

# How JASPERS can help prepare projects & proposals

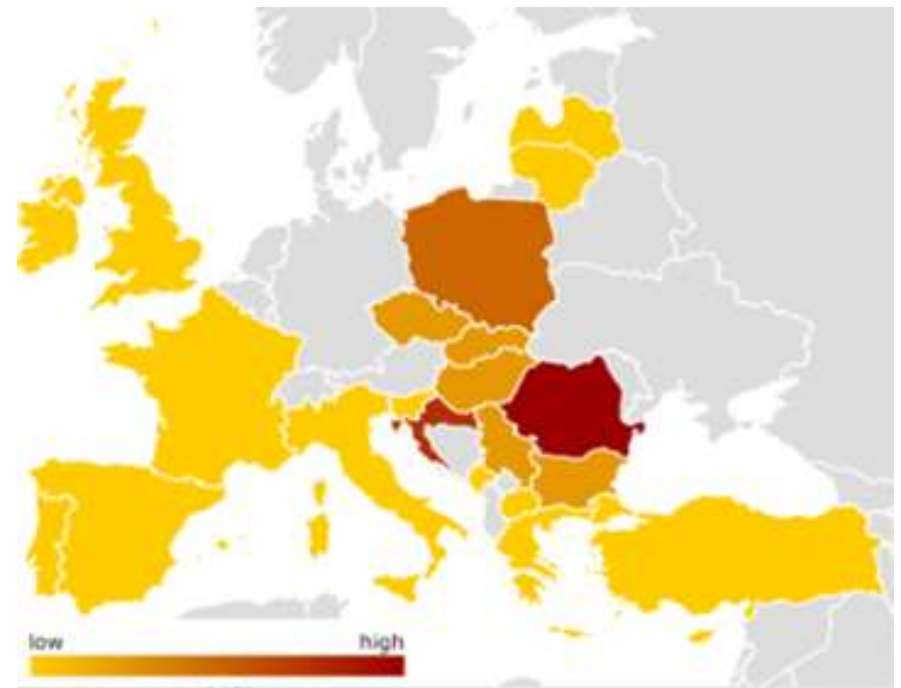
Alberto González Sánchez  
June, 2019

# What is JASPERS?

Joint Assistance to Support Projects in European Regions



- Partnership between the European Commission (EC) and the European Investment Bank (EIB)
- Established in 2006 in collaboration with DG REGIO
- Independent advice on strategic planning and project preparation



# Part of the EIB Advisory Services

## What we offer

### Lending

### Blending

### Advising

#### InnovFin advisory

#### EPEC / Public-Private Partnerships (PPPs)

#### JASPERS

#### ELENA – European Local ENergy Assistance

#### FELICITY: Sustainable solutions for cities

#### MPSF - Municipal Project Support Facility

## Solutions for your needs

 > [What we offer](#) >

## Advising

 Display in: [de](#) [en](#) [fr](#)

Advisory services complement the EIB's lending activity and form an integral part of our Lending, Blending and Advising strategy.

We make technical and financial expertise available to our clients to develop and implement investment projects and programmes, and to improve institutional and regulatory frameworks. When complementing EIB loans, advisory services strengthen the economic and technical foundations of an investment and catalyse funding from other sources.

In delivering advisory services, we rely on the unique expertise developed by our staff, both inside and outside the EU, in key areas such as infrastructure financing, climate change mitigation and adaptation, urban development and SME support.

In addition to the individual advisory services listed below, the [European Commission](#) and the [European Investment Bank](#) have established the [European Investment Advisory Hub](#) as part of the [Investment Plan for Europe](#). The Hub aims to strengthen Europe's investment and business environment and offers a single access point to a 360 degree offer of advisory and technical assistance services.

## How to receive EIB support

## Applying for a loan

## Priorities

**European  
Investment** *Advisory Hub*  
Europe's gateway to investment support

**Europe's gateway to investment  
support**

# Impact

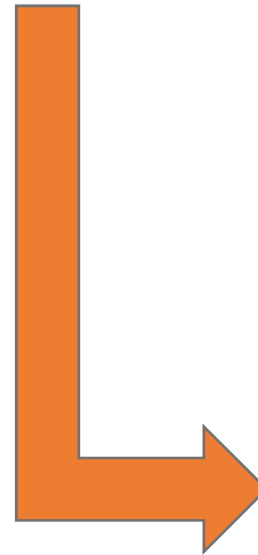
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More than **660**  
JASPERS-supported  
projects approved  
since 2007

For a total project cost  
of over  
EUR **120**bn

and EU grant volume  
of over  
EUR **69**bn

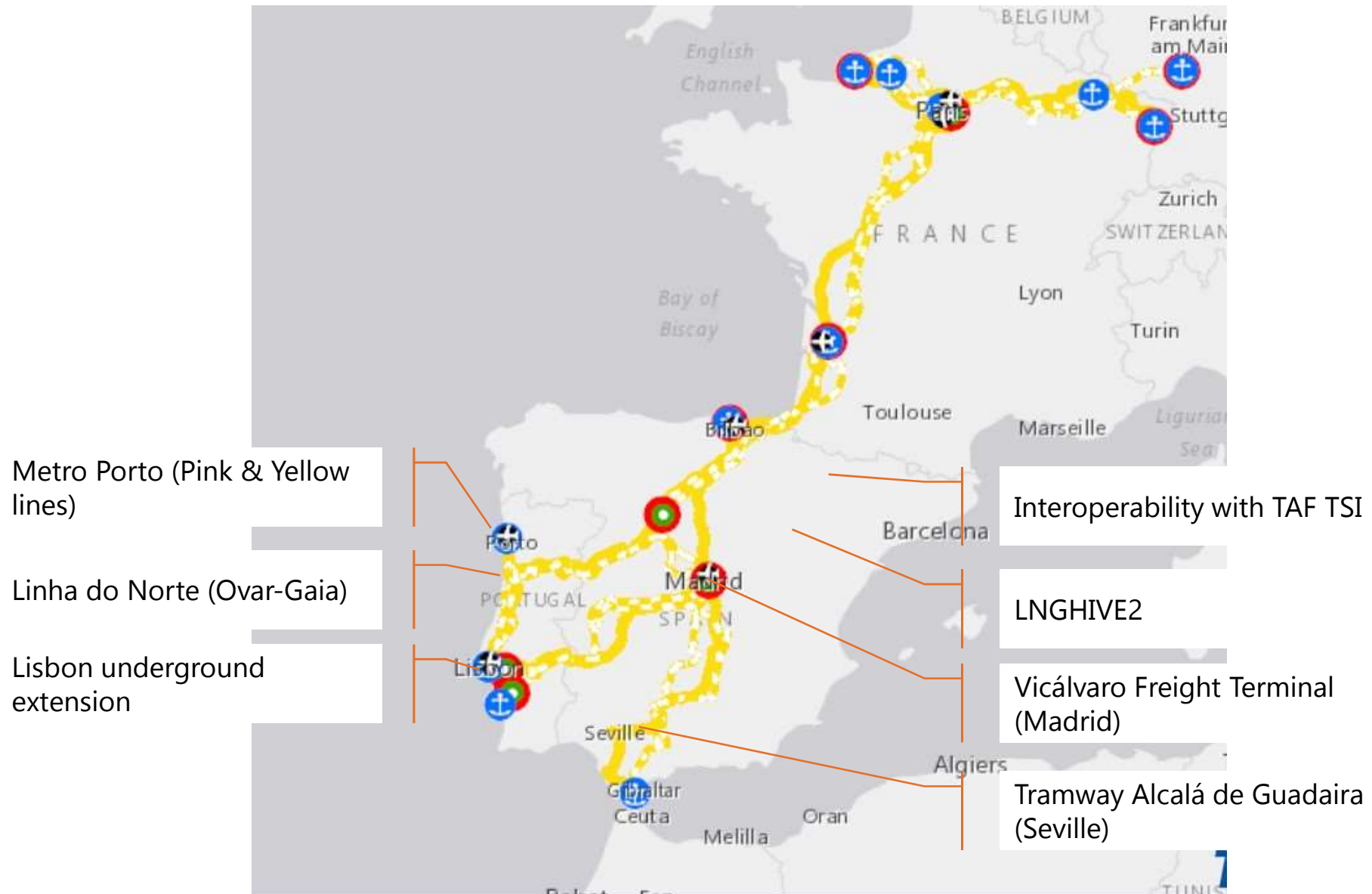
Nearly **1000** Assignments  
completed



Of which, transport projects  
EUR **90**bn



# Impact



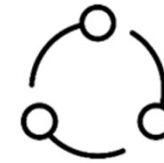
# How do we work?

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## Principles:



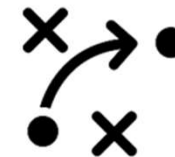
Proximity to beneficiaries with over **100** staff in four regional offices



Comprehensive approach covering the **whole** project cycle



**Hands-on** approach with **in-house** expertise (very limited use of consultants).



The **earlier** the involvement, the **higher** the value added.

# JASPERS approach to ERTMS

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- Preferred implementation: GSM-R network wise, ETCS corridor wise, electronic interlocking system project wise
- Qualified staff needed for the design, operation and maintenance of ERTMS
- Benefits of ERTMS not achieved when
  - Priority given to traditional operation rules and protection of existing systems, especially when designing
  - Poorly planned/managed transitional period. Lack of consideration of the related safety risks
  - “Eternal” redundant legacy systems (ERTMS and national systems)

# Examples concerning ERTMS

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- Deployment of international wireless communications standard for railway along Hungarian lines (GSM-R Stage 2)
- Implementation of European radio communications standard for railway operations in Poland (GSM-R)
- Assessment of the Strategy of ERTMS Implementation in Czech Republic
- Preparation of the National Implementation Plan of the ERTMS for railway lines within the territory of the Republic of Serbia
- Implementation of ERTMS on rail corridor X (The Republic of North Macedonia)
- Implementation of ERTMS in the railway network (Croatia)
- Development of ERTMS along the Railway line "Sofia-Pernik-Radomir-Kulata"
- Signalling and ERTMS implementation on CZ/SK state border - Kutý - Devínska section



# Transition to low-emission transport

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## The way forward

### Why, where, how, when, how much...

- Reconcile strategic priorities with the actual local needs
- Retaining or improving the quality of the system throughout and beyond the transition
- Local constraints (e.g. climate) potentially affecting the effectiveness or suitability of certain solutions
- Risks inherent to technological change, potentially affecting operations, fleet size or O&M cost
- Accommodation within the institutional set-up
- Maturity / track record of some low emission technologies
- Missing organizational and technical skills at the local level

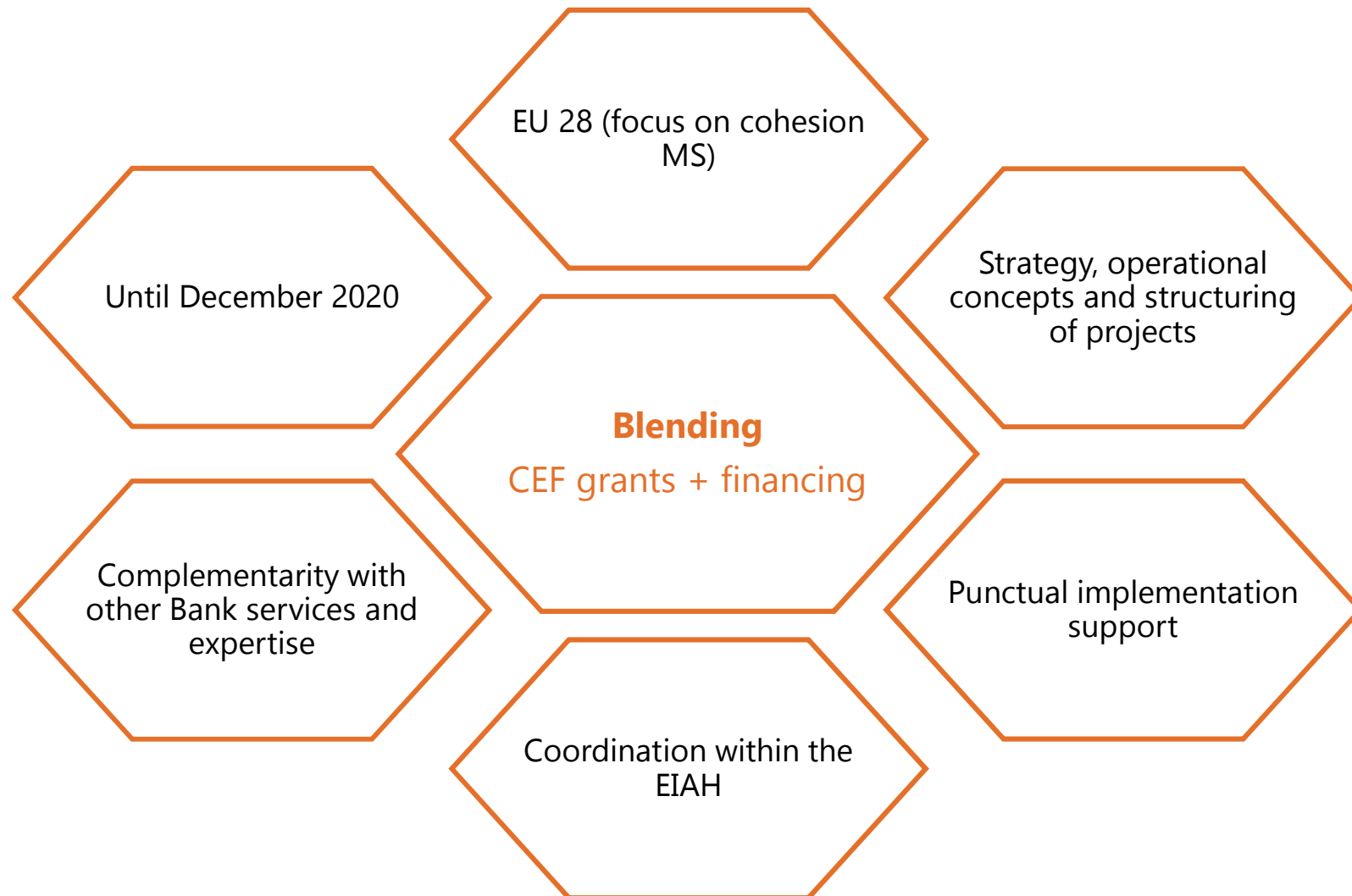
# Examples of urban projects

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- Support for potential beneficiaries in the preparation of Sustainable Urban Mobility Plans (Poland)
- Purchase of 130 low-floor low-emission busses for Warsaw (Poland)
- Olsztyn Tram Line N°2 (Poland)
- Budapest Node (Hungary)
- Zagreb (Node)
- Mondego mobility system (Portugal)
- Metro do Porto Pink Line | Casa da Música – S. Bento (Portugal)
- Bucharest Metro Line 2 Station Rehabilitation (Romania)

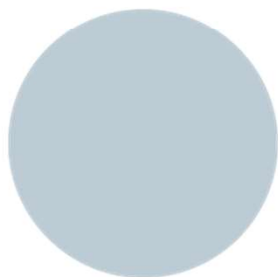
# Mandate J-CEF 2 Support

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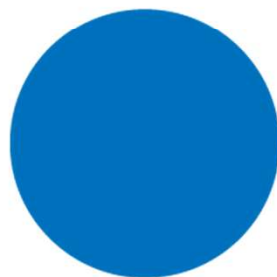
# Three key ideas

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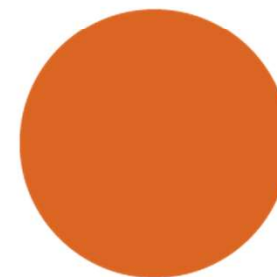
**Maturity as a key criteria**

Impact derived from our  
input to the project/plan



**Free of charge**

But not free of cost



**Approval by the National  
Authorities and the relevant  
DG**

Final report also shared  
with Managing Authority  
and the EC

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More information:

<http://jaspers.eib.org/>

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