2 Accessibility</i>	100%	3%	14%	14%	15%	44%	10%	100%	1%	47%	9%	7%	33%	3%
2.1 Regional & Local Roads	100%	3%	11%	17%	16%	46%	7%	100%	1%	45%	10%	7%	34%	3%
2.2 ICT	100%	8%	8%	8%	17%	33%	25%	100%	1%	1%	10%	51%	5%	33%
2.3 Energy	100%	0%	36%	0%	9%	45%	9%	100%	0%	68%	0%	0%	30%	2%
<i>Pr. 3 Tourism</i>	100%	3%	9%	22%	24%	33%	10%	100%	3%	16%	27%	20%	29%	4%
3.1 Tourism Attractions & Infrastructure	100%	3%	9%	24%	26%	30%	8%	100%	3%	15%	28%	21%	29%	4%
3.2 Destinations' Product Development & Marketing	100%	0%	5%	11%	5%	58%	21%	100%	0%	41%	10%	3%	36%	10%
<i>Pr. 4 Cooperation and capacity</i>	100%	2%	10%	28%	19%	30%	11%	100%	7%	27%	22%	12%	27%	5%
4.1 Integrated Development Partnerships	100%	0%	0%	20%	60%	20%	0%	100%	0%	0%	17%	47%	36%	0%
4.2 Planning & Project Development	100%	0%	9%	28%	21%	26%	17%	100%	0%	6%	46%	11%	25%	13%
4.3 Small scale Local Investments	100%	4%	12%	25%	14%	37%	8%	100%	9%	31%	17%	13%	27%	4%
4.4 Interregional Co-operation	100%	0%	0%	58%	25%	8%	8%	100%	0%	0%	88%	8%	3%	1%

Table 22-51. Projects assessed on readiness 4+

	Number of projects							Project size '000 000 EUR							OPRD v11 allocation	Demand, % of OPRD
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW		
Total	460	48	54	78	69	133	76	433,9	57,2	35,0	75,9	39,8	69,3	154,9	1 601,3	27%
<i>Pr. 1 Urban development</i>	259	26	31	56	45	64	37	281,6	29,7	28,2	50,1	27,4	34,3	111,9	800,6	35%
1.1 Social Infrastructure	161	11	26	31	28	40	25	129,3	18,6	24,7	26,5	17,6	22,0	19,8	280,2	46%
1.2 Housing	3	0	0	3	0	0	0	1,4	0,0	0,0	1,4	0,0	0,0	0,0	40,0	4%
1.3 Economic Activities	7	1	0	4	0	1	1	10,1	0,9	0,0	3,8	0,0	0,4	5,0	120,1	8%
1.4 Physical Environment & Risk Prevention	78	13	5	16	16	21	7	52,6	8,1	3,4	17,2	8,3	10,5	5,0	200,2	26%
1.5 Urban Transport	10	1	0	2	1	2	4	88,2	2,0	0,0	1,1	1,5	1,4	82,2	160,1	55%
<i>Pr. 2 Accessibility</i>	50	9	2	10	4	12	13	78,6	18,1	2,1	21,0	3,3	13,5	20,7	400,3	20%
2.1 Regional & Local Roads	37	5	2	10	1	8	11	68,7	10,9	2,1	21,0	1,8	12,7	20,2	320,3	21%
2.2 ICT	7	1	0	0	3	2	1	1,7	0,1	0,0	0,0	1,5	0,1	0,0	20,0	9%
2.3 Energy	6	3	0	0	0	2	1	8,1	7,1	0,0	0,0	0,0	0,7	0,4	60,0	14%
<i>Pr. 3 Tourism</i>	74	6	11	4	8	29	15	31,8	2,4	2,5	1,5	3,1	8,3	14,0	208,2	15%
3.1 Tourism Attractions & Infrastructure	59	6	8	4	6	23	12	30,3	2,4	2,4	1,5	2,6	7,6	13,8	145,7	21%
3.2 Destinations' Product Development & Marketing	15	0	3	0	2	6	3	1,5	0,0	0,1	0,0	0,5	0,7	0,2	31,2	5%
<i>Pr. 4 Cooperation and capacity</i>	77	7	10	8	12	28	11	41,9	7,1	2,3	3,3	6,0	13,2	8,2	128,1	33%
4.1 Integrated Development Partnerships	1	0	0	0	1	0	0	0,2	0,0	0,0	0,0	0,2	0,0	0,0	12,8	1%
4.2 Planning & Project Development	33	3	6	5	4	8	7	7,0	0,3	1,2	1,4	1,7	0,8	1,6	25,6	27%
4.3 Small scale Local Investments	41	4	4	3	7	18	4	34,7	6,8	1,1	1,9	4,2	12,3	6,6	83,3	42%
4.4 Interregional Co-operation	2	0	0	0	0	2	0	0,1	0,0	0,0	0,0	0,0	0,1	0,0	6,4	1%

Table 22-52. Projects assessed on readiness 4+, regional %

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	10%	12%	17%	15%	29%	17%	100%	13%	8%	17%	9%	16%	36%
<i>Pr. 1 Urban development</i>	100%	10%	12%	22%	17%	25%	14%	100%	11%	10%	18%	10%	12%	40%
1.1 Social Infrastructure	100%	7%	16%	19%	17%	25%	16%	100%	14%	19%	21%	14%	17%	15%
1.2 Housing	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%
1.3 Economic Activities	100%	14%	0%	57%	0%	14%	14%	100%	9%	0%	38%	0%	3%	50%
1.4 Physical Environment & Risk Prevention	100%	17%	6%	21%	21%	27%	9%	100%	15%	7%	33%	16%	20%	9%
1.5 Urban Transport	100%	10%	0%	20%	10%	20%	40%	100%	2%	0%	1%	2%	2%	93%
<i>Pr. 2 Accessibility</i>	100%	18%	4%	20%	8%	24%	26%	100%	23%	3%	27%	4%	17%	26%
2.1 Regional & Local Roads	100%	14%	5%	27%	3%	22%	30%	100%	16%	3%	31%	3%	19%	29%
2.2 ICT	100%	14%	0%	0%	43%	29%	14%	100%	6%	0%	0%	88%	5%	2%
2.3 Energy	100%	50%	0%	0%	0%	33%	17%	100%	87%	0%	0%	0%	8%	5%
<i>Pr. 3 Tourism</i>	100%	8%	15%	5%	11%	39%	20%	100%	8%	8%	5%	10%	26%	44%
3.1 Tourism Attractions & Infrastructure	100%	10%	14%	7%	10%	39%	20%	100%	8%	8%	5%	9%	25%	45%
3.2 Destinations' Product Development & Marketing	100%	0%	20%	0%	13%	40%	20%	100%	0%	5%	0%	31%	45%	17%
<i>Pr. 4 Cooperation and capacity</i>	100%	9%	13%	10%	16%	36%	14%	100%	17%	5%	8%	14%	31%	20%
4.1 Integrated Development Partnerships	100%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%
4.2 Planning & Project Development	100%	9%	18%	15%	12%	24%	21%	100%	4%	17%	20%	24%	12%	23%
4.3 Small scale Local Investments	100%	10%	10%	7%	17%	44%	10%	100%	20%	3%	6%	12%	35%	19%
4.4 Interregional Co-operation	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%

Table 22-53. Projects assessed on readiness 4+, % of total for OPRD

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	54%	57%	72%	65%	48%	49%	65%	52%	80%	66%	69%	50%	72%
1.1 Social Infrastructure	35%	23%	48%	40%	41%	30%	33%	30%	32%	71%	35%	44%	32%	13%
1.2 Housing	1%	0%	0%	4%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
1.3 Economic Activities	2%	2%	0%	5%	0%	1%	1%	2%	2%	0%	5%	0%	1%	3%
1.4 Physical Environment & Risk Prevention	17%	27%	9%	21%	23%	16%	9%	12%	14%	10%	23%	21%	15%	3%
1.5 Urban Transport	2%	2%	0%	3%	1%	2%	5%	20%	3%	0%	1%	4%	2%	53%
<i>Pr. 2 Accessibility</i>	11%	19%	4%	13%	6%	9%	17%	18%	32%	6%	28%	8%	19%	13%
2.1 Regional & Local Roads	8%	10%	4%	13%	1%	6%	14%	16%	19%	6%	28%	4%	18%	13%
2.2 ICT	2%	2%	0%	0%	4%	2%	1%	0%	0%	0%	0%	4%	0%	0%
2.3 Energy	1%	6%	0%	0%	0%	2%	1%	2%	12%	0%	0%	0%	1%	0%
<i>Pr. 3 Tourism</i>	16%	13%	20%	5%	12%	22%	20%	7%	4%	7%	2%	8%	12%	9%
3.1 Tourism Attractions & Infrastructure	13%	13%	15%	5%	9%	17%	16%	7%	4%	7%	2%	7%	11%	9%
3.2 Destinations' Product Development & Marketing	3%	0%	6%	0%	3%	5%	4%	0%	0%	0%	0%	1%	1%	0%
<i>Pr. 4 Cooperation and capacity</i>	17%	15%	19%	10%	17%	21%	14%	10%	12%	7%	4%	15%	19%	5%
4.1 Integrated Development Partnerships	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	6%	11%	6%	6%	6%	9%	2%	0%	3%	2%	4%	1%	1%
4.3 Small scale Local Investments	9%	8%	7%	4%	10%	14%	5%	8%	12%	3%	3%	10%	18%	4%
4.4 Interregional Co-operation	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%

Table 22-54. Projects assessed on readiness 3,50+

	Number of projects							Project size '000 000 EUR							OPRD v11 allocation	Demand, % of OPRD
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW		
Total	666	75	81	95	102	187	123	624,9	79,2	57,4	116,4	64,4	101,1	203,0	1 601,3	39%
<i>Pr. 1 Urban development</i>	375	43	48	68	61	95	59	421,1	49,6	44,1	85,1	35,3	56,7	148,8	800,6	53%
1.1 Social Infrastructure	222	21	31	35	34	63	38	174,1	26,0	29,9	36,5	19,5	34,6	27,6	280,2	62%
1.2 Housing	7	2	0	4	0	1	0	5,0	2,6	0,0	1,9	0,0	0,4	0,0	40,0	12%
1.3 Economic Activities	10	2	1	5	0	1	1	12,2	1,3	0,8	4,8	0,0	0,4	5,0	120,1	10%
1.4 Physical Environment & Risk Prevention	122	17	16	22	25	28	13	126,4	17,7	13,4	40,7	13,3	19,8	19,9	200,2	63%
1.5 Urban Transport	14	1	0	2	2	2	7	103,4	2,0	0,0	1,1	2,5	1,4	96,4	160,1	65%
<i>Pr. 2 Accessibility</i>	64	10	4	10	10	13	17	94,4	18,4	3,8	21,0	10,0	14,5	26,7	400,3	24%
2.1 Regional & Local Roads	48	6	3	10	5	9	15	82,1	11,3	3,7	21,0	6,2	13,7	26,2	320,3	26%
2.2 ICT	9	1	0	0	5	2	1	4,0	0,1	0,0	0,0	3,8	0,1	0,0	20,0	20%
2.3 Energy	7	3	1	0	0	2	1	8,2	7,1	0,1	0,0	0,0	0,7	0,4	60,0	14%
<i>Pr. 3 Tourism</i>	115	7	18	7	10	44	28	51,2	3,4	4,7	5,1	4,7	16,2	16,9	208,2	25%
3.1 Tourism Attractions & Infrastructure	99	7	15	7	8	38	24	49,6	3,4	4,6	5,1	4,3	15,6	16,6	145,7	34%
3.2 Destinations' Product Development & Marketing	16	0	3	0	2	6	4	1,6	0,0	0,1	0,0	0,5	0,7	0,3	31,2	5%
<i>Pr. 4 Cooperation and capacity</i>	112	15	11	10	21	35	19	58,2	7,7	4,8	5,3	14,4	13,6	10,6	128,1	45%
4.1 Integrated Development Partnerships	4	1	0	0	1	2	0	0,4	0,1	0,0	0,0	0,2	0,1	0,0	12,8	3%
4.2 Planning & Project Development	49	6	6	5	9	12	11	9,0	0,6	1,2	1,4	2,5	1,1	2,2	25,6	35%
4.3 Small scale Local Investments	54	6	5	4	11	19	8	48,6	7,0	3,7	3,8	11,7	12,3	8,3	83,3	58%
4.4 Interregional Co-operation	5	2	0	1	0	2	0	0,2	0,1	0,0	0,1	0,0	0,1	0,0	6,4	3%

Table 22-55. Projects assessed on readiness 3,50+, regional %

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	11%	12%	14%	15%	28%	18%	100%	13%	9%	19%	10%	16%	32%
<i>Pr. 1 Urban development</i>	100%	11%	13%	18%	16%	25%	16%	100%	12%	10%	20%	8%	13%	35%
1.1 Social Infrastructure	100%	9%	14%	16%	15%	28%	17%	100%	15%	17%	21%	11%	20%	16%
1.2 Housing	100%	29%	0%	57%	0%	14%	0%	100%	53%	0%	39%	0%	9%	0%
1.3 Economic Activities	100%	20%	10%	50%	0%	10%	10%	100%	11%	6%	39%	0%	3%	41%
1.4 Physical Environment & Risk Prevention	100%	14%	13%	18%	20%	23%	11%	100%	14%	11%	32%	10%	16%	16%
1.5 Urban Transport	100%	7%	0%	14%	14%	14%	50%	100%	2%	0%	1%	2%	1%	93%
<i>Pr. 2 Accessibility</i>	100%	16%	6%	16%	16%	20%	27%	100%	20%	4%	22%	11%	15%	28%
2.1 Regional & Local Roads	100%	13%	6%	21%	10%	19%	31%	100%	14%	4%	26%	8%	17%	32%
2.2 ICT	100%	11%	0%	0%	56%	22%	11%	100%	2%	0%	0%	95%	2%	1%
2.3 Energy	100%	43%	14%	0%	0%	29%	14%	100%	86%	1%	0%	0%	8%	5%
<i>Pr. 3 Tourism</i>	100%	6%	16%	6%	9%	38%	24%	100%	7%	9%	10%	9%	32%	33%
3.1 Tourism Attractions & Infrastructure	100%	7%	15%	7%	8%	38%	24%	100%	7%	9%	10%	9%	31%	33%
3.2 Destinations' Product Development & Marketing	100%	0%	19%	0%	13%	38%	25%	100%	0%	5%	0%	29%	42%	22%
<i>Pr. 4 Cooperation and capacity</i>	100%	13%	10%	9%	19%	31%	17%	100%	13%	8%	9%	25%	23%	18%
4.1 Integrated Development Partnerships	100%	25%	0%	0%	25%	50%	0%	100%	27%	0%	0%	44%	29%	0%
4.2 Planning & Project Development	100%	12%	12%	10%	18%	24%	22%	100%	6%	13%	15%	28%	13%	25%
4.3 Small scale Local Investments	100%	11%	9%	7%	20%	35%	15%	100%	14%	8%	8%	24%	25%	17%
4.4 Interregional Co-operation	100%	40%	0%	20%	0%	40%	0%	100%	26%	0%	38%	0%	36%	0%

Table 22-56. Projects assessed on readiness 3,50+, % of total for OPRD

	Number of projects							Project size '000 EUR						
	Total	NW	NC	NE	SE	SC	SW	Total	NW	NC	NE	SE	SC	SW
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	57%	59%	72%	60%	51%	48%	67%	63%	77%	73%	55%	56%	73%
1.1 Social Infrastructure	33%	28%	38%	37%	33%	34%	31%	28%	33%	52%	31%	30%	34%	14%
1.2 Housing	1%	3%	0%	4%	0%	1%	0%	1%	3%	0%	2%	0%	0%	0%
1.3 Economic Activities	2%	3%	1%	5%	0%	1%	1%	2%	2%	1%	4%	0%	0%	2%
1.4 Physical Environment & Risk Prevention	18%	23%	20%	23%	25%	15%	11%	20%	22%	23%	35%	21%	20%	10%
1.5 Urban Transport	2%	1%	0%	2%	2%	1%	6%	17%	3%	0%	1%	4%	1%	47%
<i>Pr. 2 Accessibility</i>	10%	13%	5%	11%	10%	7%	14%	15%	23%	7%	18%	16%	14%	13%
2.1 Regional & Local Roads	7%	8%	4%	11%	5%	5%	12%	13%	14%	6%	18%	10%	14%	13%
2.2 ICT	1%	1%	0%	0%	5%	1%	1%	1%	0%	0%	0%	6%	0%	0%
2.3 Energy	1%	4%	1%	0%	0%	1%	1%	1%	9%	0%	0%	0%	1%	0%
<i>Pr. 3 Tourism</i>	17%	9%	22%	7%	10%	24%	23%	8%	4%	8%	4%	7%	16%	8%
3.1 Tourism Attractions & Infrastructure	15%	9%	19%	7%	8%	20%	20%	8%	4%	8%	4%	7%	15%	8%
3.2 Destinations' Product Development & Marketing	2%	0%	4%	0%	2%	3%	3%	0%	0%	0%	1%	1%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	17%	20%	14%	11%	21%	19%	15%	9%	10%	8%	5%	22%	13%	5%
4.1 Integrated Development Partnerships	1%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	8%	7%	5%	9%	6%	9%	1%	1%	2%	1%	4%	1%	1%
4.3 Small scale Local Investments	8%	8%	6%	4%	11%	10%	7%	8%	9%	6%	3%	18%	12%	4%
4.4 Interregional Co-operation	1%	3%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%

Table 22-57. Projects assessed 4+ on readiness by start year

	Number of projects					Project size '000 000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	460	70	370	19	1	433,9	131,2	285,6	16,8	0,3
<i>Pr. 1 Urban development</i>	259	40	204	14	1	281,6	101,8	169,2	10,4	0,3
1.1 Social Infrastructure	161	33	125	3	0	129,3	15,2	111,8	2,3	0,0
1.2 Housing	3	0	3	0	0	1,4	0,0	1,4	0,0	0,0
1.3 Economic Activities	7	0	3	4	0	10,1	0,0	7,8	2,3	0,0
1.4 Physical Environment & Risk Prevention	78	5	65	7	1	52,6	7,6	39,0	5,8	0,3
1.5 Urban Transport	10	2	8	0	0	88,2	79,0	9,2	0,0	0,0
<i>Pr. 2 Accessibility</i>	50	8	40	2	0	78,6	12,1	60,7	5,8	0,0
2.1 Regional & Local Roads	37	8	28	1	0	68,7	12,1	55,4	1,3	0,0
2.2 ICT	7	0	7	0	0	1,7	0,0	1,7	0,0	0,0
2.3 Energy	6	0	5	1	0	8,1	0,0	3,6	4,5	0,0
<i>Pr. 3 Tourism</i>	74	10	62	2	0	31,8	11,4	20,2	0,2	0,0
3.1 Tourism Attractions & Infrastructure	59	8	49	2	0	30,3	11,4	18,8	0,2	0,0
3.2 Destinations' Product Development & Marketing	15	2	13	0	0	1,5	0,1	1,4	0,0	0,0
<i>Pr. 4 Cooperation and capacity</i>	77	12	64	1	0	41,9	5,9	35,5	0,5	0,0
4.1 Integrated Development Partnerships	1	0	1	0	0	0,2	0,0	0,2	0,0	0,0
4.2 Planning & Project Development	33	5	28	0	0	7,0	2,2	4,8	0,0	0,0
4.3 Small scale Local Investments	41	6	34	1	0	34,7	3,7	30,6	0,5	0,0
4.4 Interregional Co-operation	2	1	1	0	0	0,1	0,1	0,0	0,0	0,0

Table 22-58. Projects assessed 4+ on readiness by start year, % of total for priorities and operations

	Number of projects					Project size '000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	100%	15%	80%	4%	0%	100%	30%	66%	4%	0%
<i>Pr. 1 Urban development</i>	100%	15%	79%	5%	0%	100%	36%	60%	4%	0%
1.1 Social Infrastructure	100%	20%	78%	2%	0%	100%	12%	86%	2%	0%
1.2 Housing	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
1.3 Economic Activities	100%	0%	43%	57%	0%	100%	0%	77%	23%	0%
1.4 Physical Environment & Risk Prevention	100%	6%	83%	9%	1%	100%	14%	74%	11%	0%
1.5 Urban Transport	100%	20%	80%	0%	0%	100%	90%	10%	0%	0%
<i>Pr. 2 Accessibility</i>	100%	16%	80%	4%	0%	100%	15%	77%	7%	0%
2.1 Regional & Local Roads	100%	22%	76%	3%	0%	100%	18%	81%	2%	0%
2.2 ICT	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
2.3 Energy	100%	0%	83%	17%	0%	100%	0%	45%	55%	0%
<i>Pr. 3 Tourism</i>	100%	14%	84%	3%	0%	100%	36%	64%	1%	0%
3.1 Tourism Attractions & Infrastructure	100%	14%	83%	3%	0%	100%	37%	62%	1%	0%
3.2 Destinations' Product Development & Marketing	100%	13%	87%	0%	0%	100%	4%	96%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	100%	16%	83%	1%	0%	100%	14%	85%	1%	0%
4.1 Integrated Development Partnerships	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
4.2 Planning & Project Development	100%	15%	85%	0%	0%	100%	31%	69%	0%	0%
4.3 Small scale Local Investments	100%	15%	83%	2%	0%	100%	11%	88%	1%	0%
4.4 Interregional Co-operation	100%	50%	50%	0%	0%	100%	71%	29%	0%	0%

Table 22-59. Projects assessed 4+ on readiness by start year, % of total for OPRD for the respective year

	Number of projects					Project size '000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	57%	55%	74%	100%	65%	78%	59%	62%	100%
1.1 Social Infrastructure	35%	47%	34%	16%	0%	30%	12%	39%	14%	0%
1.2 Housing	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%
1.3 Economic Activities	2%	0%	1%	21%	0%	2%	0%	3%	14%	0%
1.4 Physical Environment & Risk Prevention	17%	7%	18%	37%	100%	12%	6%	14%	35%	100%
1.5 Urban Transport	2%	3%	2%	0%	0%	20%	60%	3%	0%	0%
<i>Pr. 2 Accessibility</i>	11%	11%	11%	11%	0%	18%	9%	21%	34%	0%
2.1 Regional & Local Roads	8%	11%	8%	5%	0%	16%	9%	19%	8%	0%
2.2 ICT	2%	0%	2%	0%	0%	0%	0%	1%	0%	0%
2.3 Energy	1%	0%	1%	5%	0%	2%	0%	1%	27%	0%
<i>Pr. 3 Tourism</i>	16%	14%	17%	11%	0%	7%	9%	7%	1%	0%
3.1 Tourism Attractions & Infrastructure	13%	11%	13%	11%	0%	7%	9%	7%	1%	0%
3.2 Destinations' Product Development & Marketing	3%	3%	4%	0%	0%	0%	0%	0%	0%	0%

<i>Pr. 4 Cooperation and capacity</i>	17%	17%	17%	5%	0%	10%	5%	12%	3%	0%
4.1 Integrated Development Partnerships	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	7%	8%	0%	0%	2%	2%	2%	0%	0%
4.3 Small scale Local Investments	9%	9%	9%	5%	0%	8%	3%	11%	3%	0%
4.4 Interregional Co-operation	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%

Table 22-60. Projects assessed 3,50+ on readiness by start year

	Number of projects					Project size '000 000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	666	109	533	23	1	624,9	153,9	451,3	19,4	0,3
<i>Pr. 1 Urban development</i>	375	60	298	16	1	421,1	117,0	291,9	11,9	0,3
1.1 Social Infrastructure	222	48	170	4	0	174,1	22,1	148,5	3,5	0,0
1.2 Housing	7	0	7	0	0	5,0	0,0	5,0	0,0	0,0
1.3 Economic Activities	10	0	5	5	0	12,2	0,0	9,6	2,6	0,0
1.4 Physical Environment & Risk Prevention	122	8	106	7	1	126,4	9,2	111,2	5,8	0,3
1.5 Urban Transport	14	4	10	0	0	103,4	85,7	17,7	0,0	0,0
<i>Pr. 2 Accessibility</i>	64	9	52	3	0	94,4	12,4	75,6	6,3	0,0
2.1 Regional & Local Roads	48	9	37	2	0	82,1	12,4	67,9	1,8	0,0
2.2 ICT	9	0	9	0	0	4,0	0,0	4,0	0,0	0,0
2.3 Energy	7	0	6	1	0	8,2	0,0	3,7	4,5	0,0
<i>Pr. 3 Tourism</i>	115	21	91	3	0	51,2	15,0	35,4	0,7	0,0
3.1 Tourism Attractions & Infrastructure	99	18	78	3	0	49,6	14,9	34,0	0,7	0,0
3.2 Destinations' Product Development & Marketing	16	3	13	0	0	1,6	0,2	1,4	0,0	0,0
<i>Pr. 4 Cooperation and capacity</i>	112	19	92	1	0	58,2	9,5	48,3	0,5	0,0
4.1 Integrated Development Partnerships	4	0	4	0	0	0,4	0,0	0,4	0,0	0,0
4.2 Planning & Project Development	49	9	40	0	0	9,0	2,7	6,3	0,0	0,0
4.3 Small scale Local Investments	54	8	45	1	0	48,6	6,7	41,5	0,5	0,0
4.4 Interregional Co-operation	5	2	3	0	0	0,2	0,1	0,1	0,0	0,0

Table 22-61. Projects assessed 3,50+ on readiness by start year, % of total for priorities and operations

	Number of projects					Project size '000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	100%	16%	80%	3%	0%	100%	25%	72%	3%	0%
<i>Pr. 1 Urban development</i>	100%	16%	79%	4%	0%	100%	28%	69%	3%	0%
1.1 Social Infrastructure	100%	22%	77%	2%	0%	100%	13%	85%	2%	0%
1.2 Housing	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
1.3 Economic Activities	100%	0%	50%	50%	0%	100%	0%	78%	22%	0%
1.4 Physical Environment & Risk Prevention	100%	7%	87%	6%	1%	100%	7%	88%	5%	0%
1.5 Urban Transport	100%	29%	71%	0%	0%	100%	83%	17%	0%	0%
<i>Pr. 2 Accessibility</i>	100%	14%	81%	5%	0%	100%	13%	80%	7%	0%
2.1 Regional & Local Roads	100%	19%	77%	4%	0%	100%	15%	83%	2%	0%
2.2 ICT	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
2.3 Energy	100%	0%	86%	14%	0%	100%	0%	45%	55%	0%
<i>Pr. 3 Tourism</i>	100%	18%	79%	3%	0%	100%	29%	69%	1%	0%
3.1 Tourism Attractions & Infrastructure	100%	18%	79%	3%	0%	100%	30%	69%	1%	0%
3.2 Destinations' Product Development & Marketing	100%	19%	81%	0%	0%	100%	10%	90%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	100%	17%	82%	1%	0%	100%	16%	83%	1%	0%
4.1 Integrated Development Partnerships	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%
4.2 Planning & Project Development	100%	18%	82%	0%	0%	100%	30%	70%	0%	0%
4.3 Small scale Local Investments	100%	15%	83%	2%	0%	100%	14%	85%	1%	0%
4.4 Interregional Co-operation	100%	40%	60%	0%	0%	100%	64%	36%	0%	0%

Table 22-62. Projects assessed 3,50+ on readiness by start year, % of total for OPRD for the respective year

	Number of projects					Project size '000 EUR				
	Total	2 007	2 008	2 009	2 010	Total	2 007	2 008	2 009	2 010
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	55%	56%	70%	100%	67%	76%	65%	62%	100%
1.1 Social Infrastructure	33%	44%	32%	17%	0%	28%	14%	33%	18%	0%
1.2 Housing	1%	0%	1%	0%	0%	1%	0%	1%	0%	0%
1.3 Economic Activities	2%	0%	1%	22%	0%	2%	0%	2%	14%	0%
1.4 Physical Environment & Risk Prevention	18%	7%	20%	30%	100%	20%	6%	25%	30%	100%
1.5 Urban Transport	2%	4%	2%	0%	0%	17%	56%	4%	0%	0%
<i>Pr. 2 Accessibility</i>	10%	8%	10%	13%	0%	15%	8%	17%	32%	0%
2.1 Regional & Local Roads	7%	8%	7%	9%	0%	13%	8%	15%	9%	0%
2.2 ICT	1%	0%	2%	0%	0%	1%	0%	1%	0%	0%
2.3 Energy	1%	0%	1%	4%	0%	1%	0%	1%	23%	0%
<i>Pr. 3 Tourism</i>	17%	19%	17%	13%	0%	8%	10%	8%	4%	0%
3.1 Tourism Attractions & Infrastructure	15%	17%	15%	13%	0%	8%	10%	8%	4%	0%
3.2 Destinations' Product Development & Marketing	2%	3%	2%	0%	0%	0%	0%	0%	0%	0%

<i>Pr. 4 Cooperation and capacity</i>	17%	17%	17%	4%	0%	9%	6%	11%	2%	0%
4.1 Integrated Development Partnerships	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	8%	8%	0%	0%	1%	2%	1%	0%	0%
4.3 Small scale Local Investments	8%	7%	8%	4%	0%	8%	4%	9%	2%	0%
4.4 Interregional Co-operation	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%

Table 22-63. Projects assessed 4+ on readiness by completion year

	Number of projects						Project size '000 000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Total	460	135	178	120	26	1	433,9	38,0	172,7	186,3	32,4	4,5
<i>Pr. 1 Urban development</i>	259	82	99	59	19	0	281,6	25,1	127,0	100,6	28,9	0,0
1.1 Social Infrastructure	161	60	66	28	7	0	129,3	15,6	44,8	51,5	17,4	0,0
1.2 Housing	3	2	0	1	0	0	1,4	0,3	0,0	1,1	0,0	0,0
1.3 Economic Activities	7	0	1	4	2	0	10,1	0,0	0,1	8,5	1,5	0,0
1.4 Physical Environment & Risk Prevention	78	20	28	21	9	0	52,6	9,2	14,7	20,1	8,6	0,0
1.5 Urban Transport	10	0	4	5	1	0	88,2	0,0	67,4	19,3	1,4	0,0
<i>Pr. 2 Accessibility</i>	50	14	16	19	0	1	78,6	6,4	19,3	48,4	0,0	4,5
2.1 Regional & Local Roads	37	9	12	16	0	0	68,7	5,9	17,7	45,1	0,0	0,0
2.2 ICT	7	2	4	1	0	0	1,7	0,0	1,6	0,1	0,0	0,0
2.3 Energy	6	3	0	2	0	1	8,1	0,5	0,0	3,2	0,0	4,5
<i>Pr. 3 Tourism</i>	74	17	30	23	4	0	31,8	1,2	9,1	19,0	2,5	0,0
3.1 Tourism Attractions & Infrastructure	59	11	24	20	4	0	30,3	1,1	8,3	18,5	2,5	0,0
3.2 Destinations' Product Development & Marketing	15	6	6	3	0	0	1,5	0,2	0,8	0,5	0,0	0,0
<i>Pr. 4 Cooperation and capacity</i>	77	22	33	19	3	0	41,9	5,3	17,3	18,3	1,0	0,0
4.1 Integrated Development Partnerships	1	0	0	1	0	0	0,2	0,0	0,0	0,2	0,0	0,0
4.2 Planning & Project Development	33	6	12	13	2	0	7,0	0,6	1,2	4,7	0,5	0,0
4.3 Small scale Local Investments	41	16	19	5	1	0	34,7	4,6	16,1	13,4	0,6	0,0
4.4 Interregional Co-operation	2	0	2	0	0	0	0,1	0,0	0,1	0,0	0,0	0,0

Table 22-64. Projects assessed 4+ on readiness by completion year, % of total for priorities and operations

	Number of projects						Project size '000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Total	100%	29%	39%	26%	6%	0%	100%	9%	40%	43%	7%	1%
<i>Pr. 1 Urban development</i>	100%	32%	38%	23%	7%	0%	100%	9%	45%	36%	10%	0%
1.1 Social Infrastructure	100%	37%	41%	17%	4%	0%	100%	12%	35%	40%	13%	0%
1.2 Housing	100%	67%	0%	33%	0%	0%	100%	21%	0%	79%	0%	0%
1.3 Economic Activities	100%	0%	14%	57%	29%	0%	100%	0%	1%	85%	14%	0%
1.4 Physical Environment & Risk Prevention	100%	26%	36%	27%	12%	0%	100%	18%	28%	38%	16%	0%
1.5 Urban Transport	100%	0%	40%	50%	10%	0%	100%	0%	76%	22%	2%	0%
<i>Pr. 2 Accessibility</i>	100%	28%	32%	38%	0%	2%	100%	8%	25%	62%	0%	6%
2.1 Regional & Local Roads	100%	24%	32%	43%	0%	0%	100%	9%	26%	66%	0%	0%
2.2 ICT	100%	29%	57%	14%	0%	0%	100%	3%	92%	6%	0%	0%
2.3 Energy	100%	50%	0%	33%	0%	17%	100%	6%	0%	39%	0%	55%
<i>Pr. 3 Tourism</i>	100%	23%	41%	31%	5%	0%	100%	4%	29%	60%	8%	0%
3.1 Tourism Attractions & Infrastructure	100%	19%	41%	34%	7%	0%	100%	4%	27%	61%	8%	0%
3.2 Destinations' Product Development & Marketing	100%	40%	40%	20%	0%	0%	100%	11%	52%	37%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	100%	29%	43%	25%	4%	0%	100%	13%	41%	44%	2%	0%
4.1 Integrated Development Partnerships	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
4.2 Planning & Project Development	100%	18%	36%	39%	6%	0%	100%	9%	16%	67%	7%	0%
4.3 Small scale Local Investments	100%	39%	46%	12%	2%	0%	100%	13%	46%	39%	2%	0%
4.4 Interregional Co-operation	100%	0%	100%	0%	0%	0%	100%	0%	100%	0%	0%	0%

Table 22-65. Projects assessed 4+ on readiness by completion year, % of total for OPRD for the respective year

	Number of projects						Project size '000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	61%	56%	49%	73%	0%	65%	66%	74%	54%	89%	0%
1.1 Social Infrastructure	35%	44%	37%	23%	27%	0%	30%	41%	26%	28%	54%	0%
1.2 Housing	1%	1%	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%
1.3 Economic Activities	2%	0%	1%	3%	8%	0%	2%	0%	0%	5%	4%	0%
1.4 Physical Environment & Risk Prevention	17%	15%	16%	18%	35%	0%	12%	24%	9%	11%	27%	0%
1.5 Urban Transport	2%	0%	2%	4%	4%	0%	20%	0%	39%	10%	4%	0%
<i>Pr. 2 Accessibility</i>	11%	10%	9%	16%	0%	100%	18%	17%	11%	26%	0%	100%
2.1 Regional & Local Roads	8%	7%	7%	13%	0%	0%	16%	15%	10%	24%	0%	0%
2.2 ICT	2%	1%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%
2.3 Energy	1%	2%	0%	2%	0%	100%	2%	1%	0%	2%	0%	100%
<i>Pr. 3 Tourism</i>	16%	13%	17%	19%	15%	0%	7%	3%	5%	10%	8%	0%
3.1 Tourism Attractions & Infrastructure	13%	8%	13%	17%	15%	0%	7%	3%	5%	10%	8%	0%
3.2 Destinations' Product Development & Marketing	3%	4%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	17%	16%	19%	16%	12%	0%	10%	14%	10%	10%	3%	0%
4.1 Integrated Development Partnerships	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	4%	7%	11%	8%	0%	2%	2%	1%	3%	2%	0%
4.3 Small scale Local Investments	9%	12%	11%	4%	4%	0%	8%	12%	9%	7%	2%	0%
4.4 Interregional Co-operation	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Table 22-66. Projects assessed 3,50+ on readiness by completion year

	Number of projects						Project size '000 000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Total	666	190	253	182	39	2	624,9	54,6	223,0	279,1	63,4	4,7
<i>Pr. 1 Urban development</i>	375	112	144	93	26	0	421,1	37,1	164,9	165,5	53,6	0,0
1.1 Social Infrastructure	222	79	91	43	9	0	174,1	21,2	57,7	73,8	21,4	0,0
1.2 Housing	7	2	0	5	0	0	5,0	0,3	0,0	4,7	0,0	0,0
1.3 Economic Activities	10	0	1	7	2	0	12,2	0,0	0,1	10,6	1,5	0,0
1.4 Physical Environment & Risk Prevention	122	30	47	31	14	0	126,4	10,6	32,1	54,3	29,3	0,0
1.5 Urban Transport	14	1	5	7	1	0	103,4	5,0	74,9	22,0	1,4	0,0
<i>Pr. 2 Accessibility</i>	64	16	21	24	2	1	94,4	7,1	23,5	56,2	3,1	4,5
2.1 Regional & Local Roads	48	10	16	20	2	0	82,1	6,3	21,8	50,9	3,1	0,0
2.2 ICT	9	3	4	2	0	0	4,0	0,4	1,6	2,1	0,0	0,0
2.3 Energy	7	3	1	2	0	1	8,2	0,5	0,1	3,2	0,0	4,5
<i>Pr. 3 Tourism</i>	115	31	42	36	6	0	51,2	4,2	12,5	29,3	5,2	0,0
3.1 Tourism Attractions & Infrastructure	99	24	36	33	6	0	49,6	3,9	11,7	28,8	5,2	0,0
3.2 Destinations' Product Development & Marketing	16	7	6	3	0	0	1,6	0,3	0,8	0,5	0,0	0,0
<i>Pr. 4 Cooperation and capacity</i>	112	31	46	29	5	1	58,2	6,2	22,1	28,2	1,5	0,2
4.1 Integrated Development Partnerships	4	1	1	1	1	0	0,4	0,1	0,1	0,2	0,0	0,0
4.2 Planning & Project Development	49	8	20	18	2	1	9,0	0,7	1,9	5,8	0,5	0,2
4.3 Small scale Local Investments	54	20	22	10	2	0	48,6	5,4	20,0	22,3	1,0	0,0
4.4 Interregional Co-operation	5	2	3	0	0	0	0,2	0,1	0,1	0,0	0,0	0,0

Table 22-67. Projects assessed 3,50+ on readiness by completion year, % of total for priorities and operations

	Number of projects						Project size '000 EUR					
	Total	2008	2009	2010	2011	2012	Total	2008	2009	2010	2011	2012
Total	100%	29%	38%	27%	6%	0%	100%	9%	36%	45%	10%	1%
<i>Pr. 1 Urban development</i>	100%	30%	38%	25%	7%	0%	100%	9%	39%	39%	13%	0%
1.1 Social Infrastructure	100%	36%	41%	19%	4%	0%	100%	12%	33%	42%	12%	0%
1.2 Housing	100%	29%	0%	71%	0%	0%	100%	6%	0%	94%	0%	0%
1.3 Economic Activities	100%	0%	10%	70%	20%	0%	100%	0%	1%	87%	12%	0%
1.4 Physical Environment & Risk Prevention	100%	25%	39%	25%	11%	0%	100%	8%	25%	43%	23%	0%
1.5 Urban Transport	100%	7%	36%	50%	7%	0%	100%	5%	72%	21%	1%	0%
<i>Pr. 2 Accessibility</i>	100%	25%	33%	38%	3%	2%	100%	8%	25%	60%	3%	5%
2.1 Regional & Local Roads	100%	21%	33%	42%	4%	0%	100%	8%	27%	62%	4%	0%
2.2 ICT	100%	33%	44%	22%	0%	0%	100%	9%	39%	52%	0%	0%
2.3 Energy	100%	43%	14%	29%	0%	14%	100%	6%	1%	38%	0%	55%
<i>Pr. 3 Tourism</i>	100%	27%	37%	31%	5%	0%	100%	8%	24%	57%	10%	0%
3.1 Tourism Attractions & Infrastructure	100%	24%	36%	33%	6%	0%	100%	8%	24%	58%	10%	0%
3.2 Destinations' Product Development & Marketing	100%	44%	38%	19%	0%	0%	100%	17%	49%	34%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	100%	28%	41%	26%	4%	1%	100%	11%	38%	48%	3%	0%
4.1 Integrated Development Partnerships	100%	25%	25%	25%	25%	0%	100%	23%	27%	44%	5%	0%
4.2 Planning & Project Development	100%	16%	41%	37%	4%	2%	100%	8%	21%	64%	5%	2%
4.3 Small scale Local Investments	100%	37%	41%	19%	4%	0%	100%	11%	41%	46%	2%	0%
4.4 Interregional Co-operation	100%	40%	60%	0%	0%	0%	100%	26%	74%	0%	0%	0%

Table 22-68. Projects assessed 3,50+ on readiness by completion year, % of total for OPRD for the respective year

	Number of projects						Project size '000 EUR					
	Total	NW	NC	NE	SE	SW	Total	NW	NC	NE	SE	SW
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<i>Pr. 1 Urban development</i>	56%	59%	57%	51%	67%	0%	67%	68%	74%	59%	85%	0%
1.1 Social Infrastructure	33%	42%	36%	24%	23%	0%	28%	39%	26%	26%	34%	0%
1.2 Housing	1%	1%	0%	3%	0%	0%	1%	1%	0%	2%	0%	0%
1.3 Economic Activities	2%	0%	0%	4%	5%	0%	2%	0%	0%	4%	2%	0%
1.4 Physical Environment & Risk Prevention	18%	16%	19%	17%	36%	0%	20%	19%	14%	19%	46%	0%
1.5 Urban Transport	2%	1%	2%	4%	3%	0%	17%	9%	34%	8%	2%	0%
<i>Pr. 2 Accessibility</i>	10%	8%	8%	13%	5%	50%	15%	13%	11%	20%	5%	96%
2.1 Regional & Local Roads	7%	5%	6%	11%	5%	0%	13%	11%	10%	18%	5%	0%
2.2 ICT	1%	2%	2%	1%	0%	0%	1%	1%	1%	1%	0%	0%
2.3 Energy	1%	2%	0%	1%	0%	50%	1%	1%	0%	1%	0%	96%
<i>Pr. 3 Tourism</i>	17%	16%	17%	20%	15%	0%	8%	8%	6%	10%	8%	0%
3.1 Tourism Attractions & Infrastructure	15%	13%	14%	18%	15%	0%	8%	7%	5%	10%	8%	0%
3.2 Destinations' Product Development & Marketing	2%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%
<i>Pr. 4 Cooperation and capacity</i>	17%	16%	18%	16%	13%	50%	9%	11%	10%	10%	2%	4%
4.1 Integrated Development Partnerships	1%	1%	0%	1%	3%	0%	0%	0%	0%	0%	0%	0%
4.2 Planning & Project Development	7%	4%	8%	10%	5%	50%	1%	1%	1%	2%	1%	4%
4.3 Small scale Local Investments	8%	11%	9%	5%	5%	0%	8%	10%	9%	8%	2%	0%
4.4 Interregional Co-operation	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Table 22-69. Ability to ensure co-financing – relevant and feasible projects assessed 3,50+ on readiness

	Number of projects				Project size '000 000 EUR			
	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)
Total	637	111	372	154	602,2	182,7	321,0	98,5
<i>Pr. 1 Urban development</i>	354	50	205	99	399,3	120,9	193,3	85,0
1.1 Social Infrastructure	202	33	112	57	153,2	13,3	91,2	48,7
1.2 Housing	7	0	7	0	5,0	0,0	5,0	0,0
1.3 Economic Activities	9	3	6	0	11,3	6,5	4,7	0,0
1.4 Physical Environment & Risk Prevention	122	9	75	38	126,4	31,5	72,8	22,1
1.5 Urban Transport	14	5	5	4	103,4	69,6	19,6	14,2
<i>Pr. 2 Accessibility</i>	64	19	35	10	94,4	31,1	58,1	5,3
2.1 Regional & Local Roads	48	15	26	7	82,1	29,3	48,1	4,7
2.2 ICT	9	2	4	3	4,0	1,3	2,1	0,6
2.3 Energy	7	2	5	0	8,2	0,4	7,8	0,0
<i>Pr. 3 Tourism</i>	112	25	63	24	50,6	19,3	25,4	5,9
3.1 Tourism Attractions & Infrastructure	98	22	55	21	49,3	19,0	24,5	5,8
3.2 Destinations' Product Development & Marketing	14	3	8	3	1,2	0,3	0,9	0,1
<i>Pr. 4 Cooperation and capacity</i>	107	17	69	21	58,0	11,4	44,3	2,4
4.1 Integrated Development Partnerships	3	0	2	1	0,3	0,0	0,2	0,0
4.2 Planning & Project Development	48	3	33	12	9,0	1,9	5,7	1,4
4.3 Small scale Local Investments	54	14	32	8	48,6	9,5	38,2	1,0
4.4 Interregional Co-operation	2	0	2	0	0,1	0,0	0,1	0,0

Table 22-70. Ability to ensure co-financing – relevant and feasible projects assessed 3,50+ on readiness, % of the respective priority and operation

	Number of projects				Project size '000 EUR			
	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)
Total	100%	17%	58%	24%	100%	30%	53%	16%
<i>Pr. 1 Urban development</i>	100%	14%	58%	28%	100%	30%	48%	21%
1.1 Social Infrastructure	100%	16%	55%	28%	100%	9%	60%	32%
1.2 Housing	100%	0%	100%	0%	100%	0%	100%	0%
1.3 Economic Activities	100%	33%	67%	0%	100%	58%	42%	0%
1.4 Physical Environment & Risk Prevention	100%	7%	61%	31%	100%	25%	58%	17%
1.5 Urban Transport	100%	36%	36%	29%	100%	67%	19%	14%
<i>Pr. 2 Accessibility</i>	100%	30%	55%	16%	100%	33%	62%	6%
2.1 Regional & Local Roads	100%	31%	54%	15%	100%	36%	59%	6%
2.2 ICT	100%	22%	44%	33%	100%	33%	53%	14%
2.3 Energy	100%	29%	71%	0%	100%	5%	95%	0%
<i>Pr. 3 Tourism</i>	100%	22%	56%	21%	100%	38%	50%	12%
3.1 Tourism Attractions & Infrastructure	100%	22%	56%	21%	100%	39%	50%	12%
3.2 Destinations' Product Development & Marketing	100%	21%	57%	21%	100%	22%	72%	6%
<i>Pr. 4 Cooperation and capacity</i>	100%	16%	64%	20%	100%	20%	76%	4%
4.1 Integrated Development Partnerships	100%	0%	67%	33%	100%	0%	92%	8%
4.2 Planning & Project Development	100%	6%	69%	25%	100%	21%	63%	15%
4.3 Small scale Local Investments	100%	26%	59%	15%	100%	19%	79%	2%
4.4 Interregional Co-operation	100%	0%	100%	0%	100%	0%	100%	0%

Table 22-71. Ability to ensure cash flow – relevant and feasible projects assessed 3,50+ on readiness

	Number of projects				Project size '000 000 EUR			
	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)
Total	638	152	367	119	603,1	220,6	304,0	78,6
<i>Pr. 1 Urban development</i>	355	74	207	74	400,2	148,9	180,5	70,8
1.1 Social Infrastructure	202	49	113	40	153,2	32,5	83,9	36,8
1.2 Housing	7	1	6	0	5,0	0,4	4,6	0,0
1.3 Economic Activities	10	3	6	1	12,2	6,5	4,7	0,9
1.4 Physical Environment & Risk Prevention	122	16	77	29	126,4	39,8	67,8	18,8
1.5 Urban Transport	14	5	5	4	103,4	69,6	19,6	14,2
<i>Pr. 2 Accessibility</i>	64	25	33	6	94,4	39,9	52,5	2,0
2.1 Regional & Local Roads	48	21	24	3	82,1	38,1	42,5	1,4
2.2 ICT	9	2	4	3	4,0	1,3	2,1	0,6
2.3 Energy	7	2	5	0	8,2	0,4	7,8	0,0
<i>Pr. 3 Tourism</i>	112	29	63	20	50,6	11,9	34,7	3,9
3.1 Tourism Attractions & Infrastructure	98	26	56	16	49,3	11,7	33,9	3,8
3.2 Destinations' Product Development & Marketing	14	3	7	4	1,2	0,3	0,8	0,2
<i>Pr. 4 Cooperation and capacity</i>	107	24	64	19	58,0	19,9	36,3	1,8
4.1 Integrated Development Partnerships	3	0	2	1	0,3	0,0	0,2	0,0
4.2 Planning & Project Development	48	5	31	12	9,0	2,4	5,4	1,1
4.3 Small scale Local Investments	54	19	29	6	48,6	17,5	30,5	0,7
4.4 Interregional Co-operation	2	0	2	0	0,1	0,0	0,1	0,0

Table 22-72. Ability to ensure cash flow – relevant and feasible projects assessed 3,50+ on readiness, % of the respective priority and operation

	Number of projects				Project size '000 EUR			
	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)
Total	100%	24%	58%	19%	100%	37%	50%	13%
<i>Pr. 1 Urban development</i>	100%	21%	58%	21%	100%	37%	45%	18%
1.1 Social Infrastructure	100%	24%	56%	20%	100%	21%	55%	24%
1.2 Housing	100%	14%	86%	0%	100%	9%	91%	0%
1.3 Economic Activities	100%	30%	60%	10%	100%	53%	39%	8%
1.4 Physical Environment & Risk Prevention	100%	13%	63%	24%	100%	32%	54%	15%
1.5 Urban Transport	100%	36%	36%	29%	100%	67%	19%	14%
<i>Pr. 2 Accessibility</i>	100%	39%	52%	9%	100%	42%	56%	2%
2.1 Regional & Local Roads	100%	44%	50%	6%	100%	46%	52%	2%
2.2 ICT	100%	22%	44%	33%	100%	33%	53%	14%
2.3 Energy	100%	29%	71%	0%	100%	5%	95%	0%
<i>Pr. 3 Tourism</i>	100%	26%	56%	18%	100%	24%	69%	8%
3.1 Tourism Attractions & Infrastructure	100%	27%	57%	16%	100%	24%	69%	8%
3.2 Destinations' Product Development & Marketing	100%	21%	50%	29%	100%	22%	64%	14%
<i>Pr. 4 Cooperation and capacity</i>	100%	22%	60%	18%	100%	34%	63%	3%
4.1 Integrated Development Partnerships	100%	0%	67%	33%	100%	0%	92%	8%
4.2 Planning & Project Development	100%	10%	65%	25%	100%	27%	61%	12%
4.3 Small scale Local Investments	100%	35%	54%	11%	100%	36%	63%	1%
4.4 Interregional Co-operation	100%	0%	100%	0%	100%	0%	100%	0%

Table 22-73. Ability to ensure co-financing – relevant and feasible projects assessed 3,50+ on readiness, by size of municipality and project budget

		Number of projects				Project size '000 000 EUR			
		Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)
Size of municipality	Total	637	111	372	154	602,2	182,7	321,0	98,5
	up to 10000 inh.	84	24	45	15	46,3	26,7	18,2	1,3
	10001 - 25000 inh.	130	24	91	15	72,5	23,2	46,9	2,4
	25001 - 50000 inh.	119	20	61	38	89,9	23,5	54,7	11,7
	50001 - 100000 inh.	163	23	102	38	151,1	30,1	98,1	22,9
	> 100000 inh.	80	6	38	36	184,9	67,0	70,9	47,0
	more than 1 municipality	61	14	35	12	57,5	12,1	32,1	13,2
Project size groups, '000 EUR	Total	637	111	372	154	602,2	182,7	321,0	98,5
	below 50	82	16	43	23	2,5	0,5	1,3	0,7
	50-100	61	8	33	20	4,9	0,6	2,7	1,6
	100-300	174	25	90	59	34,0	5,2	17,8	11,0
	300-500	83	16	48	19	34,0	6,7	20,0	7,3
	500-1000	102	15	71	16	77,7	12,4	51,8	13,5
	1000 - 5000	122	28	81	13	272,9	63,4	177,5	32,0
Over 5000	13	3	6	4	176,3	93,9	49,9	32,5	

Table 22-74. Ability to ensure co-financing – relevant and feasible projects assessed 3,50+ on readiness, by size of municipality and project budget, % of the respective priority and operation

		Number of projects				Project size '000 EUR			
		Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)
Size of municipality	Total	100%	17%	58%	24%	100%	30%	53%	16%
	up to 10000 inh.	100%	29%	54%	18%	100%	58%	39%	3%
	10001 - 25000 inh.	100%	18%	70%	12%	100%	32%	65%	3%
	25001 - 50000 inh.	100%	17%	51%	32%	100%	26%	61%	13%
	50001 - 100000 inh.	100%	14%	63%	23%	100%	20%	65%	15%
	> 100000 inh.	100%	8%	48%	45%	100%	36%	38%	25%
	more than 1 municipality	100%	23%	57%	20%	100%	21%	56%	23%
Project size groups, '000 EUR	Total	100%	17%	58%	24%	100%	30%	53%	16%
	below 50	100%	20%	52%	28%	100%	22%	51%	27%
	50-100	100%	13%	54%	33%	100%	12%	56%	32%
	100-300	100%	14%	52%	34%	100%	15%	52%	32%
	300-500	100%	19%	58%	23%	100%	20%	59%	21%
	500-1000	100%	15%	70%	16%	100%	16%	67%	17%
	1000 - 5000	100%	23%	66%	11%	100%	23%	65%	12%
Over 5000	100%	23%	46%	31%	100%	53%	28%	18%	

Table 22-75. Ability to ensure cash flow – relevant and feasible projects assessed 3,50+ on readiness, by size of municipality and project budget

		Number of projects				Project size '000 000 EUR			
		Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)
Size of municipality	Total	638	152	367	119	603,1	220,6	304,0	78,6
	up to 10000 inh.	84	29	43	12	46,3	21,0	24,4	0,8
	10001 - 25000 inh.	130	26	89	15	72,5	22,1	48,2	2,2
	25001- 50000 inh.	119	30	59	30	89,9	31,5	49,9	8,5
	50001 - 100000 inh.	164	39	97	28	152,0	50,0	84,9	17,1
	> 100000 inh.	80	7	47	26	184,9	73,8	73,9	37,2
	more than 1 municipality	61	21	32	8	57,5	22,1	22,6	12,7
Project size groups, '000 EUR	Total	638	152	367	119	603,1	220,6	304,0	78,6
	below 50	82	20	41	21	2,5	0,6	1,3	0,6
	50-100	61	7	33	21	4,9	0,5	2,7	1,7
	100-300	174	30	108	36	34,0	6,1	21,5	6,3
	300-500	83	26	42	15	34,0	10,9	17,2	5,9
	500-1000	103	25	65	13	78,7	20,1	47,1	11,5
	1000 - 5000	122	41	71	10	272,9	93,0	153,7	26,2
	Over 5000	13	3	7	3	176,3	89,4	60,4	26,5

Table 22-76. Ability to ensure cash flow – relevant and feasible projects assessed 3,50+ on readiness, by size of municipality and project budget, % of the respective priority and operation

		Number of projects				Project size '000 EUR			
		Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)	Total	unlikely (prob. <40%)	possibly (prob. 40-80%)	certainly (prob. >80%)
Size of municipality	Total	100%	24%	58%	19%	100%	37%	50%	13%
	up to 10000 inh.	100%	35%	51%	14%	100%	45%	53%	2%
	10001 - 25000 inh.	100%	20%	68%	12%	100%	31%	66%	3%
	25001- 50000 inh.	100%	25%	50%	25%	100%	35%	56%	9%
	50001 - 100000 inh.	100%	24%	59%	17%	100%	33%	56%	11%
	> 100000 inh.	100%	9%	59%	33%	100%	40%	40%	20%
	more than 1 municipality	100%	34%	52%	13%	100%	38%	39%	22%
Project size groups, '000 EUR	Total	100%	24%	58%	19%	100%	37%	50%	13%
	below 50	100%	24%	50%	26%	100%	26%	51%	23%
	50-100	100%	11%	54%	34%	100%	11%	55%	34%
	100-300	100%	17%	62%	21%	100%	18%	63%	19%
	300-500	100%	31%	51%	18%	100%	32%	51%	17%
	500-1000	100%	24%	63%	13%	100%	26%	60%	15%
	1000 - 5000	100%	34%	58%	8%	100%	34%	56%	10%
	Over 5000	100%	23%	54%	23%	100%	51%	34%	15%

Table 22-77. Impact of the changes of geographical scope of operation 3.1 Tourism attractions and related infrastructure

	Number of projects				Project size '000 000 EUR				Projects 3,50+ as % of the v11 allocation
	All projects received	Relevant projects	Relevant and feasible projects	Projects with readiness 3,50+	All projects received	Relevant projects	Relevant and feasible projects	Projects with readiness 3,50+	
OPRD v10 (all municipalities)	217	181	155	99	132,3	103,3	91,8	49,6	34%
Municipalities with less than 10,000 inh.	72	65	58	38	31,1	29,1	28,1	17,3	12%
% of the total (OPRD v10)	33%	36%	37%	38%	24%	28%	31%	35%	

23.Data per operation

Table 23-78. Operation 1.1 Social infrastructure

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		280,2				
All projects received	410	352,4	859	100%	100%	126%
Relevant projects	349	307,5	881	85%	87%	110%
Relevant and feasible projects	317	281,2	887	77%	80%	100%
Projects with readiness 3,50+	222	174,1	784	54%	49%	62%
Project with readiness 4+	161	129,3	803	39%	37%	46%

Regional breakdown of R&F				% of RF only	
NW	29	34,4	1187	9%	12%
NC	40	42,3	1056	13%	15%
NE	52	59,9	1152	16%	21%
SE	49	31,2	636	15%	11%
SC	90	68,8	764	28%	24%
SW	57	44,8	785	18%	16%
R&F projects by size					
below 50	40	1,3	33	13%	0%
50-100	25	2,1	82	8%	1%
100-300	92	17,7	193	29%	6%
300-500	39	15,8	405	12%	6%
500-1000	46	36,4	791	15%	13%
1000-5000	68	152,9	2249	21%	54%
over 5000	7	55,1	7867	2%	20%
R&F Projects 3,50+ able to start					
2007		22,1			13%
2008		148,5			85%
2009		3,5			2%
2010		0,0			0%
R&F Projects 3.50 to be completed					
2008		21,2			12%
2009		57,7			33%
2010		73,8			42%
2011		21,4			12%
2012		0,0			0%
Completed by end of 2009		79,0			28%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	34%
single large municipality	38%
2-3 municipalities	5%
4-5 municipalities	6%
whole district or more than 5 municipalities	18%
B. Size of target group	
negligible	2%
below that could be expected	8%
medium	52%
significant	29%
highly significant	10%
C. Catalytic effect	
no	5%
limited	19%
medium	50%
significant	22%
highly significant	4%
D. Impact on competitiveness	
no identifiable impact	27%
indirect and of significance	25%
indirect but highly significant	25%
direct and significant	17%
direct and highly significant	6%

Table 23-79 Operation 1.2 Housing

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		40,0				
All projects received	20	18,5	924	100%	100%	46%
Relevant projects	15	12,1	808	75%	66%	30%
Relevant and feasible projects	12	11,0	919	60%	60%	28%
Projects with readiness 3,50+	7	5,0	713	35%	27%	12%
Project with readiness 4+	3	1,4	477	15%	8%	4%

Regional breakdown of R&F				% of RF only		
NW	2	2,6	1313	17%	24%	
NC	0	0,0		0%	0%	
NE	7	5,3	752	58%	48%	
SE	0	0,0		0%	0%	
SC	3	3,1	1045	25%	28%	
SW	0	0,0		0%	0%	
R&F projects by size						
below 50	0	0,0		0%	0%	
50-100	1	0,1	97	8%	1%	
100-300	1	0,2	209	8%	2%	
300-500	2	0,9	468	17%	8%	
500-1000	3	2,2	742	25%	20%	
1000-5000	5	7,6	1512	42%	69%	
over 5000	0	0,0		0%	0%	
R&F Projects 3,50+ able to start						
2007		0,0			0%	
2008		5,0			100%	
2009		0,0			0%	
2010		0,0			0%	
R&F Projects 3.50 to be completed						
2008		0,3			6%	1%
2009		0,0			0%	0%
2010		4,7			94%	12%
2011		0,0			0%	0%
2012		0,0			0%	0%
Completed by end of 2009		0,3			6%	1%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	58%
single large municipality	42%
2-3 municipalities	0%
4-5 municipalities	0%
whole district or more than 5 municipalities	0%
B. Size of target group	
negligible	8%
below that could be expected	8%
medium	75%
significant	8%
highly significant	0%
C. Catalytic effect	
no	8%
limited	8%
medium	58%
significant	17%
highly significant	8%
D. Impact on competitiveness	
no identifiable impact	33%
indirect and of significance	8%
indirect but highly significant	25%
direct and significant	33%
direct and highly significant	0%

Table 23-80 Operation 1.3 Organisation of economic activities

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		120,1				
All projects received	28	84,8	3028	100%	100%	71%
Relevant projects	22	63,2	2875	79%	75%	53%
Relevant and feasible projects	19	40,1	2111	68%	47%	33%
Projects with readiness 3,50+	10	12,2	1220	36%	14%	10%
Project with readiness 4+	7	10,1	1443	25%	12%	8%

Regional breakdown of R&F				% of RF only	
NW	3	1,4	464	16%	3%
NC	2	1,1	550	11%	3%
NE	8	23,0	2870	42%	57%
SE	1	0,4	445	5%	1%
SC	4	9,2	2301	21%	23%
SW	1	5,0	5000	5%	12%
R&F projects by size					
below 50	0	0,0		0%	0%
50-100	2	0,2	98	11%	0%
100-300	0	0,0		0%	0%
300-500	7	2,8	403	37%	7%
500-1000	5	4,0	806	26%	10%
1000-5000	3	10,6	3545	16%	27%
over 5000	2	22,4	11208	11%	56%
R&F Projects 3,50+ able to start					
2007		0,0			0%
2008		9,6			78%
2009		2,6			22%
2010		0,0			0%
R&F Projects 3.50 to be completed					
2008		0,0			0%
2009		0,1			1%
2010		10,6			87%
2011		1,5			12%
2012		0,0			0%
Completed by end of 2009		0,1			1%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	58%
single large municipality	26%
2-3 municipalities	0%
4-5 municipalities	0%
whole district or more than 5 municipalities	16%
B. Size of target group	
negligible	11%
below that could be expected	5%
medium	53%
significant	26%
highly significant	5%
C. Catalytic effect	
no	5%
limited	21%
medium	42%
significant	16%
highly significant	16%
D. Impact on competitiveness	
no identifiable impact	0%
indirect and of significance	16%
indirect but highly significant	21%
direct and significant	47%
direct and highly significant	16%

Table 23-81 Operation 1.4 Physical Environment & Risk Prevention

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		200,2				
All projects received	255	599,1	2349	100%	100%	299%
Relevant projects	219	536,8	2451	86%	90%	268%
Relevant and feasible projects	196	293,5	1498	77%	49%	147%
Projects with readiness 3,50+	122	126,4	1036	48%	21%	63%
Project with readiness 4+	78	52,6	675	31%	9%	26%

Regional breakdown of R&F				% of RF only	
NW	28	44,3	1582	14%	15%
NC	35	40,8	1166	18%	14%
NE	31	89,2	2876	16%	30%
SE	34	23,6	695	17%	8%
SC	43	62,8	1461	22%	21%
SW	24	31,3	1305	12%	11%
R&F projects by size					
below 50	6	0,2	33	3%	0%
50-100	18	1,6	87	9%	1%
100-300	54	10,2	189	28%	3%
300-500	24	10,5	437	12%	4%
500-1000	37	29,2	790	19%	10%
1000-5000	48	111,4	2320	24%	38%
over 5000	9	130,5	14496	5%	44%
R&F Projects 3,50+ able to start					
2007		9,2			7%
2008		111,2			88%
2009		5,8			5%
2010		0,3			0%
R&F Projects 3.50 to be completed					
2008		10,6			8%
2009		32,1			25%
2010		54,3			43%
2011		29,3			23%
2012		0,0			0%
Completed by end of 2009		42,7			34%
					21%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	52%
single large municipality	38%
2-3 municipalities	2%
4-5 municipalities	2%
whole district or more than 5 municipalities	6%
B. Size of target group	
negligible	4%
below that could be expected	7%
medium	49%
significant	33%
highly significant	8%
C. Catalytic effect	
no	3%
limited	21%
medium	55%
significant	18%
highly significant	4%
D. Impact on competitiveness	
no identifiable impact	19%
indirect and of significance	29%
indirect but highly significant	22%
direct and significant	20%
direct and highly significant	10%

Table 23-82 Operation 1.5 Sustainable Urban Transport

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		160,1				
All projects received	36	278,7	7741	100%	100%	174%
Relevant projects	32	214,2	6693	89%	77%	134%
Relevant and feasible projects	24	183,1	7628	67%	66%	114%
Projects with readiness 3,50+	14	103,4	7384	39%	37%	65%
Project with readiness 4+	10	88,2	8818	28%	32%	55%

Regional breakdown of R&F				% of RF only		
NW	1	2,0	2000	4%	1%	
NC	0	0,0		0%	0%	
NE	3	2,6	863	13%	1%	
SE	3	2,8	928	13%	2%	
SC	3	2,7	916	13%	2%	
SW	14	173,0	12354	58%	94%	
R&F projects by size						
below 50	1	0,0	40	4%	0%	
50-100	0	0,0		0%	0%	
100-300	1	0,3	283	4%	0%	
300-500	1	0,4	375	4%	0%	
500-1000	2	1,7	858	8%	1%	
1000-5000	11	23,4	2124	46%	13%	
over 5000	8	157,3	19663	33%	86%	
R&F Projects 3,50+ able to start						
2007		85,7			83%	
2008		17,7			17%	
2009		0,0			0%	
2010		0,0			0%	
R&F Projects 3.50 to be completed						
2008		5,0			5%	3%
2009		74,9			72%	47%
2010		22,0			21%	14%
2011		1,4			1%	1%
2012		0,0			0%	0%
Completed by end of 2009		79,9			77%	50%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	21%
single large municipality	71%
2-3 municipalities	4%
4-5 municipalities	0%
whole district or more than 5 municipalities	4%
B. Size of target group	
negligible	0%
below that could be expected	0%
medium	25%
significant	71%
highly significant	4%
C. Catalytic effect	
No	0%
Limited	50%
medium	29%
significant	17%
highly significant	4%
D. Impact on competitiveness	
no identifiable impact	33%
indirect and of significance	25%
indirect but highly significant	21%
direct and significant	13%
direct and highly significant	8%

Table 23-83 Operation 2.1 Regional & Local Roads

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		320,3				
All projects received	108	290,5	2690	100%	100%	91%
Relevant projects	80	213,4	2668	74%	73%	67%
Relevant and feasible projects	70	188,2	2689	65%	65%	59%
Projects with readiness 3,50+	48	82,1	1710	44%	28%	26%
Project with readiness 4+	37	68,7	1857	34%	24%	21%

Regional breakdown of R&F				% of RF only	
NW	8	12,7	1584	11%	7%
NC	6	6,0	1001	9%	3%
NE	11	22,5	2047	16%	12%
SE	10	22,6	2261	14%	12%
SC	14	84,4	6026	20%	45%
SW	21	40,0	1906	30%	21%
R&F projects by size					
below 50	2	0,1	41	3%	0%
50-100	1	0,1	60	1%	0%
100-300	2	0,5	250	3%	0%
300-500	7	3,0	430	10%	2%
500-1000	16	12,4	778	23%	7%
1000-5000	38	84,5	2224	54%	45%
over 5000	4	87,6	21900	6%	47%
R&F Projects 3,50+ able to start					
2007		12,4			15%
2008		67,9			83%
2009		1,8			2%
2010		0,0			0%
R&F Projects 3.50 to be completed					
2008		6,3			8%
2009		21,8			27%
2010		50,9			62%
2011		3,1			4%
2012		0,0			0%
Completed by end of 2009					
		28,1			34%
					9%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	57%
single large municipality	20%
2-3 municipalities	11%
4-5 municipalities	3%
whole district or more than 5 municipalities	9%
B. Size of target group	
negligible	0%
below that could be expected	14%
medium	50%
significant	29%
highly significant	7%
C. Catalytic effect	
no	0%
limited	36%
medium	57%
significant	6%
highly significant	1%
D. Impact on competitiveness	
no identifiable impact	10%
indirect and of significance	43%
indirect but highly significant	19%
direct and significant	24%
direct and highly significant	4%

Note: The tables present only the bottom-up demand. The proposals of the National Road Infrastructure Fund are not included as they were presented in a different format.

Table 23-84 Operation 2.2 ICT Network and Services

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		20,0				
All projects received	18	7,7	426	100%	100%	38%
Relevant projects	13	4,7	363	72%	62%	24%
Relevant and feasible projects	12	4,6	383	67%	60%	23%
Projects with readiness 3,50+	9	4,0	449	50%	53%	20%
Project with readiness 4+	7	1,7	246	39%	22%	9%

Regional breakdown of R&F				% of RF only	
NW	1	0,1	98	8%	2%
NC	0	0,0		0%	0%
NE	1	0,1	50	8%	1%
SE	5	3,8	767	42%	83%
SC	3	0,1	43	25%	3%
SW	2	0,5	242	17%	11%
R&F projects by size					
below 50	4	0,1	37	33%	3%
50-100	2	0,2	82	17%	4%
100-300	1	0,2	175	8%	4%
300-500	3	1,1	370	25%	24%
500-1000	1	1,0	1000	8%	22%
1000-5000	1	2,0	2000	8%	44%
over 5000	0	0,0		0%	0%
R&F Projects 3,50+ able to start					
2007		0,0			0%
2008		4,0			100%
2009		0,0			0%
2010		0,0			0%
R&F Projects 3.50 to be completed					
2008		0,4			9%
2009		1,6			39%
2010		2,1			52%
2011		0,0			0%
2012		0,0			0%
Completed by end of 2009		1,9		48%	10%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	83%
single large municipality	0%
2-3 municipalities	8%
4-5 municipalities	0%
whole district or more than 5 municipalities	8%
B. Size of target group	
negligible	0%
below that could be expected	0%
medium	67%
significant	25%
highly significant	8%
C. Catalytic effect	
no	0%
limited	8%
medium	25%
significant	42%
highly significant	25%
D. Impact on competitiveness	
no identifiable impact	8%
indirect and of significance	25%
indirect but highly significant	25%
direct and significant	17%
direct and highly significant	25%

Table 23-85 Access to Sustainable and Efficient Energy Resources

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		60,0				
All projects received	17	56,6	3332	100%	100%	94%
Relevant projects	12	47,2	3930	71%	83%	79%
Relevant and feasible projects	11	25,8	2343	65%	45%	43%
Projects with readiness 3,50+	7	8,2	1177	41%	15%	14%
Project with readiness 4+	6	8,1	1356	35%	14%	14%

Regional breakdown of R&F				% of RF only		
NW	4	14,1	3513	36%	55%	
NC	1	0,1	105	9%	0%	
NE	0	0,0		0%	0%	
SE	0	0,0		0%	0%	
SC	3	2,4	810	27%	9%	
SW	3	9,2	3060	27%	36%	
R&F projects by size						
below 50	2	0,1	34	18%	0%	
50-100	0	0,0		0%	0%	
100-300	1	0,1	105	9%	0%	
300-500	1	0,4	400	9%	2%	
500-1000	1	0,6	641	9%	2%	
1000-5000	4	10,1	2514	36%	39%	
over 5000	2	14,5	7250	18%	56%	
R&F Projects 3,50+ able to start						
2007		0,0			0%	
2008		3,7			45%	
2009		4,5			55%	
2010		0,0			0%	
R&F Projects 3.50 to be completed						
2008		0,5			6%	1%
2009		0,1			1%	0%
2010		3,2			38%	5%
2011		0,0			0%	0%
2012		4,5			55%	7%
Completed by end of 2009		0,6			7%	1%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	64%
single large municipality	18%
2-3 municipalities	0%
4-5 municipalities	9%
whole district or more than 5 municipalities	9%
B. Size of target group	
negligible	0%
below that could be expected	0%
medium	36%
significant	55%
highly significant	9%
C. Catalytic effect	
no	0%
limited	0%
medium	36%
significant	55%
highly significant	9%
D. Impact on competitiveness	
no identifiable impact	0%
indirect and of significance	0%
indirect but highly significant	45%
direct and significant	45%
direct and highly significant	9%

Table 23-86 Operation 3.1 Tourism Attractions & Infrastructure

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		145,7				
All projects received	217	132,3	610	100%	100%	91%
Relevant projects	181	103,3	571	83%	78%	71%
Relevant and feasible projects	155	91,8	592	71%	69%	63%
Projects with readiness 3,50+	99	49,6	501	46%	37%	34%
Project with readiness 4+	59	30,3	514	27%	23%	21%

Regional breakdown of R&F				% of RF only	
NW	11	7,9	717	7%	9%
NC	25	15,0	599	16%	16%
NE	12	8,9	741	8%	10%
SE	11	5,9	539	7%	6%
SC	61	24,4	400	39%	27%
SW	35	29,7	849	23%	32%
R&F projects by size					
below 50	15	0,5	32	10%	1%
50-100	20	1,5	77	13%	2%
100-300	61	13,0	213	39%	14%
300-500	16	6,4	401	10%	7%
500-1000	23	18,5	803	15%	20%
1000-5000	19	41,9	2206	12%	46%
over 5000	1	10,0	10000	1%	11%
R&F Projects 3,50+ able to start					
2007		14,9			30%
2008		34,0			69%
2009		0,7			1%
2010		0,0			0%
R&F Projects 3.50 to be completed					
2008		3,9			8%
2009		11,7			24%
2010		28,8			58%
2011		5,2			10%
2012		0,0			0%
Completed by end of 2009					
		15,7			32%
					11%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	67%
single large municipality	12%
2-3 municipalities	10%
4-5 municipalities	3%
whole district or more than 5 municipalities	8%
B. Size of target group	
negligible	2%
below that could be expected	12%
medium	57%
significant	25%
highly significant	4%
C. Catalytic effect	
no	1%
limited	15%
medium	49%
significant	32%
highly significant	3%
D. Impact on competitiveness	
no identifiable impact	8%
indirect and of significance	37%
indirect but highly significant	30%
direct and significant	20%
direct and highly significant	4%

Table 23-87 Regional Tourism Product Development and Marketing of Destinations

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		31,2				
All projects received	37	8,3	225	100%	100%	27%
Relevant projects	28	7,2	259	76%	87%	23%
Relevant and feasible projects	19	3,2	168	51%	38%	10%
Projects with readiness 3,50+	16	1,6	98	43%	19%	5%
Project with readiness 4+	15	1,5	98	41%	18%	5%

Regional breakdown of R&F				% of RF only		
NW	0	0,0		0%	0%	
NC	3	0,1	25	16%	2%	
NE	0	0,0		0%	0%	
SE	2	0,5	225	11%	14%	
SC	8	2,1	257	42%	64%	
SW	5	0,6	114	26%	18%	
R&F projects by size						
below 50	6	0,1	25	32%	5%	
50-100	5	0,4	78	26%	12%	
100-300	7	1,4	193	37%	42%	
300-500	0	0,0		0%	0%	
500-1000	0	0,0		0%	0%	
1000-5000	1	1,3	1300	5%	41%	
over 5000	0	0,0		0%	0%	
R&F Projects 3,50+ able to start						
2007		0,2			10%	
2008		1,4			90%	
2009		0,0			0%	
2010		0,0			0%	
R&F Projects 3.50 to be completed						
2008		0,3			17%	1%
2009		0,8			49%	2%
2010		0,5			34%	2%
2011		0,0			0%	0%
2012		0,0			0%	0%
Completed by end of 2009		1,0			66%	3%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	42%
single large municipality	0%
2-3 municipalities	26%
4-5 municipalities	0%
whole district or more than 5 municipalities	32%
B. Size of target group	
negligible	0%
below that could be expected	0%
medium	47%
significant	37%
highly significant	16%
C. Catalytic effect	
no	0%
limited	0%
medium	42%
significant	32%
highly significant	26%
D. Impact on competitiveness	
no identifiable impact	5%
indirect and of significance	16%
indirect but highly significant	47%
direct and significant	11%
direct and highly significant	21%

Table 23-88 Operation 4.1 Integrated Development Partnerships

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		12,8				
All projects received	10	0,9	91	100%	100%	7%
Relevant projects	6	0,5	90	60%	59%	4%
Relevant and feasible projects	5	0,4	88	50%	48%	3%
Projects with readiness 3,50+	4	0,4	91	40%	40%	3%
Project with readiness 4+	1	0,2	160	10%	18%	1%

Regional breakdown of R&F				% of RF only		
NW	1	0,1	100	20%	23%	
NC	0	0,0		0%	0%	
NE	0	0,0		0%	0%	
SE	1	0,2	160	20%	36%	
SC	2	0,1	53	40%	24%	
SW	1	0,1	75	20%	17%	
R&F projects by size						
below 50	1	0,0	20	20%	5%	
50-100	3	0,3	87	60%	59%	
100-300	1	0,2	160	20%	36%	
300-500	0	0,0		0%	0%	
500-1000	0	0,0		0%	0%	
1000-5000	0	0,0		0%	0%	
over 5000	0	0,0		0%	0%	
R&F Projects 3,50+ able to start						
2007		0,0			0%	
2008		0,4			100%	
2009		0,0			0%	
2010		0,0			0%	
R&F Projects 3.50 to be completed						
2008		0,1			23%	1%
2009		0,1			27%	1%
2010		0,2			44%	1%
2011		0,0			5%	0%
2012		0,0			0%	0%
Completed by end of 2009		0,2			51%	1%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	0%
single large municipality	0%
2-3 municipalities	0%
4-5 municipalities	0%
whole district or more than 5 municipalities	100%
B. Size of target group	
negligible	0%
below that could be expected	0%
medium	0%
significant	60%
highly significant	40%
C. Catalytic effect	
no	0%
limited	20%
medium	20%
significant	40%
highly significant	20%
D. Impact on competitiveness	
no identifiable impact	0%
indirect and of significance	20%
indirect but highly significant	20%
direct and significant	60%
direct and highly significant	0%

Table 23-89 Operation 4.2 Planning & Project Development

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		25,6				
All projects received	100	22,1	221	100%	100%	86%
Relevant projects	90	20,9	232	90%	94%	81%
Relevant and feasible projects	78	18,6	239	78%	84%	73%
Projects with readiness 3,50+	49	9,0	184	49%	41%	35%
Project with readiness 4+	33	7,0	212	33%	32%	27%

Regional breakdown of R&F				% of RF only		
NW	16	2,3	146	21%	13%	
NC	7	1,2	176	9%	7%	
NE	7	2,1	304	9%	11%	
SE	20	6,8	338	26%	36%	
SC	14	1,2	87	18%	7%	
SW	14	5,0	354	18%	27%	
R&F projects by size						
below 50	20	0,6	29	26%	3%	
50-100	14	1,0	74	18%	6%	
100-300	28	4,8	173	36%	26%	
300-500	7	2,8	397	9%	15%	
500-1000	5	3,3	669	6%	18%	
1000-5000	4	6,1	1513	5%	32%	
over 5000	0	0,0		0%	0%	
R&F Projects 3,50+ able to start						
2007		2,7			30%	
2008		6,3			70%	
2009		0,0			0%	
2010		0,0			0%	
R&F Projects 3.50 to be completed						
2008		0,7			8%	3%
2009		1,9			21%	7%
2010		5,8			64%	23%
2011		0,5			5%	2%
2012		0,2			2%	1%
Completed by end of 2009			2,6		28%	10%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	68%
single large municipality	12%
2-3 municipalities	3%
4-5 municipalities	1%
whole district or more than 5 municipalities	17%
B. Size of target group	
negligible	0%
below that could be expected	3%
medium	69%
significant	27%
highly significant	1%
C. Catalytic effect	
no	0%
limited	10%
medium	48%
significant	38%
highly significant	4%
D. Impact on competitiveness	
no identifiable impact	8%
indirect and of significance	37%
indirect but highly significant	40%
direct and significant	12%
direct and highly significant	4%

Table 23-90 Operation 4.3 Small scale Local Investments

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		83,3				
All projects received	140	180,1	1286	100%	100%	216%
Relevant projects	114	121,7	1067	81%	68%	146%
Relevant and feasible projects	92	110,9	1205	66%	62%	133%
Projects with readiness 3,50+	54	48,6	901	39%	27%	58%
Project with readiness 4+	41	34,7	846	29%	19%	42%

Regional breakdown of R&F				% of RF only		
NW	12	8,4	702	13%	8%	
NC	11	6,6	597	12%	6%	
NE	7	13,2	1881	8%	12%	
SE	14	19,5	1395	15%	18%	
SC	29	26,1	900	32%	24%	
SW	17	13,7	807	18%	12%	
R&F projects by size						
below 50	9	0,3	28	10%	0%	
50-100	6	0,5	82	7%	0%	
100-300	20	4,1	205	22%	4%	
300-500	14	5,9	421	15%	5%	
500-1000	23	17,0	740	25%	15%	
1000-5000	15	35,1	2342	16%	32%	
over 5000	5	48,0	9593	5%	43%	
R&F Projects 3,50+ able to start						
2007		6,7			14%	
2008		41,5			85%	
2009		0,5			1%	
2010		0,0			0%	
R&F Projects 3.50 to be completed						
2008		5,4			11%	
2009		20,0			41%	
2010		22,3			46%	
2011		1,0			2%	
2012		0,0			0%	
Completed by end of 2009		25,4			52%	30%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	14%
single large municipality	0%
2-3 municipalities	61%
4-5 municipalities	16%
whole district or more than 5 municipalities	9%
B. Size of target group	
negligible	2%
below that could be expected	10%
medium	54%
significant	34%
highly significant	0%
C. Catalytic effect	
no	2%
limited	24%
medium	63%
significant	9%
highly significant	2%
D. Impact on competitiveness	
no identifiable impact	14%
indirect and of significance	43%
indirect but highly significant	23%
direct and significant	14%
direct and highly significant	5%

Table 23-91. Operation 4.4 Interregional cooperation

	Number of projects	Budget of projects, Mio	Average size '000	% of all number	% of all budget	% of OPRD allocation
OPRD allocation		6,4				
All projects received	23	2,7	119	100%	100%	43%
Relevant projects	17	2,0	120	74%	74%	32%
Relevant and feasible projects	12	1,7	138	52%	60%	26%
Projects with readiness 3,50+	5	0,2	39	22%	7%	3%
Project with readiness 4+	2	0,1	35	9%	3%	1%

Regional breakdown of R&F				% of RF only	
NW	3	0,4	117	25%	21%
NC	1	0,3	300	8%	18%
NE	2	0,2	113	17%	14%
SE	0	0,0	#DIV/0!	0%	0%
SC	3	0,2	82	25%	15%
SW	2	0,4	204	17%	25%
R&F projects by size					
below 50	4	0,1	30	33%	7%
50-100	2	0,1	68	17%	8%
100-300	5	1,1	210	42%	64%
300-500	1	0,3	347	8%	21%
500-1000	0	0,0		0%	0%
1000-5000	0	0,0		0%	0%
over 5000	0	0,0		0%	0%
R&F Projects 3,50+ able to start					
2007		0,1			64%
2008		0,1			36%
2009		0,0			0%
2010		0,0			0%
R&F Projects 3.50 to be completed					
2008		0,1			26%
2009		0,1			74%
2010		0,0			0%
2011		0,0			0%
2012		0,0			0%
Completed by end of 2009		0,2			100%
					3%

Impact, % of relevant and feasible projects	
A. Area impacted upon	
small municipality or part of large municipality	0%
single large municipality	0%
2-3 municipalities	8%
4-5 municipalities	0%
whole district or more than 5 municipalities	92%
B. Size of target group	
negligible	0%
below that could be expected	25%
medium	17%
significant	33%
highly significant	25%
C. Catalytic effect	
no	0%
limited	8%
medium	25%
significant	42%
highly significant	25%
D. Impact on competitiveness	
no identifiable impact	8%
indirect and of significance	50%
indirect but highly significant	33%
direct and significant	0%
direct and highly significant	8%