

New Energy Solutions Optimised for Islands



EUROPEAN ISLANDS FACILITY

D7.6: Report from islands staff coaching (first part)

Authors: R2M Solution



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Annex A. Energy Planning Webinar Q&A

The main questions and exchanges from the Webinar on Energy Planning were:

Q1. What are in your opinion the most useful tools for the identification of energy transition actions to be inserted into energy planning documents?

A1.1) Makis Kartalidis - Research Associate at Centre for Research & Technology Hellas (CERTH): *I think even though it's not a tool it's the user participation, the stakeholder engagement and all the discussions with the locals like participatory process. I think it's the most important thing for energy transition in order to identify all the actions that are needed. The participation process helps identify the willingness of the people or know what they want to invest in as a community or as an individual.*

A1.2) Daniele Enea - Ricercatore presso (ENEA): *I can consider that I had two experiences with small islands: the one with the straight Port Authority system and the one with the drafting of the CETA for the island of Salina. In these two cases I consider that the knowledge of the context is really important. Especially in Italy there is a very high attention on the respect of the architectural context. Just before identifying the energy transition actions the knowledge of the context is fundamental. Concerning possible tools, as Makis said the involvement of the stakeholders is really important: even if some actions could be possible, what citizens think about these actions is also fundamental. Before introducing an action, sharing the choice with the local population is really important, in the way just to have the door open for the application of the energy planning documents. In terms of IT tools, some are being or have been developed in the context of different EU-funded projects on islands (INSULAE and IANOS projects for instance) and not specifically on islands (MUSE-GRID project coordinated by RINA Consulting for instance): we have developed an interesting tool to match the demand of energy and the potential sustainable supply in terms of renewable sources in order to minimise the overall energy demand, greenhouse gas emissions and energy supply costs. They are useful tools to carry out energy planning on islands.*

Q2. Who are the key stakeholders to be engaged in Island energy transition planning?

A2.1) Petros Markopolous - Energy Consultant at DAFNI Network: *I will focus on mobility aspects. We can see that from the transition to e-mobility and clean transport, there are many stakeholders that are heavily affected, especially for islands where we have small, closed economies. When a significant part of the local economy is negatively affected, it can be an obstacle to the transition, create delays, create a political discontent and so on. Especially for small communities, it's not easy to manage and usually leads to stalling the projects. Especially regarding mobility and islands, there are a lot of tourism-related activities that are connected with mobility: local rental car businesses, local*



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transportation businesses (bus, taxi drivers), gas stations, etc. It is very important to be in close cooperation with all these professions and give them incentives to carry out the transition also in their activities, for example to turn to electric vehicles. It's also very useful to apply business models that are participatory such as the energy communities where all these players can invest together to a new legal entity that is responsible of handling the mobility on the island probably as a service. That would be the optimal scenario, so that the municipality together with all these stakeholders create a new entity and they manage the next steps all together. They also plan in advance all together and it's also important to work with other tourism-related activities like restaurants and hotels who can also offer for example charging infrastructure or bikes that provide incentives to their customers to use alternative mobility tools and so on.

A2.2) Vedran Kirincic - Assoc. Professor, PhD Faculty of Engineering, University of Rijeka (Croatia): *I agree with Petros, the transport sector is one of the sectors in the energy transition. We have to consider these people that have multiple roles on islands either their professional or also private roles. In this sense we have to recognize somehow the community on the island and to connect with them. In first phase the decision makers who can push these projects forward who can help us to start some pilots to translate our ideas into concrete projects. Then all those in various organizations such as Public Utilities and other public companies. For instance, on the island of Krk there is a public company focused on making the island smart, they install different various technologies for smart grid, for renewables and so on. Also many entities from civil sector might be quite important because they are somehow bridge between those public companies and private sector. Also from my side it's important as I already said to engage citizens because they would be the ones who'd get the most benefit from the transition and they should definitely support the all the actions; otherwise it would be imposed on them and we won't get the wanted effect: they have to somehow embrace this transition to try to find some business models that would be useful for them as Petro said, either by participating in some mobility as a service scheme or investing in community power plant or wind power plant. In this sense they have to be able to connect their activities with this new processes on the island, this would be the best approach for being successful in energy transitions; otherwise we would also end by having wishful thinking in terms of energy planning to have all these developed documents but without a true effect.*

Q3. How to facilitate the access to finance at the planning stage?

Luigi Laterza - Consultant at SINLOC Spa: *Of course planning the next activities is indeed key to also have a higher possibility to access funding after the planning stage but even shortly after because what we've seen is that of course talking from an investor's point of view the funding is awarded to the project and not to the plan. Plans set specific targets to reach in the long term but also in the short term and it's important that those targets are later on transposed into actions. It's key to understand which investment the promoter should focus on first: it can be e-mobility, or heating, or anything depending on the context and on the activities of the island and other local factors. One aspect that we've learned, given that the funding is mainly from European sources but also from national programs, in many cases the project promoters may not be ready when the funds will be made available. When the project calls are open, it's important after shortly the*



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plan has been set to keep working on the project to have it ready even before the funds are made available. This way, when this happens, the project will already be there, and the submission would be easier and also the probability of getting the funds will be higher because there will have been more time to study in detail the project and its impacts. For example, in Italy with the National Recovery and Resilience Plan (not only related to energy), in most of the cases there has been a very short time span (maybe a couple of months or even less) to submit the projects and that many beneficiaries were not ready with the project to be submitted yet. So it's very important that the plan also specifies the aspects related to the immediate work that should be undertaken after the plan is ready so in a way that the work to clarify the investment can start: when the funding options are ready then the projects could apply more easily.



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Annex B. e-Mobility Webinar Q&A

The main questions and exchanges from the Webinar on E-Mobility were:

Q1. What are the main challenges/boosters for the replication of this type of project?

A.1) Salvatore Capri (AMTS): *The main challenge was the adaptation of our service program to the new requirements of the full electric buses in terms of replication boosters such as the funding program by the Ministry of Sustainable Infrastructure and Mobility. This program assigned almost 80 million euros to the city of Catania for renovation of the public transport fleet and relevant infrastructures, and it will allow within 2026 to buy more than 100 full electric buses and more than 20 hydrogen buses. Therefore, we will need to apply the lessons learned about the operational constraints of electric buses to the oil service and we will need to add the portable shelters for the new energy requirements which peak at 15 megawatts of power.*

A.2) Vasiliki Palla (CERTH): *Generally, the boosters emerge from the positive implementation experience of the project.*

- *The technology adopted is considered a mature solution, as similar interventions are widely implemented at the island level. In the case of Tilos, a PV system is operating through a net-metering scheme that provides energy to the three EV charging stations on the island. Thus, the replicability potential of the project, in terms of technology, is high.*
- *Another important factor that increases the replicability potential of the project is the fact that the local community has welcomed the actions taken regarding the electrification of Tilos' mobility sector. A part of the municipal fleet is electrified and covers the transportation needs of the local population (via the operation of an E-bus) during winter and summer periods, resulting in a high level of social acceptance as the project is beneficial for both residents and visitors. The project has a generally social character, which is reflected in the multiple benefits to the local community. Apart from the operation of the E-bus, the excess energy from the PV installation is exploited for other social purposes too. It provides electricity to the street lighting facilities of a central pedestrian road in Livadia (a central residential settlement hosting the port of Tilos) and also covers the energy needs of the municipal building on whose rooftop it is placed.*
- *Another important factor is that one of the three charging stations is housed in an information kiosk located in Livadia. The aim of the information kiosk is to update both locals and visitors on issues relevant to the energy transition aspects of the island, promoting even more the social character of the project. The access of both locals and visitors to the information kiosk encourages their participation in the project and increases its replicability as well. The creation of a complete toolkit for the development of PV portfolios in non-interconnected islands (NIs) in Greece will also increase the replicability of the project on other islands. The know-how gained, the clarification of the procedure to be followed, as well as the appropriate documentation needed in legislation and funding contexts in order to secure the necessary funds, could guarantee the high replicability of the project*



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and can be adjusted according to the needs of each electric system, making the solution highly investable.

However, there are constraints that one should consider regarding the sector of electromobility at the island level. The following constraints are lessons learned from the implementation of the project and will contribute to its replicability potential.

- *The bus trips in the winter may differ from the summer trips. In the case of Tilos, during the summer period, there are more destinations added to the everyday trips of the e-bus, and thus the charging hours are increasing. There is a beach site (Eristos Beach) and an abandoned village (Mikro Chorio Village) that, in the summer period, are added to the daily routes of the E-Bus. Thus, the scheduling of the charging times must be done properly in order to meet the changing needs of the E-bus both in the summer and winter periods.*
- *Moreover, the increase in population during the summer, due to tourist flows increases transportation needs. This is something that has to be considered in order to properly schedule the frequency of the trips as well as the charging hours of the E-bus. At this point, it is worth mentioning that on the island of Tilos, there is a recycling plant operating in an isolated area thanks to a private initiative. The daily distance that the trucks have to cover in order to collect/distribute the material to be recycled is quite large, as the facilities are located in an isolated area of the island. During my last visit to Tilos this summer, I had a conversation with an employee, who told me that they consider adopting electromobility as a solution for the operation of the truck covering these large distances in order to reduce the carbon footprint on the island. This example is worth mentioning as a potential solution like that, which is generally welcome, could affect the capacity of the EV chargers installed on the island as the corresponding energy needs increase. Therefore, it would be useful to investigate all the future projections in order to cover the needs of the island.*
- *Another important parameter that could negatively affect the level of replicability is the adequacy of space for parking facilities for the EVs. In the case of Tilos, the EV facilities (parking and charging) are located in a central spot near the port. The road network as well as the general geographical condition of the island are favourable, allowing the development of EV charging spots and parking areas without any specific difficulties or limitations. However, other islands possessing different geographical conditions (slopes, higher elevations, etc.) must consider and properly design the EV facilities to overcome the potential limitations.*

Moreover, a lesson learned from the implementation of this project, which will also contribute to the successful replication of this project in other islands, is related to the climate in coastal areas, as the humidity levels appear to be high. The combination of moisture in the air and the high levels of salinity (slat spray) affects the components, the cabling, and the overall efficiency of the system. Thus, the chosen equipment needs to have strict anti-corrosion and protection levels, and the implementation of anti-corrosion materials and techniques must be applied in order to prevent corrosion phenomena.



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What I would highlight, regarding the potential barriers in terms of the replicability potential of the project Tilos would be:

- *Increase in population during the summer, thus transportation needs (impact on charging hours / technical)*
- *More destinations to be reached during the summer (impact on charging hours / technical)*
- *Availability of EV parking facilities and accessible EV charging spots (geographical limitations / design)*
- *Forecasting the future use of the EV facilities in order to avoid a potential mismatch between supply and demand (sizing)*
- *Apply anti-corrosion measures (technical)*

Q2. Who are they key stakeholders to be engaged in e-mobility projects?

2.1) Giorgio Bonvicini (RINA): *Let me first highlight how much e-mobility relates to the other topics we are working on in NESOI, especially energy planning which was the focus of a previous webinar and renewables which will be the focus of a future webinar. To shape the energy transition of an island city, it's important to account for green e-mobility being fed with electricity from renewable sources. Especially for the case of electric buses like in Catania, the energy company and distribution system operators (DSOs) need to be engaged at the project onset, to collect information regarding the status of the grid and the availability of the electrical power required at the depot or at the charging station. When we refer to public transport, we must consider a very high number of buses charged at the same time and this requires the availability of high power independent from the storage location. The chargers can be installed at either the depot (with high power) or along the travel route (with even higher power requirements to guarantee fast charging operation). The availability of power strongly influences the feasibility of the project and the profitability of the project. If this high power is not available, additional investment costs are needed to adapt the grid and the electrical solutions with reference to installation of new renewable power plants by the DSO and the national energy company to check the availability of net metering.*

A2.2) Eustathios Kontos (Tilos Municipality): *In Italy the municipality will typically lead e-mobility energy transition projects. In Tilos we use the University of West Attica for consulting, but all the procurement and charging stations will be managed by the municipality. For environmental issues, involvement with the national power distributor is required for the net metering, especially for projects over 100 kilowatts because at night when people are sleeping the charging demand is higher. Our island is investigating e-mobility solutions but charging stations are required before EVs can be purchased. This intent has triggered interesting discussions, especially when considering the project replicability. Therefore, for answering the question about key stakeholders to engage for e-mobility projects, we clearly see two different situations between Italy and Greece.*



Annex C. SST recruitment and contracting

C-1. The call for guests

The NESOI SST guests have been selected through a two-month **open call** process accessible via the NESOI platform. The call for guests was open from 31/10/2022 to 30/12/2022. A specific EU Survey **online form** was developed to receive applications:

Disclaimer
The European Commission is not responsible for the content of questionnaires created using the EUSurvey service - it remains the sole responsibility of the form creator and manager. The use of EUSurvey service does not imply a recommendation or endorsement, by the European Commission, of the views expressed within them.

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The NESOI Short Study Tours are 3 unique opportunities to develop your knowledge and network onsite and meeting in person experts and professionals carrying similar energy transition projects as the ones you are carrying out and/or supporting on your island.

Selected participants will receive a lump sum compensating their transportation and accommodation costs.

Full information about the study tours (programme, funding, eligibility and selection criteria) is available in the [Guidelines for Applicants](#).

General Data of the Candidate

* Name and Surname

50 character(s) maximum

0 out of 50 characters used.

* Email

* Gender

- Female
 Male
 Non-binary

* Organisation

50 character(s) maximum

0 out of 50 characters used.

Department in the organisation

50 character(s) maximum

0 out of 50 characters used.

* Position occupied

50 character(s) maximum

0 out of 50 characters used.



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* Employment status

- Permanent employee
 Temporary employee
 Free-lance

* Description of the role in the organisation

200 character(s) maximum

0 out of 200 characters used.

* Island(s) you represent

100 character(s) maximum

0 out of 100 characters used.

* Country

100 character(s) maximum

0 out of 100 characters used.

Curriculum of the Candidate

* Total number of years of work experience

2 character(s) maximum

⚠ 0 out of 2 characters used.

* Number of years of experience in the energy field

2 character(s) maximum

⚠ 0 out of 2 characters used.

* Highest degree obtained

100 character(s) maximum

0 out of 100 characters used.

* Description of education background

1000 character(s) maximum

0 out of 1000 characters used.

* English language skills, from A1 to C2, level according to CEFR

- A1 - Beginner
 A2 - Elementary English
 B1 - Intermediate English
 B2 - Upper-Intermediate English
 C1 - Advanced English
 C2 - Proficiency English

Additional language(s) spoken (non-mandatory)

100 character(s) maximum

0 out of 100 characters used.



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* Description of personal experience in the energy sector and specifically on islands' energy transition

2000 character(s) maximum

0 out of 2000 characters used.

Relevance of the Candidate for the NESOI Short Study Tour

NESOI Short Study Tour of Interest, indicate up to 3 study tours in order of preference (drop-down list)

	STT1 Topics: Energy Community & e-Mobility When: 6-10 March 2023 Hosts: DAFNI & Astypaleia Municipality Where: Astypaleia (Greece)	STT2 Topics: Decarbonization of ports and boats When: 27-31 March 2023 Host: The Port Authority of Messina Where: Sicily (Italy)	STT3 Topics: Green H2 & Marine renewable energies When: 8-12 May 2023 Host: The European Marine Energy Centre Ltd (EMEC) Where: The Orkney Islands (Scotland/UK)
• Favorite choice	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Second choice	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Third choice	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* Key reference projects completed by the organisation in the energy transition field

2000 character(s) maximum

0 out of 2000 characters used.

* Projects planned by the organisation for the energy transition of the island

2000 character(s) maximum

0 out of 2000 characters used.

* Expected impact of the participation to the study tour on the future projects of the organisation and the candidate for island energy transition

2000 character(s) maximum

0 out of 2000 characters used.

Additional comments supporting the application

2000 character(s) maximum

0 out of 2000 characters used.

Attachment

* Please upload the letter of support from the organisation (mandatory, based on a suggested template)

Select file(s) to upload

Suggested template for the letter of support from the organisation

[NESOI EPAMUS STT - Letter of support from the organisation.docx](#)



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Submit

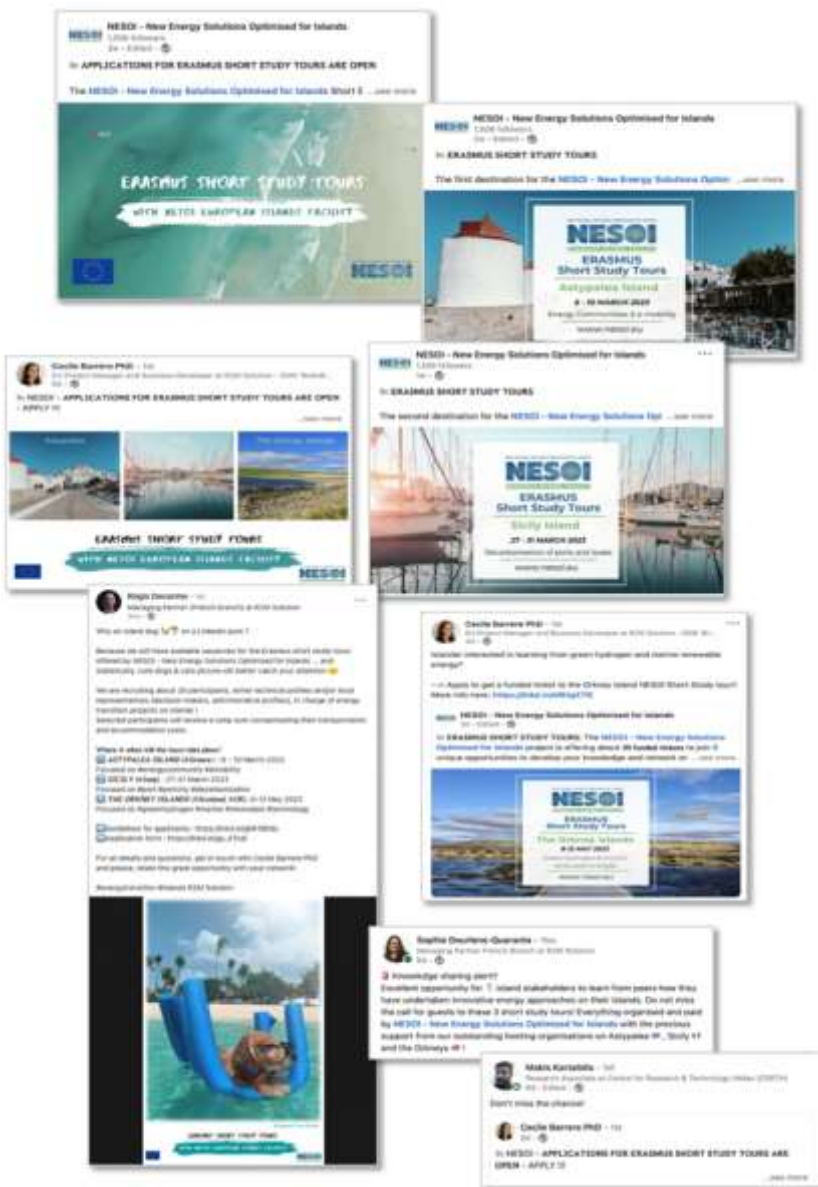
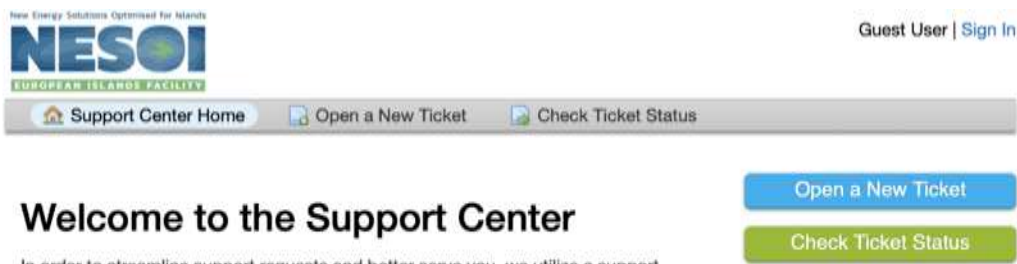


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A helpdesk was set up to answer questions from potential applicants.



The call for guests was heavily promoted through different channels. Firstly, through NESOI website, social media and newsletters; partners' social media and individual accounts were also used to maximise the impact of the communication campaign (see next page). Secondly, through direct contacts with NESOI beneficiaries, involving NESOI technical assistance project managers and other NESOI partners: a specific effort was done by all consortium partners in order to promote the call for guests as much as possible amongst EU islands stakeholders. As a result, more than 100 relevant stakeholders were directly contacted by phone or e-mail by different NESOI partners.

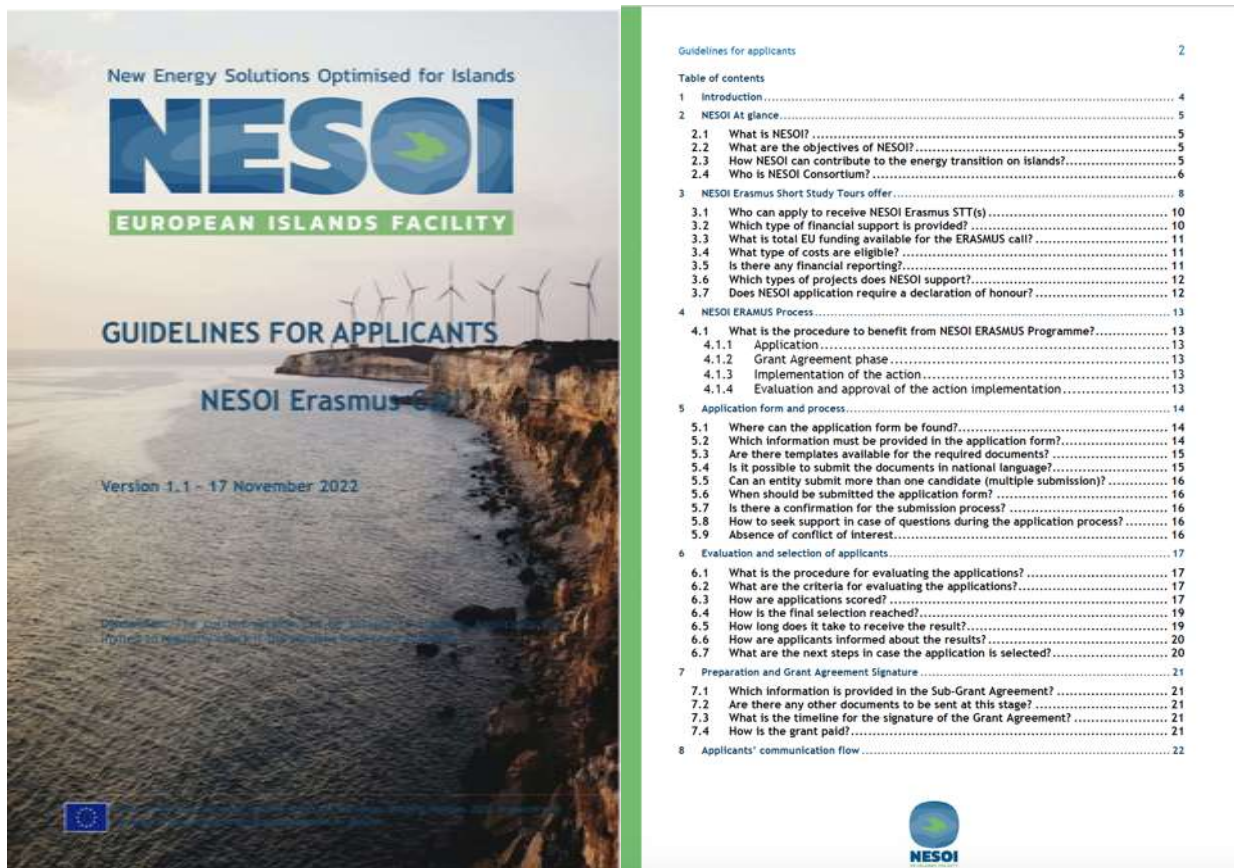


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C-2. NESOI Guidelines for applicants

Guidelines for applicants were prepared by the consortium partners and were made available [online](#). The document clarifies the context and offer of the Erasmus Short Study Tour Programme. It also details the selection process and the grant agreement signature process.



In order to comply with the needed transparency and ensure equity during the treatment of the applications received, the following selection process in 3 steps has been set-up. RINA coordinated this selection process.

C-3. Three-step guest selection process:

1. All received applications through the NESOI web application within the deadline were collected and pass through a first screening and eligibility check aimed at identifying potential macroscopic inconsistencies and errors before sending proposals to the evaluation phase.
2. Each proposal was sent to three different evaluators who assessed independently all the proposal sections. Each evaluator received the whole proposal package and carried out the assessment in a maximum of two working weeks. Each evaluator first assessed the structure and contents of the proposal and highlighted any relevant error or gap against required content.



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3. All the evaluators inserted the outcomes of their independent evaluation into a database and once all the evaluators had submitted these evaluations a comparison of the scores was performed and discussed if the difference is more than 1.0 point. After this, the average marks were calculated, and proposals were ranked according to the total score obtained.

C-4. Selection criteria

The criteria of selection should have led to the selection of guests with a high replication potential.

The criteria used to evaluate the applications are:

- Curriculum of the Candidate - when analysing this section, evaluators specifically assessed the:
 - Education background.
 - Work experience.
- Relevance of the Candidate for the NESOI Short Study Tour - When analysing this section, evaluators specifically assessed the:
 - Past projects of the organisation.
 - Future plans of the organisation.
- Impact of the training on the organisation and candidate (based on the relevance)
 - When analysing this section, evaluators specifically assessed the robustness and level of ambition of the expected impacts.

Only proposals submitted through the NESOI web application and written in English were accepted and evaluated. Only applications from eligible beneficiaries and islands were evaluated. Moreover, to be evaluated, the application should have fulfilled the following sections according to the instructions included in the application form.

C-5. Application scoring

Each application evaluation output is a score. The first step was the independent assessment by single evaluators. Each evaluator scored the proposal with a mark from 1 to 5 (with 0.5 resolution) on each of the three areas of evaluation:

- Curriculum of the Candidate.
- Relevance of the Candidate for the NESOI Short Study Tour.
- Impact of the training on the organisation and candidate (based on the relevance).

Following the approach adopted in the evaluation of Horizon 2020 project proposals, the marks were to be given according to the following equivalences:



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In order not to disqualify the proposal, for each evaluator the minimum scoring thresholds were:

- 2.0 (included) for individual areas of evaluation;
- 9.0 (included) for the total score calculated as the sum of the scores given for the four areas of evaluation.

Attachments (if any) were subject to direct evaluation but were analysed by the evaluator as supporting documents to the core part of the proposal.

Each evaluator inserted the outcomes of his/her evaluation (mark from 1 to 5 with 0.5 resolution) for each of the three areas of evaluation and total mark out of 15 (resulting from the sum of the three marks) into a database. The marks given by other evaluators were not visible until the evaluation was completed by all evaluators.



C-6. Discussion among evaluators when needed

The database created for proposals evaluation purposes compared marks given by different reviewers and in case marks given by different reviewers in more than one area of evaluation differed by more than 1.0 from the average mark, the database highlighted the proposal as needing discussion.

For each proposal requiring discussion among evaluators, a conference call having a maximum duration of 30 minutes was organized through a suitable platform and involved all the three evaluators.

Each evaluator explained the reasons for the given mark and discussion took place with the aim of agreeing on the most suitable mark.

Minutes of the meeting were taken and correction of the given marks were, when needed, done directly in the Microsoft Access® database during or right after the discussion session. The updated marks provided the ranking elaboration.

C-7. Ranking

After the completion of the evaluation of the received proposals, the average marks for the creation of the ranking were calculated. For each proposal and each area of evaluation, an average mark was calculated as the arithmetic average of the marks given by the three evaluators. Average marks were calculated with two decimals and rounding was applied according to the following rules:

- values with decimals up to 0.24 were rounded to the lower integer number;
- values with decimals from 0.25 to 0.74 were rounded to the lower integer number plus 0.5;
- values with decimals between 0.75 and 0.99 were rounded to the higher integer number.

The total mark was then calculated as the sum of the average marks obtained in the three areas of evaluation and therefore had a maximum value of 15. The ranking was formed by ordering all the received proposals by descending total score. As mentioned above, proposals with a score lower than 9.0 was disqualified and did not receive NESOI support.

If two applications were ranked equally according to these criteria, the first application to be presented to the NESOI Online Application Form was given precedence. If this latter criterion was not enough to rank the applications, and only one of the applications could be selected, a draw before a public notary would be held. If on the other hand both applications would have been selected (or not selected), no precedence was given and the two projects were ex-aequo.



C-8. Contracting with guests

The guidelines also describe the process leading to the signature of a sub-grant agreement clarifying when and how the winning applicants would receive the money supporting their participation to the Erasmus Short Study Tours.

C-9. Which information is provided in the Sub-Grant Agreement?

First, an exchange aiming at fulfilling all the legal requirements between the beneficiary and European Islands Facility NESOI was engaged. It set out the terms and conditions of the relation between the beneficiary and European Islands Facility NESOI.

A Sub-grant agreement model in English, not negotiable, had to be signed. The timeline for the preparation and signature of the Sub-Grant Agreement was one (1) month starting from the date after receiving the decision about their selection for the NESOI support.

The sub-grant agreement preparation covered technical, legal, and financial as well as other relevant aspects of the proposal based on the results of the evaluation. Upon finalisation, the grant agreement was sent to the beneficiary for signature.

The following documents needed to be provided during the Sub-Grant Agreement Preparation:

1. Legal Entity Form (Beneficiary): The Legal Entity form for the awarding of NESOI funding and support. An editable form could be downloaded in all EU languages from the following website: https://commission.europa.eu/funding-tenders/procedures-guidelines-tenders/information-contractors-and-beneficiaries/forms-contracts_en.
2. Financial Entity Form (Beneficiary): Financial Identification form to communicate the banking coordinates necessary to the authorization of payments from the EU.
3. Declaration on Honour on exclusion criteria and selection criteria
4. Copies of an official valid proof of identity (ID-card, Passport) from the selected candidate.
5. As well as any other supporting document that NESOI deemed necessary for the Sub-Grant Agreement Preparation.

To access the payment, selected beneficiaries had to sign every day (3 day-event) the NESOI attendance sheet that was provided there during the NESOI Short Study Tour. The person attending the NESOI Short Study Tour had to be the same candidate depicted in the Sub-Grant Agreement, as well as in the Application Form. Payment was made directly to the organisation of guests attending the NESOI Short Study Tour, not to the natural person.





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