1. Introduction

2. Key figures about the EIPP

3. Presentation of the EIPP Public Portal

4. Case studies

5. MyEIPP – new online version of EIPP

6. EIPP & regions

7. FAQs about the Portal
1. Introduction
Investment Plan for Europe

Investment Plan for Europe: Pillar II

1. MOBILISING FINANCE FOR INVESTMENT

- Boost investment in strategic projects and access to finance via the European Fund for Strategic Investments (EFSI) within EIB/EIF
- Cooperation with the EIB Group and the National Promotional Banks

2. MAKING FINANCE REACH THE REAL ECONOMY

- European Investment Project Portal (EIPP): a bridge between EU project promoters and potential investors worldwide
- European Investment Advisory Hub

3. IMPROVED INVESTMENT ENVIRONMENT

- Predictability and quality of regulation
- Removing non-financial, regulatory barriers in key sectors within EU Single Market
- Structural reforms at national level
1. Introduction
Objectives of the Portal

European Investment Project Portal (EIPP)
ec.europa.eu/eipp

- Meeting point enabling EU-based project promoters to publish their projects and to reach potential investors worldwide
- EIPP went live in June 2016 (160+ projects published on the Portal as of May 2017)
- Project promoters can submit projects in 24 EU-languages
- Investors can search for investment opportunities across Europe
- Continuous web development to improve the Portal, e.g. MyEIPP
1. Introduction

I. Knowledge and digital economy
   1. Research, Development & Innovation
   2. ICT Infrastructures, including Broadband
   3. Other Digital, including Content and Services

II. Energy Union
   4. Renewable Energy Production
   5. Conventional Energy Production
   6. Energy Efficiency
   7. Electricity Infrastructure
   8. Gas Infrastructure
   9. Fuel Extraction and Refining
   10. Energy R&D

III. Transport
   11. Trans European Network
   12. Multimodal Nodes
   13. Urban Mobility Projects
   14. New Technologies and Transport Greening
   15. Vehicles and Transport Systems

IV. Social infrastructure and other
   16. Human Capital, Education & Training
   17. Health
   18. Cultural & Creative Industries
   19. Tourism
   20. Social Infrastructure, Social and Solidarity Economy

V. Resources and environment
   21. Natural Resources
   22. Agriculture and rural development, forestry and bio-economy
   23. Resource Efficiency, Environment Protection, including Blue Economy
   24. Climate Change

VI. Financing for SMEs and Mid-caps
   25. Industry for SMEs & Mid-Caps
Admission criteria for projects' publication on the Portal:

- Minimum size of EUR 5 million (size of the threshold will be lowered to EUR 1 million in June)
- Fall within the geographical scope and the sectors/objectives of the "EFSI Regulation" (EU 2015/1017), all Energy Union priorities are covered
- Be compatible with EU and MS law; no legal, reputational or national security risks
- Have started or be expected to start within three years from submission to the Portal
- Only legal entities (in good standing) established in a Member State (not individuals) can submit projects
- Be clearly described as investment projects with accurate information provided
1. General promotion of the EIPP to the investors' community:
- Event attendance to meet investors and present the EIPP (IPEM 2017, Hannover CeBIT, EUROFI High Level Seminar 2017, LPEA)
- Letters sent by VP Katainen to the 30 largest global investment, insurance and pension funds
- Explore collaboration with national promotional banks (NPBs)

2. Sector level – identification of investors for different sectors, e.g. renewable energy:
- Attended several thematic events: photovoltaic (Lyon, March'17) and renewable energy (Syndicat des Energies Renouvelables, Paris, April'17)
- More than 150 federations identified by sub-sector – wind, solar, aerothermal, geothermal, hydrothermal and ocean energy, hydropower, biomass, biogases
- Identification of specialised investors (e.g. Omnes Capital, 123Venture, Allianz Capital Partners, Copenhagen Infrastructure partners, HgCapital, Natureo Finance, ...)

3. Next steps for EIPP website - IT developments for investors:
- EIPP partners page: logos of the investors
- "MyEIPP" functionality – Investor's corner, preferences, alerts/notifications
2. Key figures about EIPP
State of play and map view as of end of May 2017

- 270+ projects submitted
- 160+ projects published
- from 25 Member States
- more than 200 project dots on the map (cross-border projects count as one in each project country)
- Amendment of the EIPP Commission Implementing Decision to lower the min threshold to EUR 1 Million and remove the submission fee
2. Key figures about EIPP
Projects per Member State

as of end of May 2017

Projects per Member State

darker saturation signifies more projects
based on number of projects published per country
*cross-border projects appear
more than once on the map

237 projects on the map

161 projects published

<table>
<thead>
<tr>
<th>Country</th>
<th>Published</th>
<th>total</th>
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</thead>
<tbody>
<tr>
<td>Austria</td>
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<td>Belgium</td>
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<td>Bulgaria</td>
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<td>Denmark</td>
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<td>Estonia</td>
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<tr>
<td>Finland</td>
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<td>2</td>
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<tr>
<td>France</td>
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<td>Germany</td>
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<td>Greece</td>
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<td>Hungary</td>
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<td>Ireland</td>
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<td>Italy</td>
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<td>Lithuania</td>
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<tr>
<td>Luxembourg</td>
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<td>Poland</td>
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<td>Portugal</td>
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<td>Romania</td>
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<td>Slovakia</td>
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<td>Spain</td>
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<td>Sweden</td>
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<tr>
<td>United Kingdom</td>
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</tbody>
</table>

totals: 161 237
2. Key figures about EIPP

Sector distribution as of end of May 2017

Further indicators

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total investment proposed (sum of all projects)</td>
<td>€60.9bn</td>
</tr>
<tr>
<td>Projects received from private promoters</td>
<td>43%</td>
</tr>
<tr>
<td>PPP (Public-Private Partnerships)</td>
<td>14%</td>
</tr>
</tbody>
</table>

* EIPP Project Promoters can select one or two sectors from a choice of 25 sectors in line with Article 9.2 of (the "EFSI") Regulation 2015/1017
3. Presentation of the Public Portal

Home page

European Investment Project Portal (EIPP)

The meeting place for project promoters and investors

Update: Projects with a total cost of EUR 5 million or more are eligible for the Portal.

Are you a project promoter based in the EU, and want to reach potential investors worldwide? Register your project in the European Investment Project Portal (EIPP) and boost its visibility to a large network of international investors! Start today by submitting your project below.

Or are you an investor looking for investment opportunities in areas such as energy efficiency, transport, healthcare, renewable energy, broadband infrastructure or in financing SMEs? The European Investment Project Portal (EIPP) will offer you a broad choice of viable projects.

FIND A PROJECT
161 investment opportunities to choose from

ADD YOUR PROJECT
### 3. Presentation of the Public Portal

Search tool / List of projects published

[ec.europa.eu/eipp](http://ec.europa.eu/eipp)

---

**Find investment opportunities**

**Search By**

- **Sector(s):**
- **Countries:**
- **min. cost: 0 million €**
- **max. cost: 0 million €**

**161 projects**

<table>
<thead>
<tr>
<th>Project name</th>
<th>Sector(s)</th>
<th>Country</th>
<th>Project promoter</th>
<th>Published</th>
<th>Updated</th>
</tr>
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<tbody>
<tr>
<td><em>The Music Giants</em></td>
<td>Tourism</td>
<td>FR</td>
<td>Dreamgest</td>
<td>30/05/2016</td>
<td>22/02/2017</td>
</tr>
<tr>
<td>1200 PASSENGER ELECTRICALLY PROPELLED VESSEL</td>
<td>Vehicles and Transpo...</td>
<td>IT</td>
<td>DUFERCO ENGINEERING S.P.A.</td>
<td>10/11/2016</td>
<td>13/02/2017</td>
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<tr>
<td>21st Century Schools and Education Programme: Band B (Revenue)</td>
<td>Human Capital, Educ...</td>
<td>UK</td>
<td>Welsh Government</td>
<td>31/05/2016</td>
<td>13/03/2017</td>
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<tr>
<td>4.99MW Biomass RES Project</td>
<td>Renewable Energy Pro...</td>
<td>EL</td>
<td>VIOPAR ENERGY S.A.</td>
<td>30/05/2016</td>
<td>20/07/2016</td>
</tr>
<tr>
<td>A.I.R. SEA.NET. (Advanced Integrated Regional SEAplane NETWORK)</td>
<td>Tourism</td>
<td>EL</td>
<td>Hellenic Seaplanes S.A.</td>
<td>31/05/2016</td>
<td>13/02/2017</td>
</tr>
</tbody>
</table>
3. Presentation of the Public Portal

Search tool / More search criteria

Find investment opportunities

Search By
- Sector(s)...
- Countries...
- min. cost
- max. cost

Project name & description
- All projects

Project Status
- Project Status...

Self participation
- 0 %

Revenue type
- Revenue type...

Project Promoter
- All project promoters...

Asset ownership
- Asset ownership...

Publication date
- After
- Before

161 projects

List
Map
4. EIPP case studies
Province of Limburg, Netherlands

**Missing Links between Netherlands and Belgium**

**Project Description**
Province of Limburg aims to be connected with the neighboring countries through high-speed rail connections.
Enhance the two rail connections: 1. Roermond-Lüttich, Differdange (Luxembourg) and 2. Maas-Centraal. The rail network is not currently attractive for travelers due to limited use and low frequency of the trains. For the rail connection to Utrecht, there is currently a team running and electrification of the track is necessary for about 40km (10km in Netherlands and 30km in Belgium).

**Country, Region**
Netherlands (Limburg-NL)
Belgium (Pro. Antwerp)

**Sector(s)**
Vehicles and Transport Systems
Multimodal Nodes (ports, airports, stations, logistic platforms)

**Project Status**
Planning

**Estimated Project Cost**
EUR 55 million

**Project Type**
Other

**Triple border train**

**Project Description**
Province of Limburg aims to be connected with the neighboring countries through high-speed rail connections. The “Triple border train” runs from Liège to Aachen via Hasselt and Heerlen; currently there is no such connection. The infrastructure will provide one connection per hour and when the new link for the Intercity to Cologne will be ready, it will become faster per hour. Main objectives of the project are to enhance the current rail connections to the neighboring countries and to connect people, regions and economies in the Euroregion and beyond.

**Country, Region**
Netherlands (Limburg-NL)
Germany (SÜD/HEIN-WESTFALEN)
Belgium (Prov. Liège)

**Sector(s)**
Vehicles and Transport Systems
Multimodal Nodes (ports, airports, stations, logistic platforms)

**Project Status**
Planning

**Estimated Project Cost**
EUR 18 million

**Project Type**
Other

**Missing Links between Netherlands and Germany**

**Project Description**
Province of Limburg aims to be connected with the neighboring countries through high-speed rail connections.
Enhance the two rail connections: 1. Rotterdam-Kehlen (Oostende) and 2. Amsterdam-Oostmolen-Aachen-Cologne. This is to get connected to the high-speed rail stations directly across the border. The first railway is not currently attractive for travelers due to trip duration and the lack of train connections to other cities. For the second one, doubling of tracks is necessary between Heerlen and Landgraaf and electrification between Heerlen-Issele is required.

**Country, Region**
Netherlands (Limburg-NL)
Germany (SÜD/HEIN-WESTFALEN)

**Sector(s)**
Vehicles and Transport Systems
Multimodal Nodes (ports, airports, stations, logistic platforms)

**Project Status**
Planning

**Estimated Project Cost**
EUR 260 million

**Project Type**
Other

3 projects in transport sector
4. EIPP case studies
Province of Limburg, Netherlands

“Triple border train”

**PROJECT DESCRIPTION**

Province of Limburg aims to be connected with the neighbouring countries through high speed rail connections. The “triple border train” runs from Liège to Aachen via Maastricht and Hasselt; currently there is no such connection. This infrastructure will provide one connection per hour and when the new track for the intercity to Cologne will be ready, it will become two per hour. Main objectives of the project are to enhance the current rail connections to the neighbouring countries and to connect people, regions and economies in the Euroregion and beyond.

**ECONOMIC RATIONALE**

The project contributes to bridging the gap in the cross-border interregional traffic. This is mainly of importance because of the strong economic, social, cultural and knowledge-oriented areas border-reality, which can be improved through an improved cross-border system via railways (and not only via roads). This train will allow people to change less if they want to go to neighbouring countries. It thus becomes more attractive. Also the frequency of trains to Belgium and Germany will increase, instead of one train per hour, it will become two trains per hour. This new system will help to strengthen the economy and make the optimal use of the agglomeration assets that the Province of Limburg possesses due to its unique location. It contributes to the attractiveness of the region for businesses and people. At the same time it also contributes to the development of cities as international hubs.

The estimated cost is not a verified number. The project is not yet in a phase that the estimated cost is yet determined.

**FINANCING DETAILS**

Financing source: PPP
There will be a reallocation of existing contributions.
The promoter has applied or has the intention to apply for EU or EIB financing related to this project.

**EXISTING/POTENTIAL BOTTLENECKS FOR THE REALISATION OF THE PROJECT**

The different security systems in each country could represent a serious difficulty. Ticketing system has to be developed and the connection can serve as a sort of pilot area for other connections where different ticketing systems are used. We strive to have one integrated system for ticketing.

**PROJECT ADDITIONAL INFORMATION**

“Triple border train” is strongly connected to the other two projects “Missing Links between Netherlands and Belgium” and “Missing Links between Netherlands and Germany”. These three projects contribute to the functioning of the rail system as a whole. They all lead the international hub stations and also redistribute to a more local level or to other international hub stations.

The Commission gives no warranty and makes no representation, whether expressed or implied, that the Project Information is error free. The Project Information is provided without any guarantee, conditions or warranties as to its accuracy.
4. EIPP case studies
Greek Ministry of Transport, Greece

22 projects in transport sector

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Methodology/Approach</th>
<th>Country</th>
<th>Project Provider</th>
<th>Published</th>
<th>Updated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandroupolis - Cermeño</td>
<td>Multimodal transport</td>
<td>EL</td>
<td>Ministry of Transport and Networks</td>
<td>10/04/2016</td>
<td>23/03/2017</td>
</tr>
<tr>
<td>Athens Metro, Line 1 (Kolymays - Karais - Piraeus)</td>
<td>Urban mobility model</td>
<td>EL</td>
<td>Ministry of Infrastructure, Transport and Networks</td>
<td>11/09/2016</td>
<td>23/03/2017</td>
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<td>Athens Metro, Line 2 (Extension Anthropeou - Him)</td>
<td>Urban mobility model</td>
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<td>Ministry of Infrastructure, Transport and Networks</td>
<td>17/09/2016</td>
<td>23/03/2017</td>
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<tr>
<td>Athens Metro, Line 4 (Mavri Vassalos - Goudi)</td>
<td>Urban mobility model</td>
<td>EL</td>
<td>Ministry of Infrastructure, Transport and Networks</td>
<td>20/09/2016</td>
<td>23/03/2017</td>
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<td>Athens Metro, Line 4 (Mavri Vassalos - Peristeria)</td>
<td>Urban mobility model</td>
<td>EL</td>
<td>Ministry of Infrastructure, Transport and Networks</td>
<td>30/06/2016</td>
<td>23/02/2017</td>
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<td>Athens Metro, Line 4 (Evangelismos - Patrapi - Elliniko)</td>
<td>Urban mobility model</td>
<td>EL</td>
<td>Ministry of Infrastructure, Transport and Networks</td>
<td>30/06/2016</td>
<td>23/02/2017</td>
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<tr>
<td>Athens Metro, Line 4 (Goudi - Marousi - Marathon)</td>
<td>Urban mobility model</td>
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<td>22/02/2017</td>
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<td>Athens Urban Transport System</td>
<td>Vehicle and Trans. - Resource Efficiency</td>
<td>EL</td>
<td>Ministry of Infrastructure, Transport and Networks</td>
<td>30/05/2016</td>
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<td>Central Interurban Rail Stations in Greece area</td>
<td>Urban mobility model</td>
<td>EL</td>
<td>Ministry of Infrastructure, Transport and Networks</td>
<td>15/03/2017</td>
<td>30/03/2017</td>
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<tr>
<td>Chios Airport &quot;Chios&quot;</td>
<td>Multimodal transport</td>
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<td>Ministry of Infrastructure, Transport and Networks</td>
<td>15/03/2017</td>
<td>30/03/2017</td>
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<td>Kavala Airport - &quot;Kotin&quot;</td>
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<td>Lavrio - Koropi - Athens Airport</td>
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<td>Ministry of Infrastructure, Transport and Networks</td>
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<td>North Aegean &amp; Ports of Ceos</td>
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<td>Thessaloniki Metro &amp; Ports of Ceos</td>
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<td>Thessaloniki Metro (Dimitriadis - Stavros - Kyrkja)</td>
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<td>Water Airports Network</td>
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<td>Western Peloponese Railway, Ports &amp; Roads</td>
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<td>22/02/2017</td>
<td>23/03/2017</td>
</tr>
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</table>

ec.europa.eu/eipp
4. EIPP case studies
Greek Ministry of Transport, Greece

Athens Metro, Line 4 [Alsos Veikou - Goudi]

**PROJECT DESCRIPTION**
Design, Construction, Financing, of the Athens Metro Line 4, Section Alsos Veikou - Goudi, 12.3 km long, including 14 metro stations.

The project includes the design, construction and financing of a section 12.3 km long of the Athens Metro Line 4, Section Alsos Veikou-Goudi. The project includes 14 metro stations with platform screen doors (Alsos Veikou - Galata-Kyriaki - Alkistis - Alexandras - Euerdice - Alkimos - Konstantakou - Evangelismos - Kastoria - Pireas - Natalia - Veikou - Goudi), double-track tunnels, 19 new automatic doorless trains, a new maintenance and repair station and a new Operations Control Centre for all Metro lines.

**ECONOMIC RATIONALE**
This section of the Athens metro will provide transportation services to many important facilities, such as Hospitals (Hospital for Children, Laka Hospital), Universities (National Technical University of Athens (NTUA), in the city centre, University of Athens in the city centre, Law School, Technical University Campus, Unicamp University, School of Dentistry), the Courts area, regions with increased professional and commercial activities, etc. It is estimated that it will serve 220,000 passengers daily. It will take approximately 10 min to travel from Alsos Veikou to the city centre, and approximately 5 min from Zografou area to the city centre.

The project will increase the Metro branches with five (5) transfer stations to Lines 1, 2 and 3 and decouples the existing transfer stations, where there is a constantly increasing number of passengers (Syntagma, etc.), it is intended to upgrade significantly the quality level of life in urban areas through optimization of travel time and reduction of noise levels and environmental pollution, given that it will reduce the number of circulating private vehicles (approx. 53,000 daily).

**FINANCING DETAILS**
Financing source: PPP
The project cost breaks down: C/A: €870m (56%), EM: systems €390m (29%), Rolling stock: €240m (15%). The project duration is estimated at 3 years.

The proposed business model is that of a PPP. During the operational phase, the project revenues will come from ticket sales, advertising, parking fees from transfer stations, other commercial activities, as well as availability payments to the state.

The promoter has applied for and has the intention to apply for EU or EIB financing related to this project.

**EXISTING POTENTIAL BOTTLENECKS FOR THE REALISATION OF THE PROJECT**
The pending introduction to the Greek Parliament of legislation regarding public works and permitting as well as legislation that integrates 2014 EU Directives 25, 24, 25, regarding public procurement contracts, will lead to the resolution of potential risks and/or the bottlenecks relating to the process leading up to the contracting stage and to the monitoring of the project for the whole period of construction and operation.

**PROJECT ADDITIONAL INFORMATION**
The proposed investment project enhances the continuous integration of transport infrastructure and transport policy development, achieves European infrastructure standards, optimizes connectivity facilities, strengthens inter-modality and regional integration, addresses the functioning city, including peri-urban zones, contributes to ensuring full cooperation on infrastructure interoperability, contributes to the overcoming of the delays in the reform, restructuring and modernization of the transport sector, should involve all relevant actors, notably Member State authorities, regional and local authorities, the industry and the business community.
4. EIPP case studies
SNCF Grand East Network, France

New railway connection of the EuroAirport

The project was submitted in the following language: français (F).

PROJECT DESCRIPTION

Direct access to the airport of Basel-Mulhouse by regional train. The project is supported by partners: SNCF networks, EuroAirport, Grand Est Region and the French Transport Office (Basel-Mulhouse).

The project aims to enable direct access of the Airport of Basel-Mulhouse by regional trains (TER, TER N and S-Bahn). It involves the creation of:
1. a new station located directly in front of the terminal;
2. a railway section of 6 km, a branch line of the existing Strasbourg-Mulhouse-Basel line.

It is the only international airport in the world, the 25th airport of Switzerland and the 7th of France.

COUNTRY, REGION
France (Grand Est)
Germany (BADEN-WÜRTTEMBERG)
Switzerland

SECTOR(S)
Transport

PROJECT STATUS
Predetermined

START DATE
April 2016

ESTIMATED PROJECT COST
EUR 220 million

ASSET OWNERSHIP
Public

REVENUE TYPE
Market and balancing subsidies (% to be defined)

ECONOMIC RATIONALE

Direct access by train to Basel-Mulhouse Airport (EuroAirport Basel-Mulhouse-Freiburg) provides the annual airport passengers (1.1 million in 2015) and the employees at the airport (approximately 6,000 at the end of 2015) with an efficient alternative to air travel and shortened travel time compared to current bus transfer (getting to about 10 minutes from Basel and around 20 minutes from Mulhouse compared to current public transport).

This project is aimed at the 25,000 persons leaving and getting to the EuroAirport daily.

The project contributes to the increasing of the attractiveness of the territory: a Western space (France-Switzerland-Germany).

The funding agreement for the previous studies and consultations was signed by the partners in April 2015.

Despite a significant investment cost, the challenges of the project in terms of transport quality enable it to display high socio-economic indicators, with an internal rate of return for the community of around 9% (the return of profits in relation to investment over time).

FINANCING DETAILS

Financing source: Public

The financial package is not to be defined. The project financing arrangements are based on political decisions. At this stage, discussions between the partners and the authorities concerned are still ongoing to discuss and agree on the financial arrangement. The Land of Basen-Württemberg and the European Union may also be involved.

The promoter has applied or has the intention to apply for EU or EIB financing related to this project.

EXISTING/POTENTIAL BOTTLENECKS FOR THE REALISATION OF THE PROJECT

n/a

PROJECT ADDITIONAL INFORMATION

In establishing the time frame for the realization of the project the time needed for studies and consultations, guidance and administrative procedures, namely the forthcoming public investigation, the land acquisition and works shall be taken into account. The time frame planned for the works is 2020-2022.

Example for cross-border transport project
4. EIPP case studies
City of Colmar, France

The Dominicans of Colmar: a history of books and images

This project was submitted in the following languages: English, (fr).

PROJECT DESCRIPTION

A project for the restoration of the convent and the cloisters of the Dominicans of Colmar, but also for the conservation, study and management of the library's written and graphic collections.

This project aims at renovating the cloister and the convent of the Dominicans, listed in the Inventory of Historical Monuments since 1948, which houses the City Library since 1951. Moreover, and as such, one of the leading supply components of Colmar’s research centre for European vision on books (the Rhine area), a place of dissemination of the history and importance of books in the Rhine area for the general public, public library, garden and library open to all.

ECONOMIC RATIONAL

- Creating an attractive and vibrant museography (authentic documents, multimedia, demonstrations and pedagogical workshops) to illustrate the importance of books and writing in the Rhine world, from the early Middle Ages to the present day. - Connections to the economic world of writing (publishers, antique booksellers, authors) and aspects related to books (binding, typography, illustrations...). - Participation in the network of museums Museum pass museums (International). - Setting up an active and new research centre, due to the composition of the collections, to the study and dissemination of knowledge on books and images, from the Middle Ages to the present. Colmar will thus become a pole of excellence for the growing movement of digital humanists, and will strengthen its position in the European and Alsatian university landscape.

FINANCING DETAILS

Financing source: Public

The estimated cost of the project is EUR 10,300,000 net, plus EUR 14,500,000 including VAT. It was decided in the framework of the 2015-2020 State Region agreement (digital stream), with a contribution of EUR 2,65 million from the State, EUR 2 million from the Region, and EUR 1,27 million from the General Council of the High Rhine. The share of the City is EUR 5,8 million. The share of the Department has been reduced to EUR 400,000.

The promoter has applied or has the intention to apply for EU or EIB financing related to this project.

EXISTING/POTENTIAL BOTTLENECKS FOR THE REALISATION OF THE PROJECT

- Reducing by half the financing of the Department Council—very tight timetable—intervention on a historical monument—heavy removal operation (10 km, 400,000 documents, 75% of which are patrimonial)

PROJECT ADDITIONAL INFORMATION

The main objectives of the project concern making this place a heritage place listed in the Inventory of Historical Monuments, the cloister, with free access. A public library included in the network of libraries of the City of Colmar with its collections accessible to all - A place of preservation and presentation of a collection of ancient books, being one of the richest collections in the Rhine area - A place for temporary exhibitions and a museum using heavily on new technologies - A European centre for study and research, accessible both to local researchers and universities, to refine the scientific vision of the library.

Example for project in cultural domain
### 4. EIPP case studies

#### Terra Humana Ltd, Hungary

**ABC Animal Bone bioChar: recovered organic phosphate innovative fertilizer for the agriculture**

**Project Description**

Animal Bone bioChar (ABC) is a recovered organic phosphorus innovative fertilizer product, produced from food grade animal bones with advanced zero emission carbon refinery process (3R technology).

Animal Bone bioChar (ABC) is a recovered organic phosphorus fertilizer produced from food grade animal bones with advanced zero emission environmental performance. The current investment project of Terra Humana Ltd. is aimed at the implementation of an ABC processing plant (with 20,500 t/year throughout capacity) hardware installation, that is a full industrial international replication/EO25 in market uptake model for the technology/products. Funding req.: ETM.

**Location:** Kajszos, BIOFAM, Hungary.

<table>
<thead>
<tr>
<th>COUNTRY, REGION</th>
<th>START DATE</th>
<th>ESTIMATED PROJECT COST</th>
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<tr>
<td>Hungary (Pacific)</td>
<td>September 2017</td>
<td>EUR 7.2 million</td>
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</table>

**Country:** Private

**Sector(s):** Agriculture and rural development, forestry and bio-economy

**Asset Ownership:** Private

**Project Type:** Operational

**Revenue Type:** Market based

**Economic Rationale**

Currently there are no safe and recovered Phosphate bio-products on the market with market demanded high (25-30%) P2O5 nutrient concentration. As the EU demand is almost fully imported, while the low heavy metal (Cadmium,Arsenic) content and low cost Phosphates are already exclusively the European Commission defined Phosphates as critical raw material. Terra Humana Ltd has developed an innovative technology for phosphorous recovery from animal by-products through a series of research and development projects. Animal Bone bioChar (ABC) at 20% soluble phosphorus (20% P2O5) content which makes it a significant source of phosphorous and thus a significant alternative of the mineral Phosphate fertilizers in current use. For farmers, the economic benefits of ABC in lower production cost, improved fruit quality with higher food safety and higher economic value. Improving yields by 15%, overall efficiency/technical improvements in the organic and low output horticultural sector (fruit and vegetables) for the interests and benefits of the SME sector. Project realization time: 12 months (2017-2018). Exported investment payback period: 3 years. IRR: 22%

**Financing Details**

Project financing sourced: EUR 2.2 million (39%)

Financing source: Private

The hardware cost is estimated ETM for an 20,500 t/year capacity bio-phosphate industrial realization families model plants, from which ETM external investment is searched. This estimate 12,500 t by ABC products and 3,000 t by surplus blood, that is generating 6-8% XMM white sales net revenue, with product formulation HOSM XMM white sales net revenue. 8% XMM. Market uptake identified. 32 replicated projects planned. ETM transfer sales revenue reached by 2020.

The promoter has applied or has the intention to apply for EU or EFSF Financing related to this project.

**Existing/Potential Bottlenecks for the Realisation of the Project**

The existing bottleneck for the realization of the project is the capital requirements for a project with status POST development. ABC processing and production require medium scale (EUR) financial means in order to compete in foodstuffs markets with an economical/industrial scale (EUR 250,000 t/year) at cost-effective incineration application of the “ready to market” 3R technology and market uptake of the ABC products.

**Project Additional Information**

Terra Humana Ltd. is a technology-intensive company playing a leading role in zero emission glycerol technology engineering, phosphorus recovery and another industrial R&D production. Since 2002, Terra Humana Ltd. has coordinated multiple international R&D programs in the scientific field of carbon refinery and phosphorus recovery. Terra Humana Ltd is the original source of the ABC (Plant-Residue-Reuse) zero emission advanced glycerol technology and ABC product. The 3R development has been financed by the company until 2022. From 2022, the European Commission selected the technology and continued the further developments through its research and development programmes. By the end of 2018, the R&D stages were completed.

**Supported by HIPA (Hungarian Investment Promotion Agency)**
4. EIPP case studies
PCI projects, Austria/Estonia/Finland
5. MyEIPP
New online version of the Portal

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The meeting place for project promoters and investors.

Update: Projects with a total cost of EUR 5 million or more are eligible for the Portal.

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Create a project

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5. MyEIPP
List of projects & organisations

My project(s)

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<th>Investor’s corner</th>
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<td>My project(s)</td>
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Display also archived project(s)

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<th>Cost (in € million)</th>
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Add an organisation

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<th>Status</th>
<th>Number of projects</th>
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</table>
6. EIPP & regions

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• Promote your projects on the EIPP
• Cross-reference your web link on the Portal
• Your logo on our partners page
• Your feedback on future development
7. FAQs about the Portal

Does my project have to be based in the EU to be published on the Portal?
Yes, the legal headquarter of the organisation promoting the project have to be based within the European Union.

Does the Portal provide financing?
The EIPP does not provide financing. It acts as a bridge between EU-based project promoters and Investors worldwide.

Is the Portal only linked to EFSI projects?
No, the publication of a Project on the Portal is neither a guarantee of, nor precondition to obtaining EFSI financing.

Is publishing a project on the Portal free of charge?
Yes, with the change of the legal framework, no application fee will be charged anymore.

As an investor, do I have to be EU-based?
No. Investors can be based anywhere in the world.

Find out more about the EIPP!

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Thank you!

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