

Questions and Answers
regarding the Guide for Applicants (GfA) for Flagship Projects

Note: The answers to these questions is not a guarantee for selection. Only assessors propose and the Monitoring Committee decides on issues related to eligibility and scoring.

No.	Relevant section in the Guide for Applicants (GfA)	Question	Programme' answer
1	GfA, Ip 7/b	<p>Regarding the Call for project proposals in the attached document, we would like to know if a project for connecting the Highway A1 and Timisoara International Airport (TIA) and Timisoara Beltway is eligible for support. Current state of facts: - TIA has no direct connection to A1 which passes-by the airport at only 2 km distance. The access to the airport is made by crossing the neighboring localities, effectively transiting the locality for reaching Timisoara Beltway and then, on a communal road that links us with the Beltway. - This detouring implies 10 additional km for each passenger coming from Arad, Oradea, Deva, Lugoj, Hunedoara or from Csongrad region (Szeged, Mako) in Hungary. - The congested and unpredictable traffic through transited localities causes considerable delays and represents a major impediment for the passenger wanting to access the airport easily, quickly and in the shortest time.</p> <p>- Besides, there is NO direct connection between A1 and TM Beltway that passes-by the localities, fact that justifies once more the necessity of a connecting road between A1 and TM Beltway in the Airport area, connection that will be also useful for TM Municipality. We have found out, from the information package, that TM is the only primary node in the eligible area. TIA is also a primary aerial node of the TEN-T, thus, connecting it to secondary/tertiary terrestrial lines would comply with the multimodal component.</p> <p>Also, TIA intends to develop a public road transport (which is also integral part of the Transport General Masterplan, under the chapter <i>multimodal passenger transport</i>), aiming at facilitating fast access to the airport for the population living in Szeged/Mako area. The road public transport time for passengers coming form Szeged/Mako/Arad/Oradea etc. would be considerably improved if such connection between A1 and TIA existed. It is obvious for us that the project falls under TM County Council responsibility or under Ghironda or Giamata localities in partnership with Szeged/Mako and even with NCRIA (the administrator of A1). We've already had preliminary discussions with Szeged and Mako municipalities and the two Mayors expressed their interest in developing, within a partnership, the project for public/multimodal transport to ensure a fast connection with TIA. For this reason, we think they will be also interested in an infrastructure project, to shorten the distance to and times for accessing the TIA.</p> <p>Considering the above mentioned facts, please notify us whether the construction of a road connecting TIA to A1 and TM Beltway is eligible under the recently launched Call for proposal</p>	<p>Given the relatively modest available funding, the Programme can only support the development of a small number of connecting roads that concretely improve cross-border mobility, by enhancing connections between secondary and tertiary nodes and the TEN-T core and comprehensive network. According to the Cooperation Programme provisions, only development (building or upgrading) of roads that represent a direct connection from secondary and tertiary nodes to the TEN-T networks, can be supported by this action, ensuring or improving direct access of the secondary and tertiary nodes to the TEN-T core and comprehensive network and the related infrastructure (considering also the improvement of the conditions and the safety of cyclists, where possible).</p> <p>Indicative actions are designed to improve the access of the inhabitants living in the cross-border area to the TEN-T core and comprehensive network.</p> <p>Also, the target group is defined as the population living in the eligible area.</p> <p>The result indicator of the Programme in this case is the population living in the cross-border area served by the upgraded infrastructure which connects to the TEN-T (number of inhabitants). The indicator represents the total population served by the upgraded infrastructure that connects to the RTT network. When calculating the baseline and target value of the indicator, all the inhabitants of all settlements which are either located on the upgraded section of the road or are situated in an area of 3 km from the section of the upgraded road will be considered.</p>
2	GfA, Ip 7/b	<p>1. Is the construction of a road, connecting „Traian Vuia” International Airport Timișoara with A1 highway and Timișoara Northern ring road, eligible for support under Investment Priority 7/b -Enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes?</p> <p>2. Considering that „Traian Vuia” International Airport Timișoara is a national joint-stock company, under Ministry of Transport subordination, established by G. D. no.521/1998 on the establishment of the national company "International Airport Timișoara "- joint-stock company (published in the Official Journal no.334/ 07.09.1998), please specify whether SN AIT Traian Vuia is eligible under Ip 7/b.</p>	<p>Given the relatively modest available funding, the Programme can only support the development of a small number of connecting roads that concretely improve cross-border mobility, by enhancing connections between secondary and tertiary nodes and the TEN-T core and comprehensive network. According to the Cooperation Programme provisions, only development (building or upgrading) of roads that represent a direct connection from secondary and tertiary nodes to the TEN-T networks, can be supported by this action, ensuring or improving direct access of the secondary and tertiary nodes to the TEN-T core and comprehensive network and the related infrastructure (considering also the improvement of the conditions and the safety of cyclists, where possible).</p> <p>Indicative actions are designed to improve the access of the inhabitants living in the cross-border area to the TEN-T core and comprehensive network.</p> <p>Also, the target group is defined as the population living in the eligible area.</p> <p>The result indicator of the Programme in this case is the population living in the cross-border area served by the upgraded infrastructure which connects to the TEN-T (number of inhabitants). The indicator represents the total population served by the upgraded infrastructure that connects to the TEN-T network. When calculating the baseline and target value of the indicator, all the inhabitants of all settlements which are either located on the upgraded section of the road or are situated in an area of 3 km from the section of the upgraded road will be considered.</p> <p>Regarding the eligibility of the applicant, the (lead) applicant must have legal competencies in the project relevant field. For all projects, it is compulsory that the applicant has among its attributions, according with its statute or according to the national legislation, the implementation of the proposed activities or it must prove that it has a partnership agreement with the institutions competent to implement such activities, according with its statute or according to the national legislation. List of potential beneficiaries: local and county governments / administrations and their institutions, national organizations responsible for transport infrastructure development etc.</p>
3	GfA, Ip 7/b	<p>Regarding the Interreg' Ip 7/b, I would like to ask if the development of the road between Csenger and Satu Mare, through which these settlements would be linked to the TEN-T network, is considered eligible?</p> <p>In our opinion, on the page 6 of the Annex "TEN-T analyses", these nodes, Satu Mare (as secondary node) and Csenger (as tertiary node) are considered eligible.</p>	<p>Within the Investment priority 7/b, as mentioned in the Factsheet for Ip 7/b, construction, upgrading / modernization of roads with cross-border impact, providing or improving direct access of secondary AND tertiary nodes TO TEN-T core or comprehensive network and related infrastructure, are eligible.</p> <p>In addition, even if we do not have the details of the road you refer to, we kindly remind you that, as stated in the Guide for Applicants for Flagship projects, 2.2.1.2 Eligibility of actions: Selection of projects that include cross-border road infrastructure is conditional to a prior bilateral agreement with the commitment of the Member States to set up Schengen-compatible border-crossing checkpoints (or other existing solutions according to the legislation in force at the time of submission of the project applications) at the completion of any such projects and to operate it for at least 5 years from the financial closure of the respective project or until the enlargement of the Schengen zone.</p> <p>When planning your project you should have in view the above mentioned provisions of the Guide for Applicants for Flagship projects.</p>

4	CN Applicati on Form	When filing in the document "Concept Note Application form" some questions have been arisen, as follows: - What the "Department" field refers to exactly? - At point "Co-Financing Source" could the Hungarian State fulfil this role? - At point "Legal Status public" should the legal status of the contaected person be precised? - At points " Experiences" and as well as "Benefit" could you clarify them in details in order to fill in proptly this criterion.	In the new version of eMS, the Department field becomes Legal representative (Position) and it refers to the position / function of the legal representative in the respective institution. Co-Financing Source has a single option: ERDF Legal Status : public or private. Experiences of Partner: What are the organization's competences and experiences relevant or the project? Include role in the project. Benefit: a short description of the results/outcomes/benefits resulted from the previously implemented projects'.
5	Ip 7/b	The strategic project proposal of the Arad County Council, as the Lead Partner proposes the modernization / rehabilitation and construction of new municipal roads in the Romanian-Hungarian border region extending from the border crossing points from Nădlac to Vărsand. By modernization / rehabilitation / construction of municipal roads in this region the following aspects arises: - Ensuring direct road links, shorter than the existing one between the border crossing points from Nădlac, Turnu, Variașu Mic, Grăniceri and Vărșand, as an alternative for DN 7 and DN 79, contributing to decongesting of traffic on these national roads which are very agglomerated - Ensuring the connection of tertiary and secondary nodes to Nădlac, Pecica, Curtici, Chișineu Criș, which constitute as local development poles to infrastructure TEN-T (highway A1 Nădlac – București) - Decongesting the border crossing point from Nădlac by ensuring easy access to other border crossing points from the territory of Arad County - Increasing local economies from the two counties by ensuring a modern road network for flows of passengers and goods - Enhancing previously implemented projects related to road links between the two counties, financed within the Hungary-Romania Cross-Border Co-operation Programme 2007-2013 (road linking Nădlac – Csanadpalota, Variașu Mic – Dombegyhaz, Grăniceri – Elek). In this context, please clarify that the modernization of section DJ 709J Grăniceri - Pilu (DN 79A) could be eligible for modernization within the Interreg V-A Romania-Hungary Programme, accoring to the attached map.	Thank you for your interest and we would like to express our support for facilitating your efforts. With regard to your request, please take into consideration that the Programme could provide funding for developing a small number of road links that truly enhance cross-border mobility through improving the connections between secondary and tertiary nodes and the TEN-T core and comprehensive network. According to the provisions of the Cooperation Programme, the development (upgrading and modernization) of roads only with direct link from secondary and tertiary nodes to TEN-T networks may be supported under this action, providing or improving direct access of secondary and tertiary nodes to TEN-T core or comprehensive network and related infrastructure (also taking into account improving the conditions and safety of cycling, where possible). The indicative actions are designed to improve the access of inhabitants of the cross-border region to core and comprehensive TEN-T network. Moreover, the target group is defined as people living in the eligible area. However, we will take into account all the inhabitants of all settlements that are either located on the modernized road section or are located within 3 km distance from the modernized road section. Taking into consideration the abovementioned issues, the 2 municipaliies referred, Grăniceri respectively Pilu, are not part of secondary and tertiary nodes, but developing DJ 709J Grăniceri - Pilu (DN 79A) is not a connection between secondary and tertiary nodes and TEN-T core and comprehensive network. For further details please consult the Guide for Applicants for Flagship Projects, Annex I, Fact Sheet and TEN-T Analyze, where are listed all the tertiary and secondary nodes from the eligible region as well as the core and comprehensive TEN-T network.
6	Ip 7/b	Taking into account the eligibility requirements presented in the Guide for Applicants and the Programme's result indicators please advise us on the following: 1. Inform us if the National Road DN19 is part of the TEN-T infrastructure at Oradea Municipality / Bihor County level, consequently becoming eligible an investment in road infrastructure from kilometer 6+700 of DN19 towards Calea Bihorului, Express Road, with connection to National Road DN1. 2. Inform us on your point of view related to the following investment project proposal, promoted by Oradea Municipality, construction / modernization / upgrade of road infrastructure, representing a direct link to TEN-T infrastructure, proposal further detailed: CONNECTION ROAD: Roundabout REAL 2 DN19 (km 6+700) – Express Road Oradea – DN1: The connection road, which we would like to finance within the restricted call, is a section of a connecting corridor between the highway A3 and the National Road DN1 exit towards Cluj-Napoca, corridor consisting of 3 sections: Section 1 – connecting road with highway A3, proposed to be financed within the Operational Programme Large Infrastrucure, Section 2 - Roundabout REAL 2 DN19 (km 6+700) – Express Road Oradea – DN1, proposed to be financed within Interreg V-A Romania – Hungary Programme, Investment priority 7/b and Section 3 – modernize / upgrade the existing road, Calea Bihorului St – from the intersection with Section 2 until the intersection with the rotary Teodor Neș, proposed to be financed within Interreg V-A Romania – Hungary Programme, Investment priority 7/b. The OBJECTIVE of this investment is the construction of a new road and the modernization of an existing road with connection to the Express Road financed within the project HURO / 1101/037/1.1.1, ensuring the connection to the TEN-T infrastructure through the National Road DN1. The PROPOSED SOLUTION, to be financed within the current restricted call of the Interreg V-A Romania – Hungary Programme, Investment priority 7/b: Section 2 - The newly built road will become a 3rd-class street with the length of 2.823 km, the route starting from km 6+700 of National Road19, from the current roundabout next to Hypermarket Real until the new roundabout from the DJ767F, in order to connect with Calea Bihorului St and then with the Express Road, with direct discharge/take-over of the traffic in/from National Road 1. The proposed road structure is flexible, semi-rigid type, which is also suitable for heavy traffic. This road will have a total length of 3,489 m, of which 2,823 m the length of the road, and the rest the connections with the adjacent streets and their intersections with the new roundabout. There are also proposed 2,668 m bicycle tracks, 6,357 m sidewalks, street lighting, pluvial sewerage. At the intersection with "Frumoasa Valley" it is proposed to build a passage of 255 m at km 0+402 and a bridge over the Crișul Mic stream of 15 m at km 0+242. ESTIMATED VALUE: EUR 8.975 million without VAT. Section 3 - modernization of Calea Bihorului St on a total length of 2,051 m, because the current condition of the street is not appropriate, and by connecting it with the recently built Express Road it is necessary to bring it at the same parameters in order that the street is able to take over the road traffic . The project envisages the construction of a third category road structure. ESTIMATED VALUE: EUR 1.502 million without VAT.	With regard to your request, please take into consideration that the Programme could provide funding for developing a small number of road links that truly enhance cross-border mobility through improving the connections between secondary and tertiary nodes and the TEN-T core and comprehensive network. According to the provisions of the Cooperation Programme, the development (upgrading and modernization) of roads only with direct link from secondary and tertiary nodes to TEN-T networks may be supported under this action, providing or improving direct access of secondary and tertiary nodes to TEN-T core or comprehensive network and related infrastructure (also taking into account improving the conditions and safety of cycling, where possible). The indicative actions are designed to improve the access of inhabitants of the cross-border region to core and comprehensive TEN-T network. Moreover, the target group is defined as people living in the eligible area. However, we will take into account all the inhabitants of all settlements that are either located on the modernized road section or are located within 3 km distance from the modernized road section. Please take into consideration the proposed project indicators and the total budget of the project, which should keep the necessary proportionality, according to the Fact Sheet of this investment priority. Moreover, the proposed actions as the estimated costs should respect the Chapter 2.2.1.2. Eligibility of actions (operations), respectively Chapter 2.2.1.3. Eligibility of costs/expenditure. With regard to the National Road DN19, this is not part of TEN-T network (the relevant data can be downloaded from the following address: http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/maps.html?layer=input_1,20,21&country=RO). Moreover, please bear in mind that the Official Gazette of Romania No. 778 bis/4 October 2016, Annex to Government Decision no. 666/2016 on approval of the strategic document of General Master Plan on Transport of Romania, in the Table 4.35.1 – Road network TransRegio and EuroTrans, from page 162, is presented the route Oradea – Satu Mare and it is classified to “Other networks”. The same remark can be found in other tables as well, on page 216, on page 666, on page 819, on page 832. For further details please consult the Guide for Applicants for Flagship Projects, Annex I, Fact Sheet and TEN-T Analyze, where are listed all the tertiary and secondary nodes from the eligible region as well as the core and comprehensive TEN-T network. Regarding the eligibility of your project we reserve the right to not express it now with respect to this aspect. Please take into account the fact that the project proposals are evaluated also from the point of view of the eligibility, the relevance in relation with the objectives of the Programme, the opportunity and feasibility based on complete and conform documents, according to the rules of the Guide for Applicants.
7	Ip 9/a	Building a new clinic (basically relocating the old one in to a new building on another location) is an eligible expenditure under the Investment Priority 9/a within Interreg V-A Romania - Hungary ? We raise this matter since in the "General Matrix of Costs" and in the "Programme general rules on eligibility of expenditure the term "new construction" is not mentioned in the description of the eligible expenditures related to Infrastructure and works only extending, modernizing and rehabilitation of buildings are mentioned. In the Guide for Applicants there is only one reference to the new construction term, namely mentioned at the point 2.2.1.2. Eligibility of actions (operations), the phrase "Just as well, in compliance with the approved CP, any newly built cross-border infrastructure will become operational right after completion	The expenditures related to a new construction are eligible under the mentioned Investment priority. According to Annex IX.2 - Methodology for defining output indicators of the Cooperation Programme, the output indicator proposed here measures the population having access to improved health services. This is a common output indicator measuring the population of a certain area expected to benefit from the health services supported by the project. It includes new or improved buildings, or new equipment for various type of health service (prevention, outpatient or inpatient care, aftercare). In the "Matrix of Cost" are mentioned as eligible the expenditures related to Infrastructure and works and only as as indicative examples and not exhaustive the following categories of expenditures are mentioned: land preparation, construction or upgrading of roads, extending, modernizing and rehabilitation of buildings etc.

8	Ip 9/a	<p>During the planning process some questions occurred about the 2nd Strategic Call RO-HU from our partners. We will be glad to have your answers for the following questions in the aim of planning the best fitted strategic project.</p> <p>1. Project duration: In case of Concept Note what counts as project duration on the eMS system? What counts as a start date and as an end date? 2. Should we send in the indicative offers (if it is needed) with the Concept Note proposal? When should we send in them? 3. Should we have indicative offers for expenditures below 2500 EUR as well? 4. What if there isn't three different producer who can give us indicative offers because of the complexity and speciality of an equipment? 5. How should I proof that we have reached the indicators we assumed? Especially the population having access to improved health services? 6. What is the last date when a payment can occur? Can we plan for a 42 months long project if then the end date will be later than 31th December 2020? 7. If there is a professional event which is strongly attached to an Implementation workpackage, such as seminars for doctors on illnesses and treatments; should we represent it in the given implementation workpackage or should it be part of the communication workpackage? 8. How should I proof the work done joined to staff cost during the implementation period of FA? Should I use detailed time sheets? 9. Is it possible to employ a person and pay her/him staff cost from the project at the time of training period as well? As an example: I would like to employ a doctor from September from the project budget (staff cost) and he goes to a training/education program (from project budget) in the aim of having special treatments knowledge as well from September for a year. After that he will be able to work for our hospital dealing special treatments developed in the project. Is it possible to pay him staff cost during the whole time from project budget? 10. Is there a compulsory operational time for soft elements e.g.: screening as well? 11. What kind of partners should we involve as Associated Partners? Should they be professional institutes or a decision maker body on national level is more welcomed? 12. In case of a hospital in Hungary which is a public body, who should provide the Letter of empowerment? 13. Should we attach the construction plans which will be hand in for gaining a building permit with the Concept Note proposal? 14. Should we make a CBA as a proof of the well planned operation and maintenance of the developed Hospital? Can we plan net revenue after the implementation of the project?</p>	<p>1. A period of maximum 6 months is dedicated to the development of the Full Application, respectively to the Concept Note according to the Guide for Applicants for Flagship Projects. The implementaion period is set up by the applicant in the eMS. The implementation of the CN can start on the date of the Notification for approval, while concluding the subsidy contracts will be still running. 2. There is no need to send indicative offers with the Concept Note proposal. In the implementation phase you should respect the rules on eligibility of expenditures stipulated in the "Annex III. Programme general rules_eligibility of expenditure" from the Application package of the 2nd Restricted Call-31.05.2017. 3. There is no need to send indicative offers with the Concept Note proposal for expenditures below 2500 EUR. 4. Procurements shall comply with national regulations applicable at the time of the launch of tendering procedures and, irrespective of the amount or type of beneficiary, with the principles of transparency, non-discrimination and equal treatment.Eligibility of costs for purchase of equipment, services and work is subject to the full respect of national public procurement rules, according to the thresholds, and for the type of entities as defined in the national law besides the EU and programme rules. 5. The output indicator proposed measures the population having access to improved health services. This is a common output indicator measuring the population of a certain area expected to benefit from the health services supported by the project. It includes new or improved buildings, or new equipment for various type of health service (prevention, outpatient or inpatient care, aftercare). The indicator has to exclude multiple counting even if the intervention benefits more services targeting the same persons: one person still counts as one even if that person may use several services which were supported by Structural Funds. The population covered is counted based on the official service area of the given institution (from within the eligible area.) 6. In order to be eligible the costs have to be paid out at the latest in 30 days after the end of the project implementation period, but no later than 31 December 2023 and you can plan a project with an end date that extending beyond 31th December 2020. 7. If the events are strongly linked to an implementation workpackage than it should be represent in the given implementation workpackage. 8. The work of the project team members should be reflected in transparent and detailed time records/time sheets signed by the person claiming to have spent the hours working on the project and his/her supervisor. 9. A person can be paid from the bugetary line "Staff Costs" for the whole period when he/she is paticipating on a training or educational program if the training or educational program are directly linked to the project activities and contribute to the achievement of the output indicators. A person can be paid from bugetary line "Staff Costs" for the entire implemenation period if such amounts are budgeted. 10. There is no compulsory operational time for soft elements. 11. The Associated Partners must have relevant competence for the project in the first of all. In specific cases and based on sound justification, in addition to the Lead Applicant and Project Partners, Associated Partners can also be involved to support the implementation of the project, if their experience or field of competence constitutes an important input of added value for the project. The Associated Partners, have to be entities falling into one of the following categories: public bodies; public equivalent bodies; governed by public law;state-owned companies; non-profit bodies: non-profit legal body established under the private or public law, acting in the general public interest; European Groupings for Territorial Cooperation (EGTCs). 12.A letter of empowerment will be attached, where the annexes that should be signed and stamped by the legal representative of the lead applicant or of the applicant to which the annex refers (in case of annexes which should be annexed for each applicant) are signed by an empowered person. 13. Construction plans are not needed in the Concept Note phase. 14. A CBA is needed and is should be a part of the technical documentation in the FA phase. In the Application Form for the second phase (FA), the applicants shall mention if their project is revenue generating. Whereas the project's budget annexed to the Application Form shall not include the net revenue, net revenue shall be mentioned however, as potential, in the Application Form. In the implementation phase, a monitoring of the generated revenues shall be done throughout the implementation period of the project or for the next 3 years following the completion of the project. The net revenue generated during implementation of the project, resulting from sources of revenue not taken into account in determining the potential net revenue of the project, shall be deducted from the eligible expenditure of the project, no later than in the final payment claim submitted by the beneficiary. Where it is objectively not possible to determine the revenue in advance, the net revenue generated within three years of the completion of a project, or by the deadline for the submission of documents for programme closure, whichever is earlier, shall be refunded to the MA and/or to NA according to the ERDF and national state budget contributions.</p>
9	Ip 9/a	<p>The Entrepreneurship Development Foundation in Békés County would have a project proposal within the Investment Priority 9 / a - Investment in Medical Infrastructure, namely: Objective: Building a rehabilitation / training center. Type of project: strategic project Estimated budget: 6.5 million EURO HU partners: Leader partner: County Council (acquisition and placement of rescue devices - for example: defibrillators. Partner - hospital - (purchase of equipment by departments - according to needs assessment but involving at least 6 departments) BMVA - with responsibility for management, communication and PR activity. A professional professional NGO: compiling medical kits, organizing and executing training, building a rehabilitation center (or departments) Partner (s) RO: Responsibilities: training, purchasing equipment, creating a defibrillator application. Our questions are as follows: What do you think about the proposed project? Is the project eligible for funding as described? If you have any suggestions regarding this project we look forward to them.</p>	<p>First of all to in order to be eligible your project idea must comply all the eligibility criteria set out in the Guide for Applicants. From those described to you the idea of the project appears to be eligible.</p>
10	Ip 9/a	<p>I just have a few more questions about the Investment Priority 9/a Investing in health and social infrastructure: - purchasing of buildings is eligible under this Investment Priority? - buying a corporate apartment is an eligible expenditure under this Investment Priority? - building a corporate apartment is an eligible expenditure under this Investment Priority? - refurbishment of a corporate apartment is an eligible expenditure under this Investment Priority? - a parking place can be built within Emergency Center?</p>	<p>Under the Investment Priority 9/a Investing in health and social infrastructure: - costs related to the purchase of existing buildings are not eligible; - costs related to the purchase of corporate apartment are not eligible; - are not eligible to build a corporate apartment are not eligible; - costs related to refurbishment of a corporate apartment are not eligible; - costs of building a parking place are not eligible are not eligible as a standalone investment; Under the Investment Priority 9/a investment support for improving cross-border accessibility of health-care services through construction, upgrading / modernization of roads with cross-border impact will be provided, so in this conditions if you are upgrading/ modernizing such a road maybe a few parking places can be considerate. The scope of the projects supported under this IP and the related activities and actions will have to ensure the fulfilment of the output indicators: - population having access to improved health services; - number of health-care departments affected by modernized equipment.</p>
11	Ip 9/a	<p>We would like to ask you whether under priority investment no. 9 /a we can buy solar panels?</p>	<p>Costs related to acquisition of solar panels is eligible under Investment Priority 9/a as long as it is part of the new built / rehabilitated infrastructure and serves those health-care departments affected by the project and contributes to the fulfilment of project output indicators.</p>

12	Ip 9/a	<p>1. Costs with bank charges are eligible under the Interreg V-A Romania - Hungary Programme? We are actually interested about charges linked to bank transfers between the Romanian LP and the Partner from Hungary, because in the "Programme general rules on eligibility Priority Axis 1 - 6" we found that the charges for national financial transactions are not eligible. And if so, under which budget lines should we include them?</p> <p>2. After signing the Subsidy Contract for the Concept Note we understand that we can get an advance. What is the percentage of this advance?This advance is granted in a foreign currency (ERDF funds) or in ROL from the State Contributio dnrawn from the state budget?</p>	<p>1. At the bugetary line "Office and administrative expenditure" costs related to bank charges for opening and administering the account or accounts where the implementation of an operation requires a separate account to be opened and charges for transnational financial transactions are eigible and can be budgeted.</p> <p>2. After the Subsidy Contract for the Concept Note is signed an advance may be granted up to a maximum of 60 % from the State Contribution drawn from the state budget in ROL.</p>
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