

Part III.8 – Supplementary Information Sheet for the notification of an evaluation plan

Member States must use this sheet for the notification of an evaluation plan pursuant to Article 1(2)(a) of Regulation (EU) No 651/2014¹ and in the case of a notified aid scheme subject to an evaluation as provided in the relevant Commission guidelines.

Guidance for the preparation of an evaluation plan is provided in the Staff Working Document “Common methodology for State aid evaluation”².

1. Identification of the aid scheme to be evaluated

1) Name of the scheme:

Directive on the promotion of light and heavy-duty vehicles with alternative, climate-friendly propulsion and related refuelling and recharging infrastructure for electric commercial vehicles (pure Battery electric vehicles, externally chargeable hybrid electric vehicles and fuel cell vehicles)

2) Does the evaluation plan concern:

- a) a scheme subject to the evaluation requirement under Article 1(2)(a) of Regulation (EU) No 651/2014.
- b) a notification to the Commission pursuant to Article 108(3) of the Treaty on the Functioning of the European Union Scheme.

3) Reference of the scheme (to be completed by the Commission):

4) Please indicate any *ex ante evaluations* or impact assessments carried out for the aid scheme, as well as *ex-post evaluations or studies already existing for predecessor schemes* or similar schemes. For each of these studies, please list the following information: a) brief description of the objectives, methods used, results and conclusions of the study and b) specific challenges that these evaluations and studies may have faced from a methodological point of view (e.g. availability of data) relevant to the assessment of the current evaluation plan. If applicable, please indicate any relevant areas or topics identified in previous years

Evaluation plans are not taken into account and in your opinion should be taken into account in the current evaluation. Please provide the summaries of such evaluations and studies in

¹Commission Regulation (EU) No 651/2014 of 17 June 2014 establishing the Compatibility with the internal market of certain categories of aid in application of Articles 107 and 108 of the Treaty on the Functioning of the European Union (OJ L 187, 26.6.2014, p. 1).
²SWD(2014)179 final of 28.5.2014.

annex and, when available, the internet links to the documents concerned:

No ex ante evaluations or similar types of studies have been carried out so far in relation to the aid scheme to be evaluated here.

2. Objectives of the aid scheme to be evaluated³

2.1. Please provide a description of the aid scheme specifying the needs and problems the scheme intends to address and the intended categories of beneficiaries (e.g. size, sectors, location, indicative number):

Commercial vehicles, in particular in EC vehicle categories N2 and N3, are currently almost largely driven by diesel engines in Germany, leading to comparatively high CO₂ emissions. Car models with climate-friendly drives are currently available on the market mainly for small commercial vehicles (N1) or in small series or as prototypes. These – and the related refuelling and recharging infrastructure – are also subject to high additional investment costs. Consequently, the situation in the market for commercial vehicles with climate-friendly drives is characterised by low demand, low model supply and high vehicle prices. The approval of these guidelines issued by the European Commission on 22 July 2021 also states that the market for climate-friendly commercial vehicles is currently unable to achieve an efficient result in terms of climate objectives on its own (presentation of a market failure). In such a case of market failure, State intervention through aid can increase the efficiency of markets and thus contribute to the development of an economic activity.

Against this background, support measures for the market uptake of climate-friendly commercial vehicles are implemented under the KsNI Directive. The fundamental objective is to trigger a stronger market demand for such vehicles, thereby indirectly increasing their supply-side availability on the market. More specifically, the aid scheme allows for investment aid for the following three types of funding:

1) Support for additional investment expenditure for the purchase of vehicles with climate-friendly propulsion systems or the retrofitting of conventional vehicles.

The aid shall not exceed 80 % of the price difference between a commercial vehicle with a climate-friendly propulsion system and a comparable conventional diesel model. The eligible costs are the net extra costs of the investment in the climate-friendly alternative.

2) Support for investment costs for refuelling and recharging infrastructure for electric and hydrogen fuel cell vehicles. The aid intensity shall not exceed 80 % of the investment costs. The charging infrastructure may be made available to interested users. In this case, access must be granted on non-discriminatory and transparent terms. A grant for infrastructure procurement can only be granted if, at the same time, provision is made

³This section provides a general description of the objectives; and Eligibility rules of the scheme. It is also designed to help assess how the eligibility and exclusion rules of the scheme may be used to identify the effectiveness of support. In some cases, the precise eligibility rules may not be known in advance. In those cases the best available expectations should be provided.

for the purchase of at least one commercial vehicle with climate-friendly propulsion.

- 3) The promotion of feasibility studies to study the construction or other conditions of fleet retrofitting towards climate-friendly commercial vehicles. The maximum amount of funding is 50 per cent of the cost of producing the studies.

Support is provided as project support through part-financing and is open to private-law enterprises, municipal undertakings and corporations and public-law institutions and registered associations of all sectors, regardless of their size. The grant will take the form of a non-repayable grant. The grant is awarded as part of calls for funding to be published on a regular basis. The application procedure is one-stage. The applications are in competition with each other and the expected CO₂ savings, taking into account the planned annual mileage and vehicle weight, is the key competitive criterion.

The support programme is managed by the Federal Ministry of Digital and Transport (BMDV). As project promoter and granting authority, the Federal Office for Goods Transport (BAG) is involved. The additional requirements arising from the conceptual design and the scientific and technical monitoring of the funding guidelines are also met by the National Organisation for Hydrogen and Fuel Cell Technology (NOW).

- 2.2. Please indicate the objectives of the scheme and the expected impact, both at the level of the intended beneficiaries and as far as the objective of common interest is concerned:

General objectives: The measure primarily pursues the objective of environmental protection. Specifically, the aim is to reduce CO₂ and pollutant emissions from road freight transport by promoting the procurement of commercial vehicles with climate-friendly drives. The aid is therefore intended to contribute to the achievement of national and European CO₂ emission reduction targets.

Specific objectives: The specific objective of the aid scheme is to help stimulate market uptake or market activation for alternative powered commercial vehicles.

See also attached Annex 4 – Evaluation Plan, point 2.

- 2.3. Please indicate the possible negative effects on the beneficiaries or on the economy in general that could arise directly or indirectly from the aid scheme⁴.

- The support will only be able to cover a small part of the need for climate-friendly commercial vehicles.
- As a result of prioritisation according to the set criteria, capping limits and limited funding, not all applicants can be funded.
- The aid may not be taken into account because the vehicles are not delivered by the manufacturers in good time or have become significantly expensive even before they are ordered, so that the support already granted is no longer sufficient to cover the additional costs.
- where applicable, deadweight
- Exceeding cost neutrality constitutes an advantage for aided undertakings. This is countered by the ongoing price monitoring by the grantor and the granting authority.

- 2.4. Please indicate (a) the planned annual budget of the scheme, (b) the planned duration of

⁴Examples of negative effects would be disadvantages caused by the aid scheme on: regional or sectoral level or crowding out private investment.

the scheme⁵, (c) the aid instrument(s) and (d) the eligible costs.

See also Annex 1 – covering letter, points 4 and 5.

The total budget of the aid scheme at the time of notification was EUR 507.5 million, financed by the federal budget. The average annual budget at the time of notification was EUR 145 million.

Point (b) The original Directive expires on 31 December 2024. The Federal Government intends to implement the Funding Guidelines for a further two years – by 31 January. December 2026 – to be extended.

Sub (c) non-repayable grant

Re d) The measure provides for a pro-rata support for additional investment expenditure for the procurement of alternative commercial vehicles (and corresponding refuelling and recharging infrastructure as an annex to vehicle promotion). Support will also be provided for the production of studies and analyses on the use of commercial vehicles with alternative powertrains (feasibility studies).

- Vehicles: The eligible costs are the additional investment expenditure of an alternatively operated vehicle compared to a conventionally operated vehicle (reference technology) that would have been procured under the same conditions in the absence of the corresponding support.
- Infrastructure: The eligible costs for the procurement of refuelling and recharging infrastructure shall be the project related expenditure.
- Studies: The eligible costs are the project-related expenditure for the preparation of the environmental study.

The aid intensity amounts to 80 % of the extra investment expenditure for vehicle procurement (as an annex also for the procurement of infrastructure) and 50 % of the cost of producing feasibility studies.

2.5. Please provide a summary of the eligibility criteria and the methods for selecting the aid beneficiaries. In particular, please describe the following: (a) the methods used for selecting beneficiaries (e.g. such as scoring), (b) the indicative budget available for each group of beneficiaries, (c) the likelihood of the budget being exhausted for certain groups of beneficiaries, (d) the scoring rules, if they are used in the scheme, (e) the aid intensity thresholds and (f) the criteria the authority granting the aid will take into account when assessing applications:

The beneficiaries of the aid are private companies, municipal undertakings and corporations, public-law institutions and registered associations. In the area of vehicle financing, leasing or rental companies may also be applicants for aid, provided that they pass on the aid received in full to their customers and that the aid is explicitly indicated in the leasing agreement.

⁵Aid schemes within the meaning of Article 1(2)(a) of Regulation (EU)

No 651/2014 shall no longer fall within the scope of that Regulation six months after its entry into force. Having assessed the evaluation plan, the Commission may decide to extend the application of the Regulation to such schemes for a longer period. Member States are invited to precisely indicate the intended duration of the scheme.

The funding shall be awarded on the basis of competitive, non-discriminatory, transparent and open tender procedures carried out in calls for funding to be published on a regular basis. The key competitive criterion here is the expected CO2 reductions taking into account the planned annual mileage of the vehicle. Not all applications can be considered. In order to strengthen the competitive component of the application process, a so-called minimum level of ambition has been introduced. This includes a dynamic threshold for a minimum CO2 emissions saved per support euro. Applications falling below this threshold will not be considered.

Sub b) The maximum funding currently amounts to EUR 15 million per beneficiary and per calendar year. The ceiling for the maximum amount of aid is to be increased in future and set per call for funding. See also Annex 2 – Updated text of the funding guidelines, point II.)

Sub (c) The Funding Guidelines do not provide for separate groups of beneficiaries.

The minimum level of ambition described above

Re e) currently EUR 15 million per applicant per year

On (f) see reply to (a)

2.6. Please mention specific constraints or risks that might affect the implementation of the scheme, its expected impacts and the achievement of its objectives:

- Transfers of funds due to delivery delays may also not be possible for budgetary reasons
- Deadweight (funding goes to companies that do not need it at all)
- Insolvency of the beneficiary

3. Evaluation questions

3.1. Please indicate the specific questions that the evaluation should address by providing quantitative evidence of the impact of aid. Please distinguish between (a) questions related to the direct impact of the aid on the beneficiaries, (b) questions related to the indirect impacts and (c) questions related to the proportionality and appropriateness of the aid. Please explain how the evaluation questions relate to the objectives of the scheme:

See also attached Annex 4 – Evaluation Plan, point 3.

Evaluation of the general objectives

F1: Has there been a reduction in CO2 emissions from road freight transport for hire or reward in Germany? (**indirect impact**)

F2: Was the KsNI aid responsible for this reduction in CO2 emissions? (**direct impact**)

Evaluation of the specific objectives

F3: Has the KsNI aid led to an increase in demand for commercial vehicles with climate-friendly propulsion systems within the meaning of the funding guidelines and

refuelling/charging infrastructure? **(indirect impact)**

F4: Has the KsNI aid resulted in supply-side changes in the markets for commercial vehicles with climate-friendly drives and refuelling/recharging infrastructure? **(indirect impact)**

Evaluation of the effects on competition and proportionality of the aid

F5: Is the level of KsNI aid appropriate, i.e. has the objective of cost neutrality between supported climate-friendly vehicles and unsupported conventional vehicles been achieved? **(Adequacy and appropriateness)**

F6: Has the KsNI aid measure unduly strengthened or weakened the competitive position or market power of certain categories of beneficiaries? **(direct impact)**

F7: Was the most effective aid instrument chosen? Would there be other State aid instruments or types of measures were more appropriate to achieve the objectives pursued? **(Adequacy and appropriateness)**

F8: How is the cost-effectiveness of the KsNI aid measure to be assessed, i.e. how is the relationship between impact and resources spent? **(Adequacy and appropriateness)**

4. Result indicators

4.1. Please use the following table to describe which indicators will be built to measure outcomes of the scheme, as well as the relevant control variables, including the sources of data, and how each result indicator corresponds to the evaluation questions. In particular, please mention (a) the relevant evaluation question, (b) the indicator, (c) the data source, (d) the frequency of data collection (e.g. annually, monthly, etc.), (e) the level at which data is collected (e.g. company level, farm level, regional level, etc.), (f) the group covered by the data source (e.g. beneficiaries, non-beneficiaries, all companies, etc.).

Evaluation-question	Indicator	Source	Frequency	Level	Group
Has there been a reduction in CO2 emissions from commercial road freight in Germany?	Net greenhouse gas saving: The actual emission of the supported vehicles compared to the theoretical emission if a conventional vehicle had been used. Taking into account deadweight and structural effects, etc.	Regular reporting of aid measures in the context of the KsNI Economically low-cost KsNI programmemo nitor publicly available emission dat of the brother of the vehicle	Data collections are carried out annually as part of the reporting by the beneficiaries.	Non-business	All companies in the commercial transport sector
Was the KsNI aid responsible for this CO2 emission reduction?	Difference from Vehicle emissions in the Control group	Survey in the Control group e	Annually	Non-business	Beneficiary

Has the KsNI aid increased the demand for commercial vehicles with climate-friendly drives within the meaning of the Funding Guidelines and tank or Charging infrastructure run?	Quantity of newly registered commercial vehicles Share of the total volume of registered vehicles Difference from investments in climate-friendly Vehicles in the control group	Now Approvalsm onitor Survey of State Aid Fightings Survey in the Control group e	Annually	Non-business	All companies in the commercial transport sector
Has the KsNI aid affected supply-side changes in the markets for commercial vehicles with climate-friendly drives and fuel or Does charging infrastructure result?	The volume of models offered on the market and the number of manufacturers active on the market;	Now Vehicledate NBank Now Approvalsm onitor	Annually	Level of Vehicle market	All Production of commercial vehicles
	The amount of announcements and publications of new technological developments and innovations;	Technology monitoring Interviewing the Base of the vehicle	One-off Mid-term evaluation	Non-business	All Production of commercial vehicles
	Aligning prices between conventional and climate-friendly commercial vehicles (scale effects)	Interviewing the Base of the vehicle publicly available price data of the main vehicle	Annually	Level of Vehicle market	All Production of commercial vehicles
	Is the funding the cause of these changes in supply?	Interviewing the Base of the vehicle	One-off to the centre of Evaluation	Level of Vehicle market	N/A
Is the level of KsNI aid proportionate, i.e. has the objective of cost neutrality between supported climate-friendly vehicles and non-supported conventional vehicles been achieved?	Comparison of the prices of climate-friendly vehicles minus the promotion and prices of non-supported conventional commercial vehicles.	Now Vehicledate NBank Market monitoring	Twice after 12 and 24 months (intermediately and final evaluation report)	Level of Vehicle market	N/A
Did the KsNI aid measure: Competition Position or Market power of certain categories of aid beneficiaries unduly strengthened or weakened?	Evaluation of the beneficiaries by size, region, sector, age, etc.	KsNI Programmemo nitor	Twice after 12 and 24 months (intermediately and final evaluation report)	Non-business	Beneficiary
Was the	Comparison with possible	No external	Twice	N/A	N/A

the most effective aid instrument chosen? Would there be other Aid instrument (e) or types of measures were more appropriate to achieve the objectives pursued?	alternatives Support instruments	Data base necessary.	after 12 and 24 months (intermediate and final evaluation report)		
How is the cost-effectiveness of the KsNI aid measure to be assessed, i.e. how is the relationship between impact and resources spent?	Net greenhouse gassing in relation to support used and project promoter costs (greenhouse gas promotion efficiency) compared to similar aid measures	Regular reporting of aid measures in the context of KsNI's economic activity KsNI Programmemonitor	Data collections are carried out annually as part of the reporting by the beneficiaries.	N/A	N/A

Please explain why the chosen indicators are the most relevant for measuring the expected impact of the scheme:

Indicators were chosen that reflect the way in which they were procured. Taking into account administrative and economic considerations, the indicators were chosen in such a way that the data available in the funding procedure and monitoring can be used.

5. Envisaged methods to conduct the evaluation

5.1. In light of the evaluation questions, please describe the envisaged methods to be used in the evaluation to identify the causal impact of the aid on the beneficiaries and to assess other indirect impacts. In particular, please explain the reasons why these methods were preferred over others (e.g. reasons related to the design of the scheme)⁶.

For the evaluation of the present funding guidelines, a multi-method approach is proposed, using different research methods, usually based on social sciences, depending on the issue and the interest in the investigation. Quantitative approaches prevail, complemented, where appropriate, by the use of qualitative methodologies.

Where, from the point of view of the research design, inference statistics are used in the form of comparisons of control groups.

However, the review of a number of evaluation questions also involves simple descriptive data analysis. This includes statements on location or dispersion measures in a dataset, such as the determination of the mean values or the standard deviation. Descriptive analyses are used where an inference-statistical control group comparison does not seem useful or necessary from the perspective of research design. More specifically, descriptive procedures can be used as part of the KsNI evaluation to review supply-side developments in the market for climate-

friendly commercial vehicles. This includes, for example, monitoring the quantity of vehicle models offered on the market or vehicles in use.

See also attached Annex 4 – Evaluation Plan, point 5.

- 5.2.** Please describe precisely the identification strategy for the evaluation of the causal impact of the aid and the assumptions on which the strategy relies. Please describe in detail the composition and the significance of the control group:

In order to establish the direct effects of the aid, a controlled study design is proposed. This compares the group of beneficiaries with a control group consisting of undertakings which have not received aid and is structured as closely as possible in terms of certain key characteristics, such as sector, size, age or location of the undertaking. This control group represents the so-called “counterfactual scenario” and thus provides an indication of how the beneficiaries would have likely developed if they had not been supported. This approach allows answers to questions on the causality of the aid for certain observed changes, for example to show whether certain changes in demand or investment are causally linked to the aid.

When comparing the beneficiaries with the companies in the control group, the so-called difference-of-differences approach applies. In the simplest form of this established statistical method, the two groups are considered at two points in time. In the case of the evaluation planned here, the first time of measurement is in advance of the funding, while the second measurement is carried out with a time lag after the aid is paid out. The data analysis compares the difference between the result indicators of the beneficiaries before and after receipt of the aid with the difference in the result indicators of the control group. The difference between the differences can be interpreted as a causal effect of the aid scheme. Under the Differences Approach, it is assumed that differences in result indicators that existed prior to the introduction of the aid scheme would have existed even in the absence of the aid scheme. Only the differences between the differences in the measured values within the groups are interpreted as the effect of the aid scheme. Thus, the result is not affected if unobservable factors affect the result indicators of the beneficiaries and the control group alike.

- 5.3.** Please explain how the envisaged methods address potential selection bias. Can it be claimed with sufficient certainty that observed differences in the outcomes for the aid beneficiaries are due to the aid?

The quality of the counterfactual scenario, i.e. the composition of the control group, is decisive for the meaningfulness of the results of a statistical control group comparison. Provision is made for the members of the control group to be recruited from the number of companies which have applied for support under KsNI, but whose applications were not accepted during the authorisation procedure. In order to be able to make statistically valid statements on the differences in the characteristics of the funded sample with that of the control group, inference statistical tests are necessary, such as t-tests for independent samples, chi-square tests or variance analyses. These test methods impose specific requirements on the structure of the samples, including ensuring a normal distribution of the relevant characteristics and variance homogeneity within the two groups. These statistical requirements must be taken into account when establishing the control group.

- 5.4.** If relevant, please explain how the envisaged methods intend to address specific challenges related to complex schemes, for example schemes that are implemented in a differentiated manner at regional level and schemes that use several aid instruments:

The aid scheme is considered to be relatively less complex.

6. Data collection

6.1. Please describe the mechanisms and sources for collecting and processing data on the beneficiaries and for establishing the counterfactual⁷. Please provide a description of all the relevant information that relates to the selection phase: data collected on aid applicants, data submitted by applicants and selection outcomes. Please also explain any potential issue as regards data availability.

A reliable and comprehensive data base is essential for the meaningfulness of the evaluation results. Based on the multiplicity and heterogeneity of the evaluation questions, it is proposed to explore and prepare different data sources. In order to achieve the most work-efficient approach, it is also proposed to build on existing data bases, either publicly available or maintained by the organisations accompanying the programme and available within the project/organisation. In this respect, some of the independent experts responsible for the evaluation are responsible for data collection, but a significant proportion of the data is to be provided by the National Organisation for Hydrogen and Fuel Cell Technology, the Federal Office for Goods Transport and the BMDV. These organisations are instructed to cooperate fully in supplying the data base and to provide the necessary information in full transparency, such as the type of data source, the method of collection or the timing of the collection.

Four different data bases are discussed below. The overview table on page 12 also shows a systematic mapping of data sources to the different evaluation questions and result indicators.

Programme Monitoring Data Base

At the start of the funding guidelines, extensive programme monitoring was established. This includes the continuous collection and centralised recording of key figures from the funding statistics that are required in the processing of applications and project monitoring. These include, for example, the number of applications received and authorisations issued, the types of vehicles applied for, the funding levels and comprehensive master data of the applicants. At regular intervals, graphical evaluations of the programme monitoring are carried out in order to inform the internal planning processes of the organisations involved in the implementation of the funding guidelines and to support external communication. The scope, responsibilities and process of programme monitoring are recorded in writing between the organisations involved in the funding guidelines. The National Organisation for Hydrogen and Fuel Cell Technology is responsible for programme monitoring and the associated regular data analyses.

Data basis for cost-effectiveness study

In accordance with the proof of aid and the text of the funding guidelines, the aid beneficiaries are obliged to participate in regular economic checks of the Funding Guidelines. The aim is to examine whether the implementation of the aid measure was overall economically efficient in

⁷Please bear in mind that for the purpose of the evaluation, both historical data collection and: the collection of data that will gradually become available during the implementation of the aid scheme may be necessary. Please identify the sources for both types of information. Both types of data should preferably be collected from the same source so as to guarantee consistency across time.

the light of the overall objectives. The KsNI profitability studies focus on the efficiency of greenhouse gas promotion, i.e. the greenhouse gas reduction achieved in relation to the funding used and the costs of project promoters. For a valid determination of greenhouse gas support efficiency, beneficiaries are required to provide on a regular basis a set of data on the use and consumption of the procured vehicles, refuelling or recharging infrastructure. In the case of vehicle promotion, the data to be provided shall include the annual distance travelled (in km) and the electricity or hydrogen consumption generated during the operation of the vehicle (in kWh and kg of hydrogen respectively). In the case of support for refuelling or recharging infrastructure, the usage and consumption data shall include the energy delivered during the reporting period (in kWh or kg of hydrogen) and, proportionally, the amount of energy from renewable sources. The National Organisation for Hydrogen and Fuel Cell Technology shall be responsible for the organisation and technical handling of this data transmission. The independent service provider responsible for the evaluation of the KsNI Directive may be granted access to the relevant dataset that complies with data protection requirements.

Market data base

The assessment of the changes in the market segment of climate-friendly commercial vehicles triggered by the aid requires comprehensive and accurate market data. These include, for example, technical specifications, price data, model names or the number of vehicles in use. The National Organisation for Hydrogen and Fuel Cell Technology carries out various technical and market monitoring activities that can be used as a basis for the evaluation. Reference is made here, for example, to the technically advanced NOW registration monitor, an internal visualisation tool that allows monthly statistics on stocks and new registrations of vehicles in Germany to be compiled and adapted using granular filtering options. The NOW registration monitor is based on the statistics of the German Federal Motor Transport Authority. Similarly, the National Organisation for Hydrogen and Fuel Cell Technology operates a so-called commercial vehicle database, which is publicly available on the information website of the KsNI aid measure. The database provides a comprehensive overview of commercial vehicles currently available on the market with climate-friendly drives and their key technical specifications.

Data base Surveys beneficiaries and vehicle manufacturers

In addition to the existing and public data bases, it is suggested that the evaluation of the KsNI aid measure be supplemented by means of surveys to be carried out on a case-by-case basis. The independent expert responsible for the evaluation is responsible for determining the content and addressees of these interviews. Interviews may be qualitative, for example in the form of expert interviews, or quantitatively by means of standardised questionnaires, targeting, for example, the beneficiaries of the aid or vehicle manufacturers. It should be noted that the addressees of the survey sometimes have a primarily self-interested interest in the future design of the State Aid Directive and that this may be reflected in a strategic response. In this respect, the statements and assessments must be viewed and analysed with due consideration of these possible trade-offs and possibly only as a complementary, additional source.

- 6.2.** Please provide information on the frequency of the data collection relevant for the evaluation. Are observations available on a sufficiently disaggregated level, that is to say at the level of individual undertakings?

The frequency and frequency of surveys varies depending on the evaluation question to be answered (see answer to question 4.1). In the design of the present evaluation concept, particular attention has been paid to data availability. It can be stated that beneficiaries will

make annual granular data transmissions as part of their reporting obligation (economic analysis). By contrast, the data on application and funding statistics are updated on a monthly basis. The additional surveys of beneficiaries and vehicle manufacturers shall be carried out on a case-by-case basis in consultation with the independent expert.

- 6.3.** Please indicate whether the access to the necessary data for conducting the evaluation might be hindered by laws and regulations governing confidentiality of data and how those issues would be addressed. Please mention other possible challenges related to data collection and how they would be overcome:

Data collections shall ensure full technical and organisational protection of the data against access by third parties. The processing of the data may be anonymised without affecting the quality of the evaluation. When selecting the independent expert, the submission of a detailed data protection concept is mandatory.

The internet platform created for the purpose of processing the beneficiary's reports is also designed in accordance with the provisions of the General Data Protection Regulation. Interviewees will also be fully informed about the protection and use of their response data.

- 6.4.** Please indicate whether surveys of aid beneficiaries or of other undertakings are foreseen and whether complementary sources of information are intended to be used:

Surveys of beneficiaries are planned, see the last paragraph of the answer to question 6.1.

7. Proposed timeline for the evaluation

- 7.1.** Please indicate the proposed timeline of the evaluation, including milestones for data collection, interim reports and involvement of stakeholders. If relevant, please provide an annex detailing the proposed timeline.

In line with the requirements of the 2022 Guidelines on State aid for climate, environmental protection and energy, the ex-post evaluation of the KsNI Directive will be carried out by an independent expert. The appointment of such a service provider will take place in the first quarter of 2023, subject to a positive response in the context of the notification of the amended KsNI Directive. At the end of the 18th month of the evaluation, no later than 30 September 2024, an interim report summarising the results of the evaluation will be presented by the independent expert. A final evaluation report is expected at the end of the third year of the evaluation, which, in addition to detailed and empirically differentiated descriptions of the results, contains all the essential information on the methodological approach and the collection and processing of the data bases. Key indicators for programme monitoring and funding statistics are also included in the evaluation report. The deadline for publication of the final evaluation report is 30.4.2026.

The indicative timetable for the ex-post evaluation of the KsNI Directive is therefore structured on the basis of the following data. It is explicitly stated that this is an indicative planning overview. A final timetable is to be established in close consultation with the European Commission bodies responsible for notification.

- Q1/2023 (31/03/2023): Selection and commissioning of the independent Experts
- Q3/2024 (30/09/2024) Publication of the interim report of the ex post-Evaluation
- Q1/2026 (31.3.2026) Publication of the final Evaluation report

7.2. Please indicate the date by which the final evaluation report will be submitted to the Commission:

The BMDV will send the evaluation report to the European Commission in good time before the end of the Funding Guidelines (31.12.2026).

7.3. Please mention factors that might affect the envisaged timeline:

It is conceivable that the procedure for awarding the evaluation contract to the independent expert may be delayed, as only a few applications from interested service providers may be received or the quality of the applications does not meet the requirements set out here.

It is also conceivable that data collection and analysis as well as the writing of results may take longer than initially estimated in the evaluation plan, resulting in a delay in the overall evaluation.

8. The body conducting the evaluation

8.1. Please provide specific information on the body conducting the evaluation or, if not yet selected, on the timeline, procedure and criteria for its selection.

The aim is to maximise the credibility and acceptance of the results of the investigations. To ensure this, the ex-postevaluation will be carried out by an expert independent of the granting authority and the organisations accompanying the programme, in line with the requirements of the Guidelines on State aid for climate, environmental protection and energy 2022. During the execution of the contract, the contractor may still make and implement its own proposals to complement the evaluation plan, in particular in terms of methodology. The National Organisation for Hydrogen and Fuel Cell Technology coordinates the commissioning process and ensures that the results and products delivered to the contracting authority comply with the specifications and requirements set out herein.

The independent expert shall be selected in accordance with the provisions of public procurement law following a competitive tendering procedure. A number of criteria justified by the subject-matter of the contract shall be taken into account when deciding whether to award the contract. These include, in particular, the quality of the tender and the competence of potential contractors, the appropriateness of the service and the price. The contract shall be awarded to the

Consideration of all circumstances – most economically advantageous offer (the lowest tender price alone is not decisive). In addition, compliance with the standards for evaluations by the Society for Evaluation e.V. and with standard scientific ethical guidelines is also required. When carrying out the evaluation (including the call for tenders), the requirements of the Federal Budget Regulation must be met.

- 8.2.** Please provide information on the independence of the body conducting the evaluation and on how possible conflict of interest will be excluded during the selection process:

As an independent expert, a renowned social research institute with a proven focus of work in carrying out evaluations, a university or a similar actor will be considered to be selected through an open, transparent and non-discriminatory procedure.

Attention is paid to professional and methodological skills, integrity and independence in the procurement process. Furthermore, the establishment of appropriate suitability requirements ensures that conflicts of interest within the meaning of Section 124(1)(5) of the Act against Restrictions of Competition (GWB) are ruled out. Too close relationship between evaluators and contractors is also avoided.

- 8.3.** Please indicate the relevant experience and skills of the body conducting the evaluation or how those skills will be ensured during the selection process:

In the selection of the independent service provider, particular emphasis will be placed on the references, i.e. evaluation projects which have been carried out so far with similar content.

Attention will continue to be paid to ensuring that the relevant service providers have relevant quality certificates and participate, for example, in the framework of the Gesellschaft für Evaluation e.V. (Gesellschaft für Evaluation e.V.).

- 8.4.** Please indicate which arrangements the granting authority will make to manage and monitor the conduct of the evaluation:

The data for the evaluation is provided by the granting authority. BMDV will monitor the process; Now GmbH provides a programme manager.

- 8.5.** Please provide information, even if only of an indicative nature, on the necessary human and financial resources that will be made available for carrying out the evaluation:

The evaluation process is contracted out to an external service provider. The necessary financial resources will be covered by the budget of the aid measure. In the programme coordination department of NOW GmbH, for the duration of the evaluation, a member of staff in the position of the programme manager with half a post (20 hours per week) is assigned to awarding and monitoring the evaluation.

9. Publication of the evaluation

- 9.1.** Please provide information on the way the evaluation will be made public, that is to say, through the publication of the evaluation plan and the final evaluation report on a website:

The BMVD will publish the interim report and the final evaluation report on the information website attached to the Funding Guidelines (www.klimafreundliche-utility-vehicles.de). In order to allow the results of the evaluation to be replicated, the evaluation files, calculation steps and the data sets on which the analyses are based should be transmitted by the independent expert to the BMDV, where this is possible under data protection law.

- 9.2.** Please indicate how the involvement of stakeholders will be ensured. Please indicate whether the organisation of public consultations or events related to the evaluation is envisaged:

No public consultations or events are planned at this stage. The BMDV will issue a press

release informing about the publication of the final evaluation report.

- 9.3.** Please specify how the evaluation results are intended to be used by the granting authority and other bodies, for example for the design of successors of the scheme or for similar schemes:

The organisations involved in the implementation of the aid scheme will examine the results of the evaluation thoroughly when designing the content of future funding programmes and similar projects.

- 9.4.** Please indicate whether and under which conditions data collected for the purpose or used for the evaluation will be made accessible for further studies and analysis:

In order to allow the results of the evaluation to be replicated, the evaluation files, calculation steps and the data sets on which the analyses are based should be transmitted by the independent expert to the BMDV, where this is possible under data protection law. The BMDV is currently pursuing a strategy to open up the Ministry's data base and its downstream sector, in line with an open data approach to all interested parties. The possibility of providing anonymised data will be explored.

- 9.5.** Please indicate whether the evaluation plan contains confidential information that should not be disclosed by the Commission:

The evaluation plan does not contain confidential information which should not be disclosed.

10. Other information

10.1. Please indicate here any other information you consider relevant for the assessment of the evaluation plan:

See attached Annex 4 – Evaluation Plan.....

10.2. Please list all documents attached to the notification and provide paper copies or direct internet links to the documents concerned:

Appendix 4 – Evaluation plan