

APPLICATION FORM

Interreg CENTRAL EUROPE - Call 3



CE1332 SMACKER Version: 2

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SECTION A - Project overview

A.1 Project identification

<i>Programme priority</i>		4. Cooperating on transport to better connect CENTRAL EUROPE
<i>Programme priority specific objective</i>		4.1 To improve planning and coordination of regional passenger transport system for better connections to national and European transport networks
<i>Project acronym</i>		SMACKER
<i>Project title</i>		Soft Measures & Actions for behavioural Change and Knowledge to Embrace peripheral and Rural areas
<i>Project index number</i>		CE1332
<i>Name of the lead partner organisation/original language</i>		SRM Società Reti e Mobilità
<i>Name of the lead partner organisation/English</i>		SRM Networks and Mobility
<i>Project duration</i>	<i>Start date</i>	01.04.2019
36 months	<i>End date (max. 30.06.2022)</i>	31.03.2022

A.2 Project summary

<p><i>Please give a short overview of the project and describe in the style of a press release (please cover all the points below)</i></p> <ul style="list-style-type: none"> • <i>the common challenge of the programme area you are jointly tackling in your project</i> • <i>the main objective of the project and the expected change your project will make to the current situation</i> • <i>the outputs of the project and who will benefit from them</i> • <i>the project approach you plan to take and its transnational character</i> • <i>what is innovative about it</i> • <i>the transnational added value of the project</i> 	
<p>Peripheral and rural areas suffer disparities in mobility all around Europe. SMACKER will address those disparities to fill the gap and to promote public transport and mobility services able to be demand-responsive and to connect local and regional systems to main corridors and transport nodes. SMACKER will assess main barriers and bias and address them by providing solutions that draw on the best international know-how. Soft measures (behaviour change campaigns) and hard measures (mobility service pilots) will be used to identify and promote eco-friendly solutions for public transport in rural and peripheral areas to achieve more liveable and sustainable environments, better integration of the population to main corridors and better services feeding main public transport. SMACKER will help local communities to (re)design transport services according to users' need (co-design) and to nudge people (residents and incoming) to use them, by providing motivating and incentive giving campaigns. Direct beneficiaries of the actions will be residents, incoming travellers and commuters. SMACKER will address local communities in partners' area using a comprehensive approach, by scaling local problems to a broader European level and importing solutions and expertise able to find and suggest the most suitable answers for most of the mobility needs. Solutions will address and enhance planning and coordination capacity of partners and local/regional stakeholders. SMACKER will introduce innovations in actions such as for instance nudging, gamification, co-design, branding and information technologies. Campaigns and pilots will be aligned with local SUMP requirements and related KPIs in order to provide a substantial and measurable contribution to strategical objectives. SMACKER will also have a strong focus on transferring lesson learnt and success stories behind its borders, by involving other similar areas and arranging dedicated events and tools for dissemination.</p>	

A.3 Project budget - breakdown per partner

Partner name and N°			Programme Co-financing			Partner Co-financing					TOTAL ELIGIBLE BUDGET
Partner Name	Partner abbreviation	Country	ERDF	ERDF co-financing rate (%)	% of Total ERDF	Public co-financing			Private co-financing	Total co-financing	
						Automatic public co-financing	Other co-financing	Total public co-financing			
1 - SRM Società Reti e Mobilità	SRM	ITALY	286.720,00	80,00 %	16,23 %	71.680,00	0,00	71.680,00	0,00	71.680,00	358.400,00
2 - Fondazione Istituto sui Trasporti e la Logistica	ITL	ITALY	196.176,00	80,00 %	11,11 %	49.044,00	0,00	49.044,00	0,00	49.044,00	245.220,00
3 - Gmina Miasta Gdyni - Zarząd Dróg i Zieleni	Gdynia	POLAND	185.291,07	85,00 %	10,49 %	0,00	32.698,43	32.698,43	0,00	32.698,43	217.989,50
4 - Městská část Praha Suchbát	MCPS	CZECH REPUBLIC	116.634,87	85,00 %	6,60 %	0,00	20.582,63	20.582,63	0,00	20.582,63	137.217,50
5 - Univerza v Mariboru	UM	SLOVENIA	229.886,75	85,00 %	13,02 %	0,00	40.568,25	40.568,25	0,00	40.568,25	270.455,00
6 - Mestna občina Murska Sobota	MURS	SLOVENIA	134.929,85	85,00 %	7,64 %	0,00	23.811,15	23.811,15	0,00	23.811,15	158.741,00
7 - BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT ZÁRTKÖRŰÉSEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG	BKK	HUNGARY	188.629,87	85,00 %	10,68 %	0,00	33.287,63	33.287,63	0,00	33.287,63	221.917,50
8 - Regionsmanagement Osttirol	RMO	AUSTRIA	218.640,00	80,00 %	12,38 %	0,00	54.660,00	54.660,00	0,00	54.660,00	273.300,00
9 - Universität für Bodenkultur Wien	BOKU	AUSTRIA	208.664,00	80,00 %	11,81 %	0,00	52.166,00	52.166,00	0,00	52.166,00	260.830,00
<i>Sub-total for PPs inside the programme area</i>			1.765.572,41	---	100,00 %	120.724,00	257.774,09	378.498,09	0,00	378.498,09	2.144.070,50

<i>Sub-total for PPs outside the programme area</i>	0,00	---	0,00 %	0,00	0,00	0,00	0,00	0,00	0,00
<i>Total</i>	1.765.572,41	---	100,00 %	120.724,00	257.774,09	378.498,09	0,00	378.498,09	2.144.070,50

A.4 Project outputs

<i>Programme output indicator</i>	<i>Project output indicator target</i>	<i>Measurement Unit</i>	<i>Project output quantification (target)</i>	<i>Project output number</i>	<i>Project output (title)</i>
S.O.4.1 - Number of strategies and action plans developed and/or implemented for the improvement of regional passenger transport	13,00	Number	6,00	Output O.T1.4.1	6 Regional STRATEGIES for planning demand responsive/sustainable services in rural and urban-peripheral areas
			1,00	Output O.T1.5.1	1 transnational STRATEGY for planning demand responsive/sustainable services in rural and urban-peripheral areas
			6,00	Output O.T3.2.1	6 Regional ACTION PLANS to better integrate peripheral areas using DRT
S.O.4.1 - Number of tools and/or services developed and/or implemented for the improvement of regional passenger transport	2,00	Number	1,00	Output O.T3.4.1	Guidelines on DRT planning and implementation
			1,00	Output O.T3.5.1	Online Toolbox for behaviour change and DRT measures
S.O.4.1 - Number of pilot actions implemented for			1,00	Output O.T2.4.1	Pilot action implementation (Bologna, IT)
			1,00	Output O.T2.5.1	Pilot action implementation (Gdynia, PL)
			1,00	Output O.T2.6.1	Pilot action implementation (Prague, CZ)
			1,00	Output O.T2.7.1	Pilot action implementation (MURS, SI)
			1,00	Output O.T2.8.1	Pilot action implementation (Budapest, HU)

the improvement of regional passenger transport	6,00	Number	1,00	Output O.T2.9.1	Pilot action implementation (RMO, AT)
S.O.4.1 - Number of trainings implemented on the improvement of regional passenger transport	16,00	Number	6,00	Output O.T1.3.1	Local to Think Global - TRAINING
			10,00	Output O.T3.3.1	Transnational TRAININGS to 10 non-partner CEU Authorities
S.O.4.1 - Investment	3,00	Number	1,00	Output O.I1.1.1	PILOT ACTION - Creation of demand-responsive transport in 13 municipalities in Alto Reno (IT)
			1,00	Output O.I2.1.1	PILOT ACTION - Pilot implemented in the city of Murska Sobota (SI)
			1,00	Output O.I3.1.1	PILOT ACTION - Pilot implemented in the peripheral area of Budapest (HU)

SECTION B - Partners

Partner list

Number	Partner name in English	Country	Abbreviation	Role	Associated to (in case of AP)
1	SRM Networks and Mobility	IT	SRM	LP	
2	Institute for Transport and Logistics Foundation	IT	ITL	PP	
3	Municipality of Gdynia - Roads and Green Areas Management	PL	Gdynia	PP	
4	City District of Praha - Suchdol	CZ	MCPS	PP	
5	University of Maribor	SI	UM	PP	
6	City Municipality of Murska Sobota	SI	MURS	PP	
7	BKK Centre for Budapest Transport	HU	BKK	PP	
8	Regional Management East Tyrol	AT	RMO	PP	
9	University of Natural Resources and Life Sciences Vienna	AT	BOKU	PP	
10	Emilia-Romagna Region - General Directorate for Territorial and Environmental Care, Public transport and Sustainable Mobility Service	IT		AP	Institute for Transport and Logistics Foundation
11	Ministry of Infrastructure of Republic of Slovenia	SI		AP	University of Maribor
12	Metropolitan Area Gdask-Gdynia-Sopot	PL		AP	Municipality of Gdynia - Roads and Green Areas Management

B.1 Lead partner	
Project partner number	1
Partner role in the project	LP
Name of organisation in original language	SRM Società Reti e Mobilità
Name of organisation in English	SRM Networks and Mobility
Abbreviation of organisation	SRM
Department/unit/division	
<u>Address</u>	
Country (NUTS 0)	IT
Region (NUTS 2)	ITH5, Emilia-Romagna
Sub-region (NUTS 3)	ITH55, Bologna
Street, house number, postal code, city	40128 Bologna Via Alfredo Calzoni 1/3

Website	www.srmbologna.it	
Assimilated partner	No	
<u>Legal and financial information</u>		
Type of partner	Local public authority	
VAT number (if applicable)	IT02379841204	
Other national identifying number (if no VAT number is provided)		Type of identifying number (e.g. registry number, tax No.)
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes	
Co-financing %	80.00	
Legal status	public	
Economic status	-	
Legal representative	Amelia Luca	
Contact person	Giuseppe Liguori	
	giuseppe.liguori@srmbologna.it	
	+39051361328	
<u>Experiences of partner</u>		
<u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.	<p>LP-SRM is the local Authority for Public Transport in Bologna area. It was established in 2003 by the Municipality and the Province of Bologna. SRM is a Public Equivalent Body established as limited company owning the whole Public Transport networks, infrastructures and plants (real estate) in Bologna's metropolitan area, in order to perform the following activities: - Promotion of initiatives focused on increasing the diffusion and the valorisation of local public transport; - Management of the infrastructures serving the local public transport service; - Planning, organisation and promotion of integrated public transport services and private mobility. SRM, as a Public Transport Authority, plays a key role, linking public organisations, transport operators and transport researchers in the area under its responsibility. SRM also gives to decision makers support for planning, awarding, monitoring and evaluating the transport service and its nodes focusing on passengers' perspectives, having as target to encourage the shift from individual motorized to collective transport or to more sustainable ones. SRM is member of local and international networks: at local level it is member of ALMA, the association of the nine authorities of the Emilia-Romagna Region; on the international level SRM is member of UITP (International Union of Public Transport), active member of its OA Committee and POLIS-European cities and regions networking for innovative transport located in Brussels</p>	
<u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project? Is the organisation performing any economic activity within the project or as a result of it ?	<p>SRM will act as lead partner of the SMACKER project and will play a key role in coordinating all the activities and all the partners in the proposal. SRM has a good experiences in ERDF funded projects preparation and management and also in research associated projects. Even if the authority itself is a small company, skilled staff is ready to take charge of European projects related tasks and to connect them to the institutional role seamlessly. SRM is responsible for management of public transport and mobility on the overall Metropolitan area of Bologna, thus in the areas affected by the SMACKER related activities and pilot. Moreover, at local level SRM is the key actor to connect small towns in rural and peripheral areas, to scale up their needs at project level, to focus on innovative solutions thanks to the numerous experiences in EU funded projects on project related topics. At transnational level SRM will coordinate WPT2 Participation and Actions and WPC Communication, the last one in strict cooperation with ITL as support partner and all the other partners to showcase a broad, constant and coherent update on project achievements and events. Since SRM acts on behalf of local bodies in managing mobility and testing innovative solutions, it will benefit directly from the effects that SMACKER will produce on the competent territory. The pilot action is described in WPI1. LP SRM is not performing any economic activity within the project or as a result of it.</p>	

<u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.	SRM acted as lead partner in Flipper (Interreg IVC-0126R1) and in EPTA (Interreg IV C-1241R4). Both projects were dealing with the promotion of public transport solutions in a perspective of increased sustainability. Furthermore SRM took part to other EU co-financed projects, such as: MISS (FP6-2004-516235), InMoSion (FP6-Science Shop-2005-44654), Mimosa (CIVITAS+), Star-Trans (FP7-2007-225594), SIMPLI-CITY (FP7-ICT- 318201), P-REACT (FP7- 607881), TIDE (FP7 - Follower city), EUSTO (HOME/2013/CIPS/AG/4000005091), TRACE (H2020 - 635266) and EMPOWER (Take up City - H2020 - 636249). The last two experiences were mainly focused on behavioural change and involvement of citizens towards more sustainable mobility. The local initiative launched under the EMPOWER project (Bella Mossa - translation Well done but also Good move), was based on nudging people to more sustainable behaviour through an innovative incentive scheme that provided a cooperation between public and private stakeholders (about 90 retailers and businesses) on the same green objective. It was awarded with the CIVITAS Award as best initiative in public participation in 2017, having involved over 20.000 citizens. Previously, SRM was already rewarded twice (2013 and 2016) with the CIVITAS Award for the European Cycling Challenge invented and arranged for 6 years in a row, born as a small pilot in CIVITAS MIMOSA project and upscaled to the biggest cycling promotion campaign in Europe, involving over 50 EU cities.
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B.1 Project partner	
Project partner number	2
Partner role in the project	PP
Name of organisation in original language	Fondazione Istituto sui Trasporti e la Logistica
Name of organisation in English	Institute for Transport and Logistics Foundation
Abbreviation of organisation	ITL
Department/unit/division	
<u>Address</u>	
Country (NUTS 0)	IT
Region (NUTS 2)	ITH5, Emilia-Romagna
Sub-region (NUTS 3)	ITH55, Bologna
Street, house number, postal code, city	40127 Bologna viale Aldo Moro 38
Website	www.fondazioneitl.org
Assimilated partner	No
<u>Legal and financial information</u>	
Type of partner	Higher education and research
VAT number (if applicable)	IT02446681203
Other national identifying number (if no VAT number is provided)	
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No
Co-financing %	80.00
Legal status	public
Economic status	-
Legal representative	Mario Petrosino
Contact person	Giuseppe Luppino
	projects@fondazioneitl.org
	+390515273159
<u>Experiences of partner</u>	

<p><u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</p>	<p>ITL is a no-profit research institute and it is a "Body Governed by Public Law" according to Directive 2014/24/EU & previously according to 2004/18/EC. ITL shareholders & founders, include the Regional Government of Emilia-Romagna (RER), Local Authorities, Universities based in Emilia-Romagna & Ravenna Port Authority. ITL mission & general interest purpose for which it was set up is by its statute non-commercial & non-market oriented. ITL's strategic mission is the support to authorities to shape, implement, improve and monitor policy making in mobility. ITL brings the experience of managing regional stakeholder groups on infomobility & passengers' mobility and technical management and policy learning processes experience. Experiences & specific competences, ITL supports: RER in coordination actions on SUMP development at regional level, financed by REFORM prj (Integrated Regional Action Plan For Innovative, Sustainable and Low CaRbon Mobility); Metropolitan City of Bologna, City of Ravenna, Faenza & Rimini in SUMP's development activities, among them carries out the analysis on traffics & passengers behaviours, coordination of technical meetings with citizens & key transport related stakeholders to stimulate low carbon sustainable mobility improvements & change of behaviour actions. ITL also behaves as technical expert in preparation of the Emilia Romagna region Transport Plan 2025. Has competences developed in regional & international projects concerning passengers transport</p>
<p><u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project? Is the organisation performing any economic activity within the project or as a result of it?</p>	<p>ITL given its long lasting experience in Cooperation (ERDF) projects preparation and management will have a key role in the implementation of the project. At transnational level ITL will coordinate WPT3 Growth and Expand, by setting up the WP implementation activities, coordinating the tasks and monitoring the correct and on time implementation of the activities. ITL is properly assigned to this task given its effective experience in transferring experiences outside the project partners with solid mechanism as the Enlarged Transfer Programme also under implementation with success in SULPITER project (ITL is Lead Partner). At regional level, given ITL a public mission to contribute to support regional authorities to shape, implement, improve and monitor policy making in mobility, will act as linking partner to involve the Emilia Romagna region and the other Municipalities in the project activities, in particular regarding the transfer or exchange of knowledge generated by the project. ITL expects to learn a lot from this experience by gathering inputs from other countries and utilise project outcomes for transferring them at regional level, at disposal of the Emilia Romagna regional government, other Municipalities and regional public transport operators. The organisation is not performing any economic activity within the project or as a result of it</p>
<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>ITL has an extensive experience in EU funded projects in the transport and logistics domains, both as Partner & Lead Partner, with a dedicated expert team in technical and managerial issues. Not exhaustive list, project led or participated by ITL. LP in: SULPITER (Sustainable Urban Logistics Planning To Enhance Regional freight transport) & KASSETTS (Knowledge-enabled Access of Central Europe SMEs to Efficient Transnational Transport Solutions - CEU); Technical coordinator of RAILHUC (Railway Hub Cities and TEN-T network) and RAIL4SEE (Rail Hub Cities for South East Europe). Partner with key role in FUTUREMED (Freight and passengers supporting infomobility systems for a sustainable improvement of the competitiveness of port-hinterland systems of the MED area), ATTAC (Attractive Urban Public Transport for Accessible Cities), SEE-ITS (South East Europe Intelligent Transport System). On going project ITL participate to cross fertilise with: REFORM (Integrated Regional Action Plan For Innovative, Sustainable and Low CaRbon Mobility), SUMPOR (Sustainable Urban Mobility in MED PORT cities), INTERCONNECT (Intermodality Promotion and Rail Renaissance in Adriatic - Ionian Region). ITL is a project associate research centre of the Center of Excellence on Sustainable Urban Freight Systems funded by the Volvo Research and Educational Foundations. ITL holds the Presidency of the European Network of Logistics Competence Centers - Open ENLoCC. Adherent member ENoLL network (Living Lab)</p>

<h2>B.1 Project partner</h2>	
<p>Project partner number</p>	<p>3</p>
<p>Partner role in the project</p>	<p>PP</p>
<p>Name of organisation in original language</p>	<p>Gmina Miasta Gdyni - Zarząd Dróg i Zieleni</p>
<p>Name of organisation in English</p>	<p>Municipality of Gdynia - Roads and Green Areas Management</p>
<p>Abbreviation of organisation</p>	<p>Gdynia</p>

Department/unit/division	European Projects and Mobility Management Unit	
<u>Address</u>		
Country (NUTS 0)	PL	
Region (NUTS 2)	PL63, Pomorskie	
Sub-region (NUTS 3)	PL633, Trójmiejski	
Street, house number, postal code, city	81-364 Gdynia 10 Lutego 24	
Website	www.zdiz.gdynia.pl , www.gdynia.pl , www.mobilnagdynia.pl	
Assimilated partner	No	
<u>Legal and financial information</u>		
Type of partner	Local public authority	
VAT number (if applicable)	PL5862312326	
Other national identifying number (if no VAT number is provided)		
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No	
Co-financing %	85.00	
Legal status	public	
Economic status	-	
Legal representative	Wojciech Szczurek	
Contact person	Alicja Pawłowska	
	a.pawlowska@zdiz.gdynia.pl	
	+48 58 764 40 02	
<u>Experiences of partner</u>		
<u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.	<p>Gdynia is a city in northern Poland, at the Bay of Gdansk, of an area of 135 km², forming – along with the adjacent Sopot and Gdansk – a metropolitan organism commonly referred to as the Tri-City. Gdynia is a young, dynamic and rapidly developing city inhabited by almost a quarter of a million people. The Municipality of Gdynia is very proactive on innovation and sustainability. Main internal departments are:</p> <ul style="list-style-type: none"> • The EU Projects and Mobility Management Unit that implements EU projects involving sustainable mobility, cycling campaigns and e-mobility, running www.mobilnagdynia.pl portal for public consultation, awareness raising on sustainable mobility and it is involved in SUMP elaboration and evaluation. • The Traffic Engineering Department, developed the TRISTAR ITS system in Gdynia. • The Unit for Cycling Communication, taking care of cycling infrastructure including smart technologies involving cycling (e.g. Metropolitan Bike Sharing System). • The Strategy Department of the Municipality. • The Authority for public transport organization. • The Energy Efficiency Unit. Gdynia conducted various campaigns focused on promoting travel behaviour change addressing target groups such as: 1) kindergartens – encouraging parents and guardians to drop off children by using sustainable means of transport. 2) primary schools – encouraging pupils to get to school by bike or scooter. 3) companies – encouraging employees working in Gdynia to get to work by bike. 	

<p><u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</p> <p>Is the organisation performing any economic activity within the project or as a result of it?</p>	<p>PP3 is defined as a "climber" region: it is building upon existing competences to get benefit from consortium experience exchange and impact evaluation. PP3 will conduct a case study in one of its most rapidly developing suburban districts called Chwarzno Wiczlino to improve the connectivity of peripheral areas to City Centre and therefore to EU corridors. In specific in WPT1 it will define mobility needs (through an in-depth survey based on SMACKER methodology), ensure the effective increasing of awareness and competences through the LTG trainings and create the LMF. In WPT2 it will implement a case study in a suburban area to assess the feasibility and the effectiveness of DRT service as well as other mobility solutions. An Action Plan for the district will be elaborated to deal with the overall goal of the project. Timeline of possible demand driven solutions from the Plan will be established by PP3 and implemented with its own budget. These solutions will include DRT service (according to SMACKER strategy) and other general measures. In order to enhance the PT user experience, E-ink papers/screens will be installed at bus stops as a pilot measure. PP3 will implement a targeted campaign to encourage the behavioural change. In WPT3 it will participate to SQPM and the related events. SMACKER also contributes to realisation of strategic objectives defined in SUMP, elaborated within CIVITAS DYN@MO and ratified by City Council in Oct 2016. No economic activity for PP3.</p>
<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>Gdynia was a partner of the projects: • TROLLEY within INTERREG IVB program • BUSTRIP within INTERREG IIIB program • SEGMENT within the Intelligent Energy Europe (IEE) • CIVITAS DYN@MO within the 7th Framework Program The most important tasks implemented in Gdynia: o Gdynia SUMP ratified by City Council, Implementation of the Automatic Traffic Incident Detection System, o Innovative Li-Ion hybrid trolleybuses on new line, o Mobility 2.0 platform to communicate with citizens o Weigh-in-motion system, o Dedicated HOV lanes, • ENTER.HUB within the program URBACT II Currently Gdynia is a partner of the projects: • FLOW within the H2020 Program – the mission of the FLOW project is to put walking and cycling on an equal footing with motorised modes. To achieve this, a methodology has been developed to assess the effectiveness of walking and cycling measures in addressing urban road congestion, • Freight TAILS – the project is developing tailored freight management policies using the URBACT Integrated Action Planning methodology to pro-actively support the functioning of different growing cities, whilst reducing the carbon emissions associated with urban freight transport, and stimulating the low carbon urban freight management.</p>

<h2>B.1 Project partner</h2>	
Project partner number	4
Partner role in the project	PP
Name of organisation in original language	Městská část Praha Suchdol
Name of organisation in English	City District of Praha - Suchdol
Abbreviation of organisation	MCPS
Department/unit/division	
<p><u>Address</u></p>	
Country (NUTS 0)	CZ
Region (NUTS 2)	CZ01, Praha
Sub-region (NUTS 3)	CZ010, Hlavní město Praha
Street, house number, postal code, city	165 00 Praha Suchdolské náměstí 734/3
Website	www.praha-suchdol.cz
Assimilated partner	No
<p><u>Legal and financial information</u></p>	
Type of partner	Local public authority
VAT number (if applicable)	CZ00231231
Other national identifying number (if no VAT number is provided)	

<i>Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?</i>	No
<i>Co-financing %</i>	85.00
<i>Legal status</i>	public
<i>Economic status</i>	-
<i>Legal representative</i>	Petr Hejl
<i>Contact person</i>	Ivana Polakova
	polakova@gmail.com
	+420 603 183 081
<u><i>Experiences of partner</i></u>	
<u><i>Competences</i></u> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	City District Prague-Suchdol is the local public administration responsible for social and economic development of the area. The basic development document is the Master Plan, and the City District has the right to make comments and recommendations. Prague-Suchdol is located in the North-West of the City of Prague, covers 513 ha, with 8 000 inhabitants, living mostly in family houses and small housing estates, the territory serves also as a leisure zone for the citizens of Prague. Campus of the Czech University of Life Sciences (CULS) is located there, where about 10 000 students and 2500 employees daily travel by public transport or private cars, people living in neighboring villages are commuting to their jobs in the inner City through Suchdol area. Suchdol is cut by the road connecting the City with the municipalities located in the North-Western part of Prague agglomeration. The railway corridor Prague–Dresden located on the bank of Vltava river is part of the IVth Transeuropean multimodal corridor Berlin-Istanbul. Suchdol needs to develop the mobility solutions, integrating local transport into transport of the City of Prague and neighboring villages, with reflect on the environmental conditions–NATURA 2000 area and natural protected landscape in the administrative area. The partner has the capacities to disseminate the project results and outputs among the wide public and local stakeholders.
<u><i>Role in the project</i></u> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i> <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	PP4 is identified as "beginner" region. It will focus on transfer of best practices from project partners to local stakeholders and residents. At regional level, dissemination events will be arranged, the planned measures and pilot activity will be discussed with residents and institutions participating in the trainings. Cooperation with neighbouring municipalities, key regional institutions and transport operators is crucial for development of the Feasibility Study: this will have impacts on Praha-Suchdol area, on the City of Prague and on neighbouring municipalities. It will be focused on DRT services for commuting to the University campus and on overall transport solutions in the area located on the borders Prague and Central Bohemia regions. The objective is to fill the gap existing in the PT network of the metropolitan area. In WPT1 PP4 will participate to needs definition and ensure the effective increasing of awareness and competences through the LTG trainings and the creation of LMF. In WPT2 PP4 will implement a behavior change campaign to increase PT passengers and reduce private cars use. In WPT3 PP4 will participate to SQPM and the related events. SMACKER outputs will comply with the OP Growth Pole and SUMP development. External expenditures in total are 36000 EUR Mobility expert: 6000 EUR Marketing campaign: 3000 EUR Feasibility Study: 23000 EUR. FS will serve as a input for the Master Plan of the City of Prague LMF: 4000 EUR. No economic activity for PP4
<u><i>EU/international projects experience</i></u> <i>If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</i>	MCPS has limited experience in EU/international projects, even if shares with LP a very fruitful experience in capacity building related to the EPTA project, INTERREG IV.C programme, of which was an active partner with a dedicated budget of 97.366,00 EUR Furthermore MCPS applied and were funded for a OP environment: Photovoltaic system Stehlíkova Installation (2010), total budget 2 304 155,00 CZK (cca 95 000 EUR)

B.1 Project partner	
<i>Project partner number</i>	5
<i>Partner role in the project</i>	PP

<i>Name of organisation in original language</i>	Univerza v Mariboru	
<i>Name of organisation in English</i>	University of Maribor	
<i>Abbreviation of organisation</i>	UM	
<i>Department/unit/division</i>	Faculty of Civil Engineering, Transportation Engineering and Architecture	
<u>Address</u>		
<i>Country (NUTS 0)</i>	SI	
<i>Region (NUTS 2)</i>	SI01, Vzhodna Slovenija	
<i>Sub-region (NUTS 3)</i>	SI012, Podravska	
<i>Street, house number, postal code, city</i>	SI-2000 Maribor Slomškov trg 15	
<i>Website</i>	http://www.um.si	
<i>Assimilated partner</i>	No	
<u>Legal and financial information</u>		
<i>Type of partner</i>	Higher education and research	
<i>VAT number (if applicable)</i>	SI71674705	
<i>Other national identifying number (if no VAT number is provided)</i>		
<i>Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?</i>	Partly: UM has partially recoverable VAT of 5%, meaning that 95% of VAT is considered as eligible cost, while 5% of VAT can be recovered and is thus ineligible	
<i>Co-financing %</i>	85.00	
<i>Legal status</i>	public	
<i>Economic status</i>	-	
<i>Legal representative</i>	Jan Žan Oplotnik	
<i>Contact person</i>	Stane Božičnik	
	stane.bozicnik@um.si	
	+38622294311	
<u>Experiences of partner</u>		
<u>Competences</u> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	University of Maribor is the second largest and oldest university in Slovenia. With its 17 Faculties the University is a central development institution in the region and has proven record of formation of interdisciplinary research teams able to produce outstanding scientific and artistic achievements, manage research projects and participating in international networks and centres of excellence. The Faculty of Civil Engineering, Transportation Engineering and Architecture provides education and performs research in the fields of Civil Engineering, Transportation Engineering and Architecture. The Faculty conducts international, national and regional scientific and R&D projects and carries out studies, providing expert opinions for different institutions, enterprises and other clients. Research and development projects are mainly managed by its research centres and laboratories. The Transport Economics Centre (TEC) is a research centre within the Faculty of Civil Engineering, Transportation Engineering and Architecture at the University of Maribor. TEC conducts international, national and regional scientific and R&D projects in the field of transport, it carries out studies providing expert opinions for different institutions, companies and other clients. Its main research fields are transportation economics, logistics, transport modelling and optimisation, transportation technologies, transport and environment, transport policy, transportation planning & development.	

<p><u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</p> <p>Is the organisation performing any economic activity within the project or as a result of it?</p>	<p>PP5, UM, works at transnational level as technical partner capitalizing its experience on mobility and making it available for the whole partnership on all WTs. It cooperates in specific with many Slovenian cities (Maribor, Murska Sobota, Ljutomer, Slovenj Gradec, Ptuj) on Sustainable Urban Mobility Plans. UM is strongly involved in Thematic WPT1 'Understanding' and WPT2 'Participation and Action', given its sound technical and scientific background, providing to partners technical and methodological guidance both in and investigating State of the Art and in the implementation of pilot and actions. No economic activity will be performed in or as a result of the project. The relevant experience of TEC will be a key element for the knowledge transfer foreseen in WPT3. PP5 has also a very strategic Associated Partner in the SMACKER consortium: the Slovenian Ministry for Infrastructure, which is very interested in receiving project's output and results to improve its policies relate to sustainable mobility and mobility planning. Thanks to its competence the Ministry will contribute to the sustainability of the actions implemented and the follow up into national policies. The transfer to other regions and municipalities will be also enabled and supported. The partner is not performing any economic activity within the project or a result of it.</p>
<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>UM acted as LP in project CO-EFFICIENT (2013-15) – Collaborative framework for energy efficient SME systems (MED Programme) and participated in following projects: MAHEPA (2017-21) Modular Approach to Hybrid Electric Propulsion Architecture (H2020); eGUTS (2017-19) Electric, Electronic and Green Urban Transport Systems (Interreg Danube); AlpInnoCT (2016-19) Alpine Innovation for Combined Transport (Alpine Space); SULPiTER (2016-2019) Sustainable Logistics for Urban and Regional Planning (Interreg CENTRAL EUROPE); BESTFACT (2012-15) Best Practice Factory for Freight Transport (FP7); FUTUREMED (2012-15) - Freight and passengers supporting infomobility systems for a sustainable improvement of the competitiveness of port-hinterland systems of the MED area (MED Programme); ATTAC (2011-14) Attractive Urban Public Transport for Accessible Cities (South East Europe); TransNEW (2010-11) – Support for realising New Member and Associated States' potentials in transport research (FP7); B2B LOCO (2009-11) – Baltic-To- Balkan Network for Logistics Competence (FP7); KASSETTS (2008-11) - Knowledge-enabled Access of Central Europe SMEs to Efficient Transnational Transport Solutions (CE Programme); CASTLE (2008-11) – Cooperation Among SMEs Toward Logistic Excellence, (Interreg 4C Programme); KOMODA (2008 – 2010), Co-modality - towards optimised integrated chains in freight transport logistics (FP7); MELINDA - Mobility Ecosystem for Low-carbon and Innovative modal shift in the Alps (Alpine Space)</p>

<h2>B.1 Project partner</h2>	
Project partner number	6
Partner role in the project	PP
Name of organisation in original language	Mestna občina Murska Sobota
Name of organisation in English	City Municipality of Murska Sobota
Abbreviation of organisation	MURS
Department/unit/division	
<p><u>Address</u></p>	
Country (NUTS 0)	SI
Region (NUTS 2)	SI01, Vzhodna Slovenija
Sub-region (NUTS 3)	SI011, Pomurska
Street, house number, postal code, city	9000 Murska Sobota Kardoševa ulica 2
Website	http://www.murska-sobota.si/
Assimilated partner	No
<p><u>Legal and financial information</u></p>	
Type of partner	Local public authority
VAT number (if applicable)	SI32339828
Other national identifying number (if no VAT number is provided)	

<i>Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?</i>	Yes
<i>Co-financing %</i>	85.00
<i>Legal status</i>	public
<i>Economic status</i>	-
<i>Legal representative</i>	Aleksander JEVŠEK
<i>Contact person</i>	Hugo MAUČEC
	hugo.maucec@gmail.com
	+386 25251625
<u><i>Experiences of partner</i></u>	
<u><i>Competences</i></u> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	The municipality of Murska Sobota has been working on creating a greener city. Trying to reduce CO2 emissions. Several measures have been implemented and researched. In 2007 a free city bus was introduced with low emissions, aiming to reduce CO2 emissions and encouraging public transportation. Followed by the publication of a Sustainable urban mobility plan in 2008. Murska Sobota has participated in several projects developing plans making the city greener, including Bypad – cycling traffic analysis, and QUEST – support for sustainable traffic and rational use of energy. "
<u><i>Role in the project</i></u> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i> <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	PP6, City of Murska Sobota has a good experience in EU projects. The City will participate in all project WPs and will focus on transfer of best practices from project partners and will share the know-how gained in the project with stakeholders and residents. In the SMACKER project, PP6 is defined as a "beginner" region: it means it will get benefit from experience exchange and impact evaluation. The City will be active at regional level for the dissemination and promotional events that will be arranged, the pilot will be discussed with residents and related bodies, which will also participate in the trainings. The cooperation with all interested stakeholders, the key regional institutions and transport operators is crucial for the implementation of the pilot in order to multiply the effect. In specific in WP.T1 it will participate to needs definition phase and ensure the effective increasing of awareness and competences through the Local to Think Global (LTG) trainings and will create the Local Mobility Forum (LMF). In WP.T2 it will implement a pilot to develop an app for DRT services that will be tested in order to provide better connections to main corridors. In WP.T3 it will participate to SMACKER Quality Partnership for seamless Mobility Governance (SQPM) and the related events. The partner is not performing any economic activity within the project or as a result of it.
<u><i>EU/international projects experience</i></u> <i>If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</i>	Murska Sobota won several national awards with her outstanding work: 2nd place in 2013 for the Best Cycling Municipality, finalist in The Greenest city Municipality 2011, The Planet Earth Most Kind Municipality 2011, etc. The municipality of Murska Sobota was the leader partner of the project 3 PARKI-3 PARK, Urban green infrastructure development, preservation, restoring, expanding and management – tools for optimizing the experience of living through people, parks and common programs. The municipality of Murska Sobota was also partner of the projects MURMAN, TRILOC; Objective 3 - Operational Programme Slovenia-Austria 2007-2013 and partner of the project entitled Via Savaria Slovenia-Hungary Cross-border Cooperation Programme 2007-2013. The municipality of Murska Sobota participated in the project City Cooperation an association of 24 towns in 3 countries using three different languages want to form a common alliance; Operational Programme Slovenia-Austria 2007-2013. The municipality of Murska Sobota participated also in the project Hiking & Biking and Active Access. The municipality of Murska Sobota is partner of the project CIVINET Slovenia & Croatia Network for Sustainable Urban Mobility."

B.1 Project partner	
<i>Project partner number</i>	7
<i>Partner role in the project</i>	PP
<i>Name of organisation in original language</i>	BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT ZÁRTKÖRŰEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG
<i>Name of organisation in English</i>	BKK Centre for Budapest Transport

Abbreviation of organisation	BKK
Department/unit/division	Strategy and Innovation Directorate
<u>Address</u>	
Country (NUTS 0)	HU
Region (NUTS 2)	HU10, Közép-Magyarország
Sub-region (NUTS 3)	HU101, Budapest
Street, house number, postal code, city	H1075 Budapest Rumach Sebestyén utca 19-21.
Website	www.bkk.hu
Assimilated partner	No
<u>Legal and financial information</u>	
Type of partner	Sectoral agency
VAT number (if applicable)	HU17781372
Other national identifying number (if no VAT number is provided)	
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Co-financing %	85.00
Legal status	public
Economic status	-
Legal representative	Zoltán Nyul
Contact person	László Sándor Kerényi
	laszlo.kerenyi@bkk.hu
	+36307741024
<u>Experiences of partner</u>	
<u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.	Budapest is a leading city in Central Eastern Europe in the implementation of transport management organisational schemes, in charge of integration of different transport modes, and of building organisational capacity for the implementation of sustainable measures. BKK Centre for Budapest Transport (BKK) is the integrated urban mobility managing authority in Budapest. Since 2010, BKK Centre for Budapest Transport is located between the local government and transport operators with Public Service Contract framework in the governance model. The Hungarian capital has a large road network (4500 km) with 1/3rd being a main road network. There are over 1000 traffic signalled intersections as well. Total length of public transport network is 3300 km with almost 2200 vehicles in operation daily. The development, maintenance and operation of such an extended critical infrastructure is a particularly challenging task. BMT Balázs Mór Plan is the first SUMP based mobility strategy of Budapest for the period 2014-2030. BMT is in line with the EU White Paper, the National Transport Strategy, and the Budapest 2030 Urban Development Concept. BMT contains a large number of measures related to the sustainable development of public transport. One of the core intervention areas of BMT is the development of demand responsive transportation in less populated areas.
<u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project? Is the organisation performing any economic activity within the project or as a result of it?	BKK, PP7, as the mobility manager of the capital city of Budapest has some experiences in DRT systems. In the project BKK would like to share his experiences with the other project partners and learn from other good practices. PP7 in the SMACKER partnership is among "experienced" regions: they have a deep knowledge in the field but are planning anyway a step forward thanks to the transnational cooperation and the contribution of the academic partners. BKK will make a state of the art of the situation in Budapest and make an analysis regarding existing services and passengers' needs following A.T1.2 methodology. According to the results a plan (A.T2.2) will be made to revise existing services and to extend services to new areas. After gathering experiences from other project partners and examining different good practices, a web based application will be developed to better manage the existing DRT system and to possibly extend the service in order to influence rural area inhabitants to use more sustainable and greener transport modes. The action (pilot) is described in detail in WP.I3. The organisation is not performing any economic activity within the project or as a result of it.

<u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.	BKK is active in international research and innovation activities since its establishment. BKK participated in several successfully completed EU funded projects, such as INTERREG Catch-MR, FP7 NODES, FP7 TIDE, IEE STARS and IEE CH4ALLENGE. BKK is currently participating in 7 H2020 projects (FLOW, EMPOWER, SUMPs-UP, SUNRISE, Cities-4-People, MaaS4EU and INCLUSION) and in one INTERREG EUROPE project called SMART-MR. Furthermore, BKK is active in international networking through its memberships in the following organisations: Member of Polis Network – European cities and regions networking for innovative transport solutions (Vice presidency 2014-2015). Member of UITP – L'Union internationale des transports publics. Active participation in the EU Committee of UITP since 2014. Member of EMTA – European Metropolitan Transport Authorities Member of Hungarian CIVINET – part of CIVITAS initiative of the European Commission
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B.1 Project partner	
Project partner number	8
Partner role in the project	PP
Name of organisation in original language	Regionsmanagement Osttirol
Name of organisation in English	Regional Management East Tyrol
Abbreviation of organisation	RMO
Department/unit/division	
<u>Address</u>	
Country (NUTS 0)	AT
Region (NUTS 2)	AT33, Tirol
Sub-region (NUTS 3)	AT333, Osttirol
Street, house number, postal code, city	9900 Lienz Amlacher Straße 12
Website	www.rmo.at
Assimilated partner	No
<u>Legal and financial information</u>	
Type of partner	Regional public authority
VAT number (if applicable)	ATU69014924
Other national identifying number (if no VAT number is provided)	
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No
Co-financing %	80.00
Legal status	public
Economic status	-
Legal representative	Dietmar Ruggenthaler
Contact person	Nicole Suntinger
	n.suntinger@rmo.at
	+43(0)485272820575
<u>Experiences of partner</u>	

<p><u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</p>	<p>The RMO is the competence center for climate and energy issues in the district of Lienz/East Tyrol. In this context the RMO is working a lot on the issue of mobility – especially in developing small public (or private) transport systems not only for various person groups including children, persons with care responsibilities, elderly and people with reduced mobility but also for the general public. Within the last years several projects were implemented in the municipalities of the district. Last project were the implementation of a call/dial taxi system, e-carsharing system, hailed shared taxi system with volunteer taxi drivers or several awareness raising actions for sustainable mobility. The focus of mobility issues is also on e-mobility. Developing longterm financeable, affordable (for users), flexible and climate friendly mobility solutions is a key objective for the regional development. RMO was former project partner in the Alpine Space project "AlpInfoNet" (Sustainable Mobility Information Network) and is currently project partner of the LAST MILE project (Interreg Europe) for sustainable and flexible mobility for the last mile in tourism regions. Therefore the RMO makes a significant contribution to the implementation of sustainable mobility projects or is still working to implement new projects and to influence the change of the current mobility behaviour.</p>
<p><u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project? Is the organisation performing any economic activity within the project or as a result of it?</p>	<p>At regional level, PP8 acts as incentive and initiator for developments towards fixed and DRT systems and connects municipalities and several institutions in the region to reach an ongoing improvement in this thematic. PP8 will set up the WPT2 "Participation and actions" through awareness raising activities and training and is properly assigned to transfer experience to all interested partners and territories. The pilot will focus on three aspects: 1. social scientific research for (implemented) sustainable mobility offers, with a focus on e-carsharing and DRT services (36.000 EUR); 2. implementation of "green house friendly tourism offers" in the region: making existing (fixed and flexible) services visible, understandable and integrated into tourism; training to contact persons in municipalities and local hotel staff to give information about regional mobility offers to residents and guests (27.000 EUR); 3. strengthening e-mobility in the region: implementation of new e-carsharing locations in municipalities + marketing strategy to promote e-carsharing (34.200 EUR). The pilot is coordinated and seen as an optimal supplement which involves local communities and institutions dealing with sustainable mobility issues. Long lasting ownership and durability of actions is ensured by stakeholders and project partner.</p>
<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>The RMO has already been involved in foregoing EU projects with focus on sustainable mobility (participation as project partner): MM3R - Increasing mobility between 3 regions- Osttirol - Südtirol - Belluno (INTERREG-Programme), 2012-2013, AlpinfoNet (Alpine Space) 2012-2015, Last Mile - Sustainable mobility for the last mile in tourism regions (INTERREG-Programme) 2016-2020 (task leader of the joint analysis of the analysis of the framework and identification of barriers and legal constraints) General international project experience: RMO is Local Action Group for LEADER and for Interreg V-A Italy-Austria - mainstay of the implementation of the LEADER-CLLD approach. PP8 also has been partner in "AlpInfoNet" (Alpine Space), "Muoveri meglio tra tre Regioni" (Interreg I-A IV) and experience in handling EU funded projects. RMO gained a lot of know-how in foregoing Interreg Europe project LAST MILE (PP8 was Task leader of analysis part), PP8 is willing to expand the know-how to other regions and bring "lessons-learned" as well as concrete approaches into regional implementation of the pilot. SMACKER continue proceedings in positive development of sustainable mobility issues in remote areas and hinterlands.</p>

<h2>B.1 Project partner</h2>	
Project partner number	9
Partner role in the project	PP
Name of organisation in original language	Universität für Bodenkultur Wien
Name of organisation in English	University of Natural Resources and Life Sciences Vienna
Abbreviation of organisation	BOKU
Department/unit/division	Institute for Transport Studies
<p><u>Address</u></p>	
Country (NUTS 0)	AT
Region (NUTS 2)	AT13, Wien

<i>Sub-region (NUTS 3)</i>	AT130, Wien	
<i>Street, house number, postal code, city</i>	1190 Vienna Peter-Jordan-Strasse 82	
<i>Website</i>	https://www.boku.ac.at/en/	
<i>Assimilated partner</i>	No	
<u>Legal and financial information</u>		
<i>Type of partner</i>	Higher education and research	
<i>VAT number (if applicable)</i>	ATU16285008	
<i>Other national identifying number (if no VAT number is provided)</i>		
<i>Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?</i>	No	
<i>Co-financing %</i>	80.00	
<i>Legal status</i>	public	
<i>Economic status</i>	-	
<i>Legal representative</i>	Michael Meschik	
<i>Contact person</i>	Roman Klementschtz	
	roman.klementschtz@boku.ac.at	
	004314765485618	
<u>Experiences of partner</u>		
<u>Competences</u> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	<p>Planning of future oriented transport services and infrastructures; analysis and strategic development of transport demand and mobility; advancement of methods, focusing on methods for data collection of mobility behaviour and for modelling transport and related environmental effects. Transport systems are meant to guarantee access and mobility for persons under changing framework conditions such as demographic developments, scarce fossil resources and climate change. Knowledge on the mobility behaviour of specific person groups in different spatial and transport contexts is the basis for designing customized transport solutions. We work for various person groups including children, persons with care responsibilities, elderly and people with reduced mobility. We analyse the usage of different transport means including innovative services such as sharing and flexible transport systems as well as electric vehicles. Transport supply gets more diverse and better connected thanks to dynamic ICT technologies. Transport demand is shaped less and less by regular working trips; the share of multimodal transport increases. Reliable methods for the ex-ante assessment and the ex-post monitoring of the planned measures' expected impacts are a prerequisite for using available resources efficiently. We apply and advance existing assessment methods with the goal to find for each application the balance between the needed level of detail and the costs for the assessment.</p>	
<u>Role in the project</u> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i> <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	<p>PP9, BOKU, has already successfully cooperated with other regions in Austria nudging residents towards sustainable mobility behaviour change. In one of these projects, called as SMARTMOVE (IEE-Programme, BOKU has coordinated) the evaluation was in the responsibility of BOKU as well. Gaining a lot of know-how in these projects, we are willing to expand this idea of interventions to other areas and target population and develop further the tool box for interventions. BOKU will be leading WPT1 "Understanding" by coordinating the different actions to be implemented, especially those related to the review of existing practices to be transferred to stakeholders and partners for capacity building, and the assessment of users' needs. Besides this, BOKU will support the activities of PP8-RMO and will bring in its knowledge on behaviour change (gained in several European and national projects) and evaluation of project output in general. The organisation is not performing any economic activity within the project or as a result of it</p>	

<i>EU/international projects experience</i> <i>If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</i>	PASTA - Physical Activity through sustainable transport approaches. Funded by European Commission, (FP7-Programme), 2013-2017 SMARTMOVE - Increasing peoples' awareness and use of public transport through active mobility consultancy with focus on feeder systems. Funded by European Commission, (IEE-Programme), 2014-2016 SWITCH - Encouraging a SWITCH from car-based to active mobility using personalised information and communication technology approaches. Funded by European Commission, (IEE-Programme), 2014-2016 BRAWISIMO - Region Bratislava Vienna: Mobility study. Funded by Regional Government of Niederösterreich, Austria Federal Ministry of Transport, Innovation and Technology, European Commission (ERDF), MA 18 - Urban Development and Planning Vienna, (INTERREG-Programme), 2012-2015 FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas. Funded by Regional Government of Tyrol, Burgenland, Austria Federal Ministry of Economics, European Commission (INTERREG-Programme), 2008-2011 GUARD - Evaluation, Monitoring and Dissemination for CIVITAS II Projects. Funded by European Commission, (CIVITAS-Programme), 2004-2010 Last-Mile - Sustainable mobility for the last mile in tourism regions. Funded by European Commission (INTERREG-Programme), 2017-2019 MM3R - Increasing mobility between 3 regions- Osttirol - Südtirol - Belluno. Funded by European Commission (INTERREG-Programme), 2012-2013
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B.2 Associated partners (if applicable)	
<i>Associated partner number</i>	10
<i>Name of organisation in original language</i>	Regione Emilia-Romagna - Direzione generale Cura del Territorio e dell'Ambiente, Servizio trasporto pubblico e mobilita' sostenibile
<i>Name of organisation in English</i>	Emilia-Romagna Region - General Directorate for Territorial and Environmental Care, Public transport and Sustainable Mobility Service
<i>Project partner to which the organisation is associated</i>	Institute for Transport and Logistics Foundation
<u>Address</u>	
<i>Country (NUTS 0)</i>	IT
<i>Region (NUTS 2)</i>	ITH5, Emilia-Romagna
<i>Sub-region (NUTS 3)</i>	ITH55, Bologna

B.2 Associated partners (if applicable)	
<i>Associated partner number</i>	11
<i>Name of organisation in original language</i>	Ministrstvo Republike Slovenije za Infrastrukturo
<i>Name of organisation in English</i>	Ministry of Infrastructure of Republic of Slovenia
<i>Project partner to which the organisation is associated</i>	University of Maribor
<u>Address</u>	
<i>Country (NUTS 0)</i>	SI
<i>Region (NUTS 2)</i>	SI02, Zahodna Slovenija
<i>Sub-region (NUTS 3)</i>	SI021, Osrednjeslovenska

B.2 Associated partners (if applicable)

<i>Associated partner number</i>	12
<i>Name of organisation in original language</i>	Obszar Metropolitalny Gdańsk Gdynia Sopot
<i>Name of organisation in English</i>	Metropolitan Area Gdansk-Gdynia-Sopot
<i>Project partner to which the organisation is associated</i>	Municipality of Gdynia - Roads and Green Areas Management
<u>Address</u>	
<i>Country (NUTS 0)</i>	PL
<i>Region (NUTS 2)</i>	PL63, Pomorskie
<i>Sub-region (NUTS 3)</i>	PL634, Gdański

SECTION C - Project description

C.1 Project relevance

What are the territorial challenges that will be tackled by the project?

Please describe the relevance of your project for the programme area in terms of common challenges and/or joint assets addressed. Please specify the situation for the territories participating in the project.

SMACKER areas share the same risks and issues related to being peripheral to main transport networks and mainly oil dependent. Among partners, Murska Sobota and East Tyrol are not directly served by TEN-T Core Network Corridors while Bologna, Gdynia, Budapest and Prague are, but, for several reasons, peripheral and rural areas around all of them suffer from marginalisation. Common issues in SMACKER regions, even if in different scenarios, are related to inadequate and under-used services, excessive costs and bias on services operated, lack of last-mile services and proper intermodality, poor communication and information to users and car commuting. Urban sprawl is also a factor that determined an increasing traffic demand in the last years. All the involved regions are willing to challenge themselves on problem solving to step forwards to a more inclusive and sustainable mobility, that could also boost local economies. Sustainable mobility could indeed play a relevant role in territories attractiveness and social welfare. SMACKER will approach common and specific challenges of involved regions by adopting a result oriented approach, helping regions to make the needed step to reach project related goals and to overcome identified barriers. The triggering mechanism will be based on a transnational activity of capacity building on planning and integrating transport services. Innovative schemes will be used in order to facilitate measures. Actions will be implemented to ease the connection of rural and peripheral areas for commuters, campus students and teachers, public service users, tourists, caregivers, etc. It will be paramount to avoid the use of private cars, reduce the ownership of cars, promote shared use of vehicles, optimise services operated by public operators and private ones (shuttle) and green technologies. SMACKER will raise the quality of daily life and the image of involved regions making them more attractive.

What is the project's approach in addressing these common challenges and/or joint assets and what is innovative about this approach?

Please describe new or innovative solutions that will be developed during the project and/or existing solutions that will be adopted and implemented during the project lifetime. Please explain how far the approach goes beyond existing practice in the sector and/or participating regions.

To better define the approach of SMACKER and its innovativeness, let's follow 5 keywords:

1- **UNDERSTANDING** - SMACKER will lay its foundations on a deep understanding of users' need in concerned areas.

Understanding also means capacity building of stakeholders and PPs through best practices review and sharing and specific training.

2 - **PARTICIPATION** - Durable LMFs will be created by the activation of Community of Interests (road users) and Community of Practices (transport practitioners) that will be co-designer of services and campaigns as well as recipient of specific trainings and seminars.

3 - **ACTIONS** - Main activities will be based on:

I) analysis and feasibility studies;

II) implementation of pilot on DRT services in low density areas (re-)designed according to users and stakeholders' need;

III) optimisation of existing services according to different business models;

IV) behaviour change campaigns towards a greener modal shift;

V) marketing campaigns to support existing services usage.

4 - **INNOVATION** - SMACKER will introduce innovations in methodologies used in both soft and hard measures to be implemented in pilot areas. Innovative approaches such as nudging, gamification, co-design, marketing and branding will be widely used to reach ambitious goals of success of the pilots implemented. Information technologies will support the project in better manage pilots or campaigns.

5 - **IMPACT** - Actions will be aligned with requirements and KPIs deriving from SUMP and other strategic plans (regional dev. plans for tourism, plans for air quality, etc.). This will help to measure the impact in the framework of pre-defined strategies and to provide a substantial and measurable contribution to strategic objectives. Monitoring of impacts will enhance PPs and operators planning capacities.

Why is transnational cooperation needed to achieve the project's objectives and results?

Please explain why the project goals cannot be efficiently reached acting only on a national/regional/ local level and/or describe what benefits the project partners/target groups/project area gain in taking a transnational approach.

To better explain the need of a transnational approach it could be useful again to follow a keywords based scheme:

1 - **START**- SMACKER will address local communities in partners' area using a comprehensive approach, by scaling local problems to a broader European level and importing solutions able to find and suggest the most suitable answers for most of residents and tourists mobility needs. Cooperation among partners will trigger mutual benefit mechanisms. Local issues will be compared to european benchmarks. Best practices will be reviewed by academic partners and will be presented to PPs in the form of trainings and action proposals in drafting realistic implementation scenarios to support the uptake of the innovative concepts in the local context.

2 - **GROW** - Partners are categorised according to the level of sustainable mobility measures implemented and modal share: beginners (PP4, PP6), climbers (PP1, PP3), and experienced ones (PP7, PP8) will grow to an upper level thanks to SMACKER. Experienced regions will benefit mainly from academic (PP5, PP9) insights to fine tune local action plans and implement pilots of maximum relevance. Climbers will also get benefit from impact evaluation, while beginners will enhance their skills also through mutual learning. Growing capacity together, all PPs will reduce disparities of know how and consequently this will result in greater effectiveness of the project and future subsequent actions.

3 - **EXPAND** - SMACKER will return project results to the European level thanks to a dedicated enlarged transfer programme that aims to involve a group of other Central European regions in the validation and upscaling of the action plans implemented within the project. SMACKER will have a strong focus on transferring lessons learnt and success stories behind its borders, by involving other similar areas and arranging dedicated events and tools for dissemination.

Cooperation criteria	
<i>What is the degree of transnational cooperation within the partnership? Please select at least 3 <u>cooperation criteria</u> that apply to the project and provide a brief explanation.</i>	
<i>Cooperation criteria</i>	<i>Description</i>
<i>Joint development (compulsory)</i>	X The integration among partners will be essential to reach the common project goals. A unique team of partners (academics, practitioners, decision makers and project managers) will work seamlessly.
<i>Joint implementation (compulsory)</i>	X LP will ensure that partners will strictly follow the project workplan. The cooperation intrinsic in the Work Plan will be boosted by the mutual benefits that partners get from SMACKER deployment.
<i>Joint staffing</i>	X SRM is an experienced LP in other Interreg (Interreg IVC) projects. An adequate level of management and project governance will be ensured, avoiding duplication of tasks and functions.
<i>Joint financing (compulsory)</i>	X SMACKER will be built on solid basis of cooperation among skilled partners. The budget is prepared according to the actions to be performed and managed in a transparent and diligent manner.

C.2 Project focus

Project objectives, expected result and outputs

Programme specific objective	4.1 To improve planning and coordination of regional passenger transport system for better connections to national and European transport networks
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Project main objective

*What is the main objective of the project and how does it link to the overall programme goal?
How does it contribute to the programme priority specific objective considering, if applicable its thematic focus for the third call?*

The main objective of SMACKER is to reduce the impact of transport on the local environment improving the effectiveness of mobility services and providing innovative solutions such as DRT services to connect peripheral and rural areas to European transport networks in a sustainable way, cutting down private car dependence. It means providing valid, integrated and seamless alternatives that make mobility within everyone's reach, regardless of car ownership. Private life must be planned in a different way: thus, a general and well-informed behaviour change is needed in Europe and especially in peripheral and rural areas where coexist a risk of marginalization with a growing appeal of individual solutions. Fighting against marginalization means to make transport accessible and inclusive, to overcome barriers that constrains mobility as inequitable for vulnerable user groups. To reduce the appeal of cars, SMACKER will provide PPs with innovative strategies and tools to promote the public transport services in a more efficient way, by involving public and private stakeholders. A strong coordination effort will be made in order to reduce disparities: • engaging transport users to co-plan transport services; • improving regional mobility planning capacities by engaging authorities and transport providers in services planning; • integrating mobility service offer in a multi-modal perspective focused on users (residents and tourists), by cooperation among transport providers.

Programme result (pre-defined)

Programme result indicator to which the project has to contribute

R 4.1 Status of coordinated planning capacities of the public sector and related entities for regional passengers transport systems linked to national and European transport networks achieved through transnational cooperation

Expected project results

What are the project's main results and how do they contribute to the programme result indicator? Please describe the change the project expects to achieve at the territorial level.

SMACKER targets policy makers, authorities and service providers in mobility at local level. Its main result is the capacity building of the involved bodies and stakeholders in low-carbon DRT planning, promotion and implementation. These results are accomplished by ensuring that each partner area develops a new plan and implement new measures to answer local challenges in low density areas such as: 1) Bologna for local commuting and tourism in mountainous area 2) Gdynia for residential suburbs connection with commuting needs 3) Suchdol for commuting suburban area with University campus 4) Murska Sobota for cross border and local mobility and spa/wellness tourism 5) Budapest for commuting areas with a smarter approach 6) East Tirol for greener tourists and residents mobility. Transnational cooperation will ensure that plans and measures adopted are sustainable and transferable. SMACKER will further upscale to other regions thanks to a call for 10 non-partner 'peripheral' authorities in CE to attend Enlarged Transfer Programme (ETP), transnational trainings devoted to ETP and other non-partner regions (via webinar), 2 public high-quality scientific conferences open to practitioners and decision makers from all over Europe. The main target groups are local authorities, businesses, Infrastructures & service providers, transport agencies, research & education bodies in transport, other stakeholders involved in tourism, productions of goods and service deliveries.

Project specific objectives

*Which are the specific objectives the project aims to achieve?
Define max. 3 specific objectives of the project.*

Title of specific objective	Please shortly explain each of the defined specific objectives
To grow capacity of SMACKER regions in better plan, deliver, integrate and communicate transport services in their areas.	SMACKER will address disparities among urban standard of transport services and less served areas by providing innovative approaches and solutions able to design new and more efficient services, to enhance the attractiveness and the effectiveness of the existing ones, to build and expand sharing schemes and on-demand transport. SMACKER strongly focuses on capacity building of involved regions in order to develop long lasting skills in staff engaged. Following sub-goals will be pursued: BETTER PLANNING through depth knowledge of transport demand; BETTER DELIVER through cross fertilization and peer review; BETTER INTEGRATION through tailored, co-designed and validated services; BETTER COMMUNICATION by customized market-oriented campaigns.
To increase the number of users of public transport and sustainable trips in involved regions regions (including visitors of the regions from abroad).	SMACKER will contribute to a general restructuring of the private mobility by nudging people to shift to (or keep using) sustainable alternative schemes and by concurring to enhance quality of life in affected areas. Specific schemes will be adopted in order to foster a bottom up approach on mobility issue. Pushing people to adopt more sustainable scheme of travel means to create an appealing environment for sustainable mobility and at the same time discouraging private car use. The challenge to shift users is an hard challenge without an holistic approach: SMACKER promotes an overall scheme by pushing walking and cycling as preferential, "smart" public transport and sharing schemes to cover long distances and substitute car use.
To define a long term strategy to promote sustainable mobility in regions that will complement and feed local planning tools	SMACKER will deliver improved policy making for mobility planning in an oil saving perspective. It will allow authorities to develop a vision, to be translated into action plans, concerning short, medium and long term actions for the improvement of the carbon footprint of transport. SMACKER will establish the financial and institutional conditions and the political feasibility of the actions and it will complement its results in the partners' political instruments. SMACKER will develop a transnational roll-out process and transfer of its results to European regions and create a trans-national transport strategy for cities and regional authorities. Coordination of policies at local and project level is essential for sustainable results.

C.3 Project context

How does the project contribute to wider strategies and policies? Please describe the project's contribution to relevant strategies and policies at different levels (EU/national/regional); in particular, those concerning the thematic scope of the project and the participating regions.
<p>In 2011, the White Paper Roadmap to a Single European Transport Area stated: "Still, the transport system is not sustainable. Looking 40 years ahead, it is clear that transport cannot develop along the same path. [...] Congestion costs will increase by about 50% by 2050. The accessibility gap between central and peripheral areas will widen."</p> <p>SMACKER will engage PPs in focusing on the objective to minimize that gap in their territories. This effort will result on a strong contribution on relevant strategies and policies thanks to a wider involvement of relevant stakeholders in co-decision processes, trainings and dissemination of results.</p> <p>SMACKER gives a contribution in the implementation of goals and actions of:</p> <ol style="list-style-type: none"> 1) EU 2020 strategy on Sustainable growth (and all the derived national and regional activities and plans) in lowering GHG emissions, given the importance of transport in the global carbon balance. 2) the above mentioned white paper [COM(2011) 144 final] by providing less oil dependant seamless solutions and promoting more sustainable behaviour. 3) A European Strategy for Low-Emission Mobility [COM(2016) 501 final] Increasing the efficiency of the transport system by making the most of digital technologies, smart pricing and further encouraging the shift to lower emission transport modes. <p>At national/regional level: A) IT Bologna - Regional Integrated Transport Plan + Regional Rural Development Plan (LEADER) B) PL Gdynia - Pomorskie Regional Operation Programme 2014-20 and National Transport Policy for 2006-25 C) CZ Prague Suchdol - Operational Programme Prague - Growth Pole 2014-20, D) SI (national) - Transport Development Strategy of the Republic of Slovenia - Until 2030 E) HU Budapest - Balázs Mór Plan transport development strategy for Budapest F) AT Tyrol E-Mobilitätsstrategie Osttirol 2030+LEADER Strategie - LAG Regionsmanagement Osttirol + CLLD Strategie Dolomiti Live.</p>

<i>Please indicate if the project contributes to <u>macro-regional strategies</u> and, if applicable, describe its contribution(s).</i>	
<i>EU Strategy for the Baltic Sea Region</i>	SMACKER involves 1 partner from BSR: Gdynia (+ Metropolitan city AP12). SMACKER mission on improving mobility planning in involved areas is relevant to overall objective 2. Connect the region - Sub-objectives "Good transport conditions" and "Connecting people in the region", to which SMACKER contributes with 1 Macro Regional Strategies working groups meeting (D.C.5.1), 1 ETP training D.T3.2.6 and 1 report on planning D.T3.3.4.
<i>EU Strategy for the Danube Region</i>	6 partners from DR: BKK, RMO, BOKU, MURS, UM, MCPS (+ AP11). SMACKER mission to promote better mobility & decarbonise transport for residents and tourists contributes to the 3 EUSDR Priority Actions: PA 1B Rail-Road-Air Mobility, PA 3 Culture & Tourism, PA 5 Environmental Risks. SMACKER contributes: 2 high-quality scientific conferences in Maribor & Vienna (D.C.4.1, D.C.4.2), 1 Macro Regional Strategies working groups meeting (D.C.5.1), 1 ETP training D.T3.2.6 and 1 report on planning D.T3.3.4.
<i>EU Strategy for the Adriatic and Ionian Region</i>	SMACKER involves 4 partners from AIR: SRM, ITL, MURS, UM (+ AP10 and AP11). SMACKER in promoting sustainable transport for all, strongly impacts on PILLAR2: CONNECTING THE REGION, topic2 Intermodal connections to the hinterland and PILLAR4: SUSTAINABLE TOURISM, topic2 - Sust. and responsible tourism management. SMACKER contributes: 1 high-quality scientific conference in Maribor (D.C.4.1), 1 MRS working groups meeting ((D.C.5.1), 1 ETP training D.T3.2.6 and 1 report on planning D.T3.3.4
<i>EU Strategy for the Alpine Region</i>	4 partners from ALP: RMO, BOKU, MURS, UM. SMACKER mission to improve mobility planning in a low carbon perspective in peripheral and rural areas contributes to EUSALP Pillars "Sustainable growth" and "Connectivity for all" and Cross-cutting Policy Area "Governance, including Institutional Capacity". SMACKER contributes: 2 high-quality scientific conferences in Maribor & Vienna (D.C.4.1, D.C.4.2), 1 MRS working groups meeting (D.C.5.1), 1 ETP training D.T3.2.6 and 1 report on planning D.T3.3.4.

<i>What are the <u>synergies</u> with other EU projects (past, on-going or planned) as well as other projects or initiatives? In how far does the project <u>build on available knowledge and results</u>? Where applicable please refer to existing or planned projects co-funded by EU and/or national/regional funds. In particular please specify if the application is linked to any other proposal under preparation within other EU funds, also specifying the concerned EU-funded programmes (e.g. other Interreg programmes, Horizon 2020, COSME, national or regional programmes supported by ERDF, ESF, cohesion Fund, EAFRD, EMF, etc.) Please also describe the experiences/lessons learned and previous results the project builds on, and how available knowledge will be used. Where applicable, linkages to CENTRAL EUROPE 2007-2013 projects should be highlighted.</i>
<p>SMACKER will build upon existing knowledge and practices deriving mainly by the participation of its PPs into the following projects:</p> <ol style="list-style-type: none"> 1. FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas (SRM, BOKU) Interreg IVC. 2. EMPOWER - Rewarding change (SRM,BKK) H2020. 3. SUNRISE - Sustainable Urban Neighbourhoods - Research and Implementation Support in Europe (BKK) H2020. 4. INCLUSION - Towards more accessible and iNCLUSIVE mObility solutions for EuropeaN prioritised areas (BKK) H2020. 5. InMosion - Science Shop for Innovative Mobility Solutions for Mobility Challenged Europeans (SRM) FP7 6. SEGMENT - Segmented Marketing for Energy efficient Transport (Gdynia) IEE. 7. AlpinnoCT - Alpine Innovation for Combined Transport (UM) Alpine Space; 8. SULPiTER - Sustainable Logistics for Urban and Regional Planning (ITL,UM) CENTRAL EUROPE; 9. Last Mile - Sustainable mobility for the last mile in tourism regions (RMO,BOKU) INTERREG EUROPE; 10. SMARTMOVE - Increasing peoples' awareness and use of public transport through active mobility consultancy with focus on feeder systems. (BOKU) IEE. 11. SWITCH - Encouraging a SWITCH from car-based to active mobility using personalised information and communication technology approaches (BOKU) IEE. 12. MM3R - Increasing mobility between 3 regions- Osttirol - Südtirol – Belluno (RMO,BOKU) INTERREG-IT-AT. 13. MELINDA - Mobility Ecosystem for Low-carbon and INnovative moDal shift in the Alps (UM) Alpine Space; <p>At least 3 main strands of available knowledge could be transferred: 1 – methodology and cooperation (1,2,4,6,8,9,11,13) 2 – behaviour change/awareness/marketing (2, 3, 6, 9, 10, 11, 13) 3 – better and smart solutions for services (1, 5, 7, 8, 9, 10, 12) SMACKER is aware of ongoing CE projects SO 4.1 and will cooperate with them (eg. RUMOBIL).</p>

C.4 Horizontal principles

Horizontal principles

<i>Please indicate how the project is likely to affect the following horizontal principles and provide a brief explanation.</i>		
Horizontal principles	Possible effect	Description of possible effects and/or planned measures
<i>Sustainable development: how does the project affect the sustainable development of the programme area and in particular the participating regions?</i>	positive	SMACKER is aiming at influencing the travel habits of resident and tourists providing accessible and more sustainable transport solutions for all, encouraging and rewarding its use. Integration different modes of transport into a conventional transport network provides greater transport cohesion, allowing access throughout urban and rural areas. Social and environmental aspects of sustainability are detailed in next boxes. From economic side of local development and for the job market SMACKER contributes to define new employment opportunities and skills directly connected with ICT services and transport chain, implementing new mobility schemes and coordinating/enhancing the overall transport services accessibility.
<i>Equal opportunity and non-discrimination: how does the project affect equal opportunities, non-discrimination and reduction of disparities?</i>	positive	SMACKER improves accessibility and mobility in order to better connect people to places. As a direct consequence SMACKER will produce an increased social inclusion for persons with reduced mobility minimizing barriers, and for young people and families, in the participating regions. Municipalities and other Authorities can offer new flexible and cost effective transport solutions and related services for all citizens, including vulnerable groups.
<i>Equality between men and women: how does the project affect gender equality?</i>	positive	In the field of transport and mobility, women are usually in a vulnerable position because they often do not dispose of the same opportunities and means of transport as men. As mentioned, the increased modality options will benefit also women, reducing gender disparity. SMACKER will take into consideration the equality principle in all of its daily activities, ensuring that no discrimination take place. LP will act as gender equality guarantor and the direct involvement in the project of female managers is absolutely relevant in this sense.
<i>Environment: what are the foreseeable effects on the environment (e.g. water, soil, air and climate, population and human health, fauna, flora and biodiversity, cultural heritage and landscape)?</i>	positive	SMACKER is encouraging the use of public transport by favouring modal shift towards an efficient, attractive, flexible, smart passenger transport. The reduction of traffic congestion and the related energy consumption and emissions is therefore expected. As a direct consequence air quality will be improved. Active mobility will enhance human health.

C.5 Additional Indicators

Thematic result indicators			
Please indicate to which indicators the project results will contribute (<u>selecting those indicators of relevance</u> for the project scope and the planned achievements) and provide a quantification of the target together with a brief explanation specifying the expected contribution.			
Thematic result indicator	Measurement unit	Target	Explanations
Number of institutions adopting new and/or improved strategies and action plans	Institutions	16,00	All the PPs that will implement a pilot in the SMACKER project will improve their strategies in local delivering of services and information thanks to the transnational cooperation and to a clear focus on the local issue. Action plans will be adopted in order to transfer SMACKER insights and recommendations into local policies. Thanks to ETP involvement, further 10 institutions will join the SMACKER group and will be trained, involved in topic discussed and asked to deliver a devoted action plan
Number of institutions applying new and/or improved tools and services	Institutions	6,00	All the PPs that will implement a pilot in the SMACKER project will have the main objective to improve their experience in services delivered and/or user experience and/or tools provided. In some of the actions, branded new tools will be provided from scratch. In this case ETP institutions will be observer and validator of improvement.
Amount of funds leveraged based on project achievements	EUR	10.000.000,00	SMACKER has a short term demonstration time but a medium-long term policy perspective allowing institutions and authorities to better manage the future of mobility in peripheral and rural areas. Follow up projects, investments, additional services and upscale to other areas/regions of SMACKER results, within 5 years after the project end, will derive for an estimate of leveraged funds of 10.000.000 €.
Number of jobs created (FTE) based on project achievements	FTE	30,00	It is not a primary focus of SMACKER project but the increased and improved accessibility to dispersed areas will produce medium-long term economic benefits. In some cases, small transport operators (SMEs) in the regions will be able to employ additional people and the same will be for touristic structures (hotels, B&Bs, restaurants, small retail business, etc). In other cases, more livable areas will attract (green) business. In a long term perspective is expected for sure a positive effect.
Number of trained persons	Persons	450,00	UNDERSTANDING and PARTICIPATION are two of the main keywords of SMACKER project reflected also in WPTs' activities and deliverables. 6 training "Local to Think Global" (DT1.3.3) devoted also to Local Mobility Forum will ensure a solid base of trained stakeholders and users. ETP related training via webinar (DT3.2.5) and via transnational events (DT3.2.6 and DT3.2.7) will ensure 10 authorities trained. At local level, training to tourist operators, schools and Universities, transport operators.

Communication result indicators			
Please provide a quantification of the targets for each of the communication result indicators together with a brief explanation.			
Communication result indicator	Measurement unit	Target	Explanations
Unique visits to the project website (digital reach; monthly average in the reporting period)	Number of stakeholders reached	450,00	Stakeholders and members of the Communities (Interest and Practice) will be directed to the web site via the Media Relation activities, distribution of publications to the partners contact networks, digital activities, European Networks and by distributing project materials and publications at events. Newsletter will reach about xx addressees.
Participants at project events in WP C (physical reach)	Number of stakeholders reached	350,00	SMACKER will arrange 7 high level events in WP Communication. 2 events are high level international conferences in Maribor (DC4.1) and Vienna (D.C4.2) that is expected to gather several interested participants each further than PPs and ETP members. Even if not in WPC, in "Local to Think Global" (DT1.3.3) training and LMF meetings a strong participation is expected as well, where there will be a strong communication starting focus.
WP C Event participants satisfied with information provided (satisfaction with information)	Percentage of stakeholders satisfied	90,00	Participants to public and targeted events (LMF, SQPM, ETP) will give feedback on their satisfaction level on a scale from 1 (not satisfied) to 5 (very satisfied).
Joint communication activities implemented with external stakeholders (external cooperation)	Number of communication activities	30,00	Several communication activities will be done jointly with relevant stakeholders in each territory. Press conferences are arranged with competent governmental bodies for the area/region and taking advantage of the cooperation with LMFs, where all stakeholders will be invited and will participate to planning and implementation of the SMACKER project. The public events will also benefit of external cooperation. Other transport-related projects/network will be involved (i.e. RUMOBIL, POLIS, UITP).

SECTION D Work plan

Work package list

(overview on work packages as defined in the work plan - automatically filled in from WPs)

Work package type (number)	WP name	Start date	End date
Preparation P	Preparation	01.2019	03.2019
Management M	Management	04.2019	03.2022
Thematic T1	Understanding	04.2019	07.2020
Thematic T2	Participation and actions	07.2019	01.2022
Thematic T3	Growth and Expand	04.2019	02.2022
Investment specification I1	Bologna (IT) - Pilot - Last mile connection for tourists and resident	07.2019	10.2021
Investment specification I2	Murska Sobota (SI) - Pilot - Smartphone based real time passenger information system	06.2019	04.2021
Investment specification I3	Budapest (HU) - Pilot - App for flexible transport in peripheral area	05.2019	07.2021
Communication C	Communication	04.2019	03.2022

D.1 Work package description

WP type: Preparation

WP Nr	WP title	WP start date	WP end date	WP budget
P	Project preparation	01.2019	03.2019	15.000,00

WP type: Management

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
M	Project management	04.2019	03.2022	240.875,00
Partner				
<i>WP responsible partner</i>	SRM Networks and Mobility			
<i>Partner's involvement</i>				
1	SRM Networks and Mobility, LP, SRM			
2	Institute for Transport and Logistics Foundation, PP, ITL			
3	Municipality of Gdynia - Roads and Green Areas Management, PP, Gdynia			
4	City District of Praha - Suchdol, PP, MCPS			
5	University of Maribor, PP, UM			
6	City Municipality of Murska Sobota, PP, MURS			
7	BKK Centre for Budapest Transport , PP, BKK			
8	Regional Management East Tyrol , PP, RMO			
9	University of Natural Resources and Life Sciences Vienna , PP, BOKU			
Description				
Describe the WP objective and how the management on the strategic and operational level will be carried out in the project, specifically:				
<ul style="list-style-type: none"> • structure, responsibilities and procedures for the day-to-day management and co-ordination; • internal communication within the partnership; • reporting and evaluation procedures; • risk and quality management 				
Indicate whether it is foreseen to outsource the project management.				
<p>The Lead Partner (LP) is responsible for successful management, communication, implementation, reporting and co-ordination of the activities among the involved partners. The LP acts at the top level strategic monitoring and planning level, strengthening the political support to the project. LP is in charge of a correct technical management and manages the administrative issues of the project during the whole project lifetime. The evaluation of project status and any decision regarding contract implementation will be dealt with through a simple management and decision structure – the SMACKER Steering Committee (SC), composed of one representative per partner. The SC agrees on the Partnership Agreement (DM.1.3) which commits all project participants to achieve the objectives established within the indicated time, budget and quality constraints. The SC is responsible for any modifications to the project, and for any corrective actions that may be considered necessary. It represents the highest-level decision-taking and oversight entity of the Consortium and meets twice a year but may also be convened to deal with exceptional issues. The LP chairs the Steering Committee. Procedures for the SC meetings are established at the beginning of the project. All reasonable efforts are taken to achieve consensus, but ultimately majority decisions are taken on contentious issues to allow rapid corrective action. Meetings are based on pre-agreed agenda with documentation distributed in advance and are fully reported in the minutes. Procedures to allow decisions and authorizations to be made remotely are defined, avoiding the expense of unnecessary meetings or procedural delays. In the day-to-day management all partners will be solicited by e-mail, phone and fax in order to actively participate and to provide their feedback as far as the financial and technical management activities are concerned. Overall quality of the Management will be defined in Quality Handbook (DM.2.1).</p>				

Activity A.M.1	<i>Activity title</i> Start-up activities	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 25.000,00
Deliverables for activity A.M.1				
Deliverable D.M.1.1	<i>Deliverable title</i> Kick-Off Meeting - Bologna-IT	<i>Description of deliverable</i> Kick-Off Meeting to launch the project will take place in Bologna-IT. The appointment of Steering Committee takes place and the decision-making structure is discussed and approved. Participation of key decision-makers is expected. Minutes ready in 15 days	<i>Delivery month</i> 04.2019	<i>Quantification/target</i> 1,00

Deliverable D.M.1.2	<i>Deliverable title</i> Subsidy Contract signed with MA	<i>Description of deliverable</i> The LP signs a subsidy contract with the MA for the amount of the subsidy and which defines rules for the project progress.	<i>Delivery month</i> 04.2019	<i>Quantification/target</i> 1,00
Deliverable D.M.1.3	<i>Deliverable title</i> Partnership Agreement signed	<i>Description of deliverable</i> The preparation of the Partnership Agreement signed by all partners and submitted to the MA in order to commit all partners to the effective, timely and co-operative compliance	<i>Delivery month</i> 06.2019	<i>Quantification/target</i> 1,00
Activity A.M.2	<i>Activity title</i> Project management, coordination	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 120.300,00
Deliverables for activity A.M.2				
Deliverable D.M.2.1	<i>Deliverable title</i> Internal Quality Handbook	<i>Description of deliverable</i> An Internal Quality Handbook will be prepared in order to manage the project development and to impelment quality control preecedures	<i>Delivery month</i> 09.2019	<i>Quantification/target</i> 1,00
Deliverable D.M.2.2	<i>Deliverable title</i> Mid Term Report / Mid term fact sheet / Mid Term meeting / Mid Implementation review	<i>Description of deliverable</i> As requested a Mid Term Report will be produced in order to assess the need of making any modifications or taking remedial actions regarding time schedule and activities progress and also to evaluate the need of asking for a budget reallocation.	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.M.2.3	<i>Deliverable title</i> Final Report	<i>Description of deliverable</i> A Final Report will be submitted together with the sixth Progress Report.	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 1,00
Deliverable D.M.2.4	<i>Deliverable title</i> Daily and sound management	<i>Description of deliverable</i> LP will ensure the daily and sound management of SMACKER by a constant monitoring of activities and continuous contacts with JS, PPs and SC members. Coordination of collective actions and problem solving actions will be implemented, if needed.	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 1,00
Activity A.M.3	<i>Activity title</i> Steering and monitoring of the project implementation	<i>Start date</i> 04.2019	<i>End date</i> 02.2022	<i>Indicative budget</i> 35.575,00
Deliverables for activity A.M.3				
Deliverable D.M.3.1	<i>Deliverable title</i> Steering Committee Meeting 1 Bologna (SC1)	<i>Description of deliverable</i> The first Steering Committee Meeting will take place during the Kick-Off Meeting in Bologna. The minutes of SC1 will be ready in 15 days.	<i>Delivery month</i> 04.2019	<i>Quantification/target</i> 1,00

Deliverable D.M.3.2	<i>Deliverable title</i> Steering Committee Meeting 2 Budapest (SC2)	<i>Description of deliverable</i> SC2 will take place in Budapest-HU (immediately before the submission of first semester report) to discuss the project state of the art (A.T1.1, A.T1.2, D.C.2.1 first overview, D.C.2.3) and plan the future activities. The minutes of SC2 will be ready in 15 days.	<i>Delivery month</i> 10.2019	<i>Quantification/target</i> 1,00
Deliverable D.M.3.3	<i>Deliverable title</i> Steering Committee Meeting 3 Prague (SC3)	<i>Description of deliverable</i> SC3 will take place in Prague-CZ to discuss the project state of the art (O.T.1.1., O.T.1.3, reviews Action Plans A.T.1.3) and plan the future activities. The minutes of SC3 will be ready in 15 days.	<i>Delivery month</i> 05.2020	<i>Quantification/target</i> 1,00
Deliverable D.M.3.4	<i>Deliverable title</i> Steering Committee Meeting 4 Maribor (SC4)	<i>Description of deliverable</i> The SC4 will be in Maribor-SI to discuss the project state of the art (Launch of Pilot Action Implementation A.T.2.3, ETP) and plan the future activities. An international event will be arranged taking advantage of the presence of PPs; UM will grant high-quality of the event. It will be also the occasion to meet AP Ministry of Infrastructure. SC4 minutes ready in 15 days	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
Deliverable D.M.3.5	<i>Deliverable title</i> Steering Committee Meeting 5 Gdynia (SC5)	<i>Description of deliverable</i> The SC5 will take place in Gdynia-PL to discuss the project state of the art (Mid Term Pilot Action Implementation A.T.2.3) and plan the future activities. It will be also the occasion to meet the associated partner Metropolitan area Gdansk-Gdynia-Sopot and share topics. SC5 minutes ready in 15 days.	<i>Delivery month</i> 06.2021	<i>Quantification/target</i> 1,00
Deliverable D.M.3.6	<i>Deliverable title</i> Steering Committee Meeting 6 Vienna (SC6)	<i>Description of deliverable</i> SC6 will take place in Vienna-AT to discuss the state of the art of the project (A.T.3.3 and A.T.3.4) and its final steps. In the occasion an international event will be arranged taking advantage of the presence of PPs. The involvement of BOKU will grant high-quality of the event. SC6 minutes ready in 15 days.	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 1,00
Activity A.M.4	<i>Activity title</i> Financial management	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 60.000,00

Deliverables for activity A.M.4				
Deliverable D.M.4.1	<i>Deliverable title</i> Progress Report 1 including Controls documents	<i>Description of deliverable</i> Lead Partner will submit the first Progress Report, after the administrative control of the appointed external auditors.	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
Deliverable D.M.4.2	<i>Deliverable title</i> Progress Report 2 including Controls documents	<i>Description of deliverable</i> Lead Partner will submit the second Progress Report, after the administrative control of the appointed external auditors.	<i>Delivery month</i> 05.2020	<i>Quantification/target</i> 1,00
Deliverable D.M.4.3	<i>Deliverable title</i> Progress Report 3 including Controls documents	<i>Description of deliverable</i> Lead Partner will submit the third Progress Report, after the administrative control of the appointed external auditors.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
Deliverable D.M.4.4	<i>Deliverable title</i> Progress Report 4 including Controls documents	<i>Description of deliverable</i> Lead Partner will submit the fourth Progress Report, after the administrative control of the appointed external auditors.	<i>Delivery month</i> 05.2021	<i>Quantification/target</i> 1,00
Deliverable D.M.4.5	<i>Deliverable title</i> Progress Report 5 including Controls documents	<i>Description of deliverable</i> Lead Partner will submit the fifth Progress Report, after the administrative control of the appointed external auditors.	<i>Delivery month</i> 11.2021	<i>Quantification/target</i> 1,00
Deliverable D.M.4.6	<i>Deliverable title</i> Progress Report 6 including Controls documents	<i>Description of deliverable</i> Lead Partner will submit the sixth Progress Report, after the administrative control of the appointed external auditors.	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 1,00

WP type: Thematic work package (maximum 4 work packages)

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
T1	Understanding	04.2019	07.2020	230.335,00

Partner

WP responsible partner: University of Natural Resources and Life Sciences Vienna

Partner's involvement

1	SRM Networks and Mobility, LP, SRM
2	Institute for Transport and Logistics Foundation, PP, ITL
3	Municipality of Gdynia - Roads and Green Areas Management, PP, Gdynia
4	City District of Praha - Suchdol, PP, MCPS
5	University of Maribor, PP, UM
6	City Municipality of Murska Sobota, PP, MURS
7	BKK Centre for Budapest Transport , PP, BKK
8	Regional Management East Tyrol , PP, RMO
9	University of Natural Resources and Life Sciences Vienna , PP, BOKU

Summary

Provide a well-written summary of what will be done in this work package. Please explain what you want to achieve (outputs), why those outputs are relevant for reaching the project specific objectives and how you plan to get there (activities and deliverables). Please also describe how partners will be involved.

If applicable, please indicate whether any pilot investment is foreseen. Any pilot investment has to be linked to a pilot action of the work package:

- Smaller pilot investments (below EUR 15.000 total cost) should be described within this work package.
- In case of pilot investments exceeding EUR 15.000 total cost a separate "Investment specification" has to be filled in and the link has to be described in this summary.

WPT1 "Understanding" creates solid basis for the SMACKER project activities and for any potential follow up and upscale of its findings and methodologies. It investigates:

- potential top down approach through the best practices that are reviewed and made available to influence partners' know how and pilots' design (AT1.1)
- bottom up analysis of users' need that are reviewed in order to collect data for better planning (A.T1.2)
- durable know how improvement through training to stakeholders, users and Local Mobility Forum (LMF delivered by D.T1.2.5-10) in Local to Think Global (LTG) a training path where local audience is trained but with a transnational scope (AT1.3).

WPT1 mainly addresses Specific Objective 1 "To grow capacity of SMACKER regions in better plan, deliver, integrate and communicate transport services in their areas", by creating a knowledge package that flows into a training path devoted to decision makers, users, authorities, stakeholders, business and communities (Local Mobility Forum in A.T1.2). WPT1 brings local problems to an higher level discussion (DT1.3.1) and come back to the local dimension bringing solutions and trainings (DT1.3.3-8) for capacity building of authorities, practitioners and stakeholders and to raise the awareness of users.

PP9 BOKU is responsible for WP.T1 with the support of PP5 UM and PP9 BOKU, and will guide LP SRM (as pilot site), PP3 Gdynia, PP4 MCPS, PP6 MURS, PP7 BKK and PP8 RMO in the implementation of A.T1.2 to deliver D.T1.2.12-17 Data collection on users mobility needs.

PP2 ITL, PP5 UM and PP9 BOKU will deliver D.T1.2.18-23 and D.T1.2.24 for the benefit of all the other partners.

In A.T1.3, PP9 BOKU and PP5 UM will be leading the activities while LP SRM (as pilot site), PP3 Gdynia, PP4 MCPS, PP6 MURS, PP7 BKK and PP8 RMO will be mainly beneficiaries of activities and deliverables.

Project outputs

Please describe in more the detail **the outputs of the project** that will be the outcome of the activities carried out in this work package. Explain which activities will be taken to achieve an output.

Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit).

In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title	Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
Output O.T1.3 Local to Think Global - TRAINING	About 200 persons at local level (30-40 each partner) are trained in each SMACKER region with global best practices findings in order to develop the foreseen activity to implement the reverse "global-to-local" practices. The objective is to raise competences and awareness among selected target group members and other			

		interested stakeholders such as transport operators, operators in the hospitality industry (including agri-tourism), other business, etc. It will introduce the audience to PT accessibility and its potential role in local and regional mobility strategies, with a specific focus on DRT. This activity is foreseen in A.T1.3. (corresponding final deliverables DT1.3.3-9).	S.O.4.1 - Number of trainings implemented on the improvement of regional passenger transport	6,00	07.2020
Output O.T1.4	6 Regional STRATEGIES for planning demand responsive/sustainable services in rural and urban-peripheral areas	This output is built on 6 local strategies (A.T1.2) for demand responsive/sustainable transport services in rural and urban-peripheral areas based on matching analysis of local user needs and expectations (A.T1.2) with state of the art knowledge on good practices (A.T1.1) of demand responsive/sustainable transport services in rural and urban-peripheral areas and a joint transnational vision of the project. it defines the mid-long term perspective and strategies to improve DRT in peripheral areas. (corresponding final deliverables DT1.2.18-23). The output refers to the Specific Objective 4.1 "To improve planning and coordination of regional passenger transport systems for better connections to national and European transport networks", the output will contribute overcome the lack of coordination for the inclusion which peripheral areas are suffering in Central Europe. In particular, the strategy will support the integration of peripheral areas, considered as secondary node in city hinterlands of Bologna (TEN-T), Budapest (TEN-T), Prague (TEN-T), Gdynia (TEN-T), Murska Sobota (TEN-T through Prekmurje links to Maribor, Graz or Zalaegerszeg) and Osttirol (TEN-T through Villach, Innsbruck, or Bolzano/Bozen).	S.O.4.1 - Number of strategies and action plans developed and/or implemented for the improvement of regional passenger transport	6,00	05.2020
Output O.T1.5	1 transnational STRATEGY for planning demand responsive/sustainable services in rural and urban-peripheral areas	Based on the local needs, a transnational strategy (A.T1.2) for demand responsive/sustainable transport services in rural and urban-peripheral areas based on matching analysis of local user needs and expectations (A.T1.2) with state of the art knowledge on good practices (A.T1.1) of demand responsive/sustainable transport services in rural and urban-peripheral areas and a joint transnational vision of the project . In particular, the transnational strategy will extrapolate through a cross-analysis of regional strategies all common issues and needs to be exploited in local action plan. Each partner will then be able to benefit at local level of analysis done and solutions defined in other partners' area. (corresponding deliverable DT1.2.24)	S.O.4.1 - Number of strategies and action plans developed and/or implemented for the improvement of regional passenger transport	1,00	07.2020

Target groups	
Who will use the outputs of this work package or the investment?	<ul style="list-style-type: none"> • Local public authority • Regional public authority • Sectoral agency • Infrastructure and (public) service provider • Interest groups including NGOs • Higher education and research • Education/training centre and school • SME • General public • other
How will you involve those target groups (and other stakeholders including associated partners) in the development of the outputs of this work package or the implementation of the investment?	In WPT1 "Understanding", targeted groups are active contributors and beneficiaries of actions implemented. In A.T1.1, experienced SMACKER partners and their contact networks collect practices to study, adapt and transfer them at local level for the benefits of A.T1.3 audience. In A.T1.2, all target groups are involved in a depth review of users' mobility needs. In A.T1.3, all target groups are involved for the specific training LTG. Bottom up is the leading approach in WP.T1.

Sustainability and transferability of work package outputs (not applicable for investment specification)	
<p><u>Sustainability (institutional, financial and political)</u> How will the work package outputs be further used by project partners once the project has ended? Please describe concrete measures (including e.g. institutional structures, financial resources, policy improvements etc.) taken during and after project implementation to ensure the sustainability of the project outputs. If relevant, please explain who will be responsible and/or the owner of the outputs.</p>	<p>WPT1 "Understanding" is structured to provide solid basis to SMACKER and follow up activities. Local Mobility Forums (LMF) and Local to thing Global (LTG) training will grant sustainability of the WP: - LMF are tools to ensure a permanent debate on mobility: the compresence in the same forum of both non-expert (the Community of Interest), practitioner (Community of Practice) and policy maker (PP) will allow a continuous relationship between who will implement the pilot and who will benefit from it. This continuous consultation will start from the preparation of the pilot, through the planning and the implementation of the pilot and will continue after the implementation phase during the consolidation of the actions implemented through time, after the evaluation outcomes. This will allow policy makers to get a direct and concrete feedback on the pilot and on DRT and other mobility service that will be implemented, even beyond the duration of SMACKER project; - LTG will provide the technical basis to LMF members in order to better understand the services from a comprehensive point of view: both from the user's and from the service manager's point of view. Local SUMP's will guide the follow up implementation of pilots (WP.T2) according to local strategies. Once LMF will go to regime, they will not need a significative financial support, since they will become part of participative actions foreseen within each local SUMP's. Finally, local SUMP's will grant the institutional and political sustainability of pilots, since pilots will be planned within SUMP's objectives.</p>
<p><u>Transferability (linked to the WP Communication)</u> Which work package outputs will be transferred to which additional target audiences during project lifetime and beyond? Why are these outputs the most relevant ones to be transferred? Please describe the additional target audiences (e.g. other organisations/regions/countries outside of the current partnership) and ensure links to the strategy of the communication work package.</p>	<p>O.T1.3 is very relevant and useful for any new actor that would like to approach the issue of increasing sustainability in its area. SMACKER will build on existing experiences to deliver a comprehensive review. DC1.3 SMACKER website will be the most relevant tool to transfer the output to other regional and local authorities outside the partnership. It is also relevant for upscaling methodology, reviews and tools that SMACKER will provide outside the current partnership.</p>

Activity title	Start date	End date	Indicative budget
Activity A.T1.1 Global to local - Best practice review at European level and connection with ongoing/past projects	04.2019	07.2019	44.985,00
Deliverables for activity A.T1.1			

Deliverable D.T1.1.1	<i>Deliverable title</i> Review of service level and technical level for rural and peripheral areas	<i>Description of deliverable</i> A deep analysis of the literature about existing transport services for the identified focus area, taking in specific account lessons learned from previous and ongoing EU projects and last implementations. The analysis will also highlight good and bad practices with detailed focus on technical developments and solution, including possible adaptation of technologies planned for other purposes with a special focus to low cost IT tools and scale economies.	<i>Delivery month</i> 07.2019	<i>Quantification/target</i> 1,00
Deliverable D.T1.1.3	<i>Deliverable title</i> Review of policy level for rural and peripheral areas, including legal framewrok.	<i>Description of deliverable</i> A key factor for the sustainability of the service/system is a deep analysis of the legal and the political framework in order to grant the success and the duration of the pilot action planning that will follow the pilot actions implementation. The analysis will be conducted for each partner country.	<i>Delivery month</i> 07.2019	<i>Quantification/target</i> 1,00
Deliverable D.T1.1.4	<i>Deliverable title</i> Review of behaviour change and nudging initiatives	<i>Description of deliverable</i> Recent studies identified all the possible alternatives and the related effects of behavioural change initiatives and nudging techniques. A comprehensive review will allow each partner and future interested stakeholder to increase awareness about.	<i>Delivery month</i> 07.2019	<i>Quantification/target</i> 1,00
Activity A.T1.2	<i>Activity title</i> Understanding the users' need	<i>Start date</i> 07.2019	<i>End date</i> 07.2020	<i>Indicative budget</i> 110.900,00
Deliverables for activity A.T1.2				
Deliverable D.T1.2.4	<i>Deliverable title</i> Methodology for stakeholders involvement and creation of Local Mobility Forum (LMF)	<i>Description of deliverable</i> It defines rules to involve final users, advocacies, NGOs, and external stakeholders to create a Local Mobility Forum and the methodology to make the Forum a part of decision making process in less populated/served regions even beyond SMACKER.	<i>Delivery month</i> 07.2019	<i>Quantification/target</i> 1,00

<p>Deliverable D.T1.2.5</p>	<p><i>Deliverable title</i> Creating Communities (Bologna, IT)</p>	<p><i>Description of deliverable</i> Creation of Communities of Interest (CoI) made by non-experts and Communities of Practice (CoP) made by practitioner on sustainable mobility domain that will be merged into LMF in each partner's pilot area. The partner will have a continuous relationship with the LMF, from the preparation of the pilot, through the planning phase, to the implementation of the pilot, in order to get a continuous feedback "from the bottom". Periodic meetings will be organized. Report of involved participants and meetings are delivered.</p>	<p><i>Delivery month</i> 09.2019</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T1.2.6</p>	<p><i>Deliverable title</i> Creating Communities (Gdynia, PL)</p>	<p><i>Description of deliverable</i> Creation of Communities of Interest (CoI) made by non-experts and Communities of Practice (CoP) made by practitioner on sustainable mobility domain that will be merged into LMF in each partner's pilot area. The partner will have a continuous relationship with the LMF, from the preparation of the pilot, through the planning phase, to the implementation of the pilot, in order to get a continuous feedback "from the bottom". Periodic meetings will be organized. Report of involved participants and meetings are delivered.</p>	<p><i>Delivery month</i> 09.2019</p>	<p><i>Quantification/target</i> 1,00</p>

<p>Deliverable D.T1.2.7</p>	<p><i>Deliverable title</i> Creating Communities (Prague, CZ)</p>	<p><i>Description of deliverable</i> Creation of Communities of Interest (CoI) made by non-experts and Communities of Practice (CoP) made by practitioner on sustainable mobility domain that will be merged into LMF in each partner's pilot area. The partner will have a continuous relationship with the LMF, from the preparation of the pilot, through the planning phase, to the implementation of the pilot, in order to get a continuous feedback "from the bottom". Periodic meetings will be organized. Report of involved participants and meetings are delivered.</p>	<p><i>Delivery month</i> 09.2019</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T1.2.8</p>	<p><i>Deliverable title</i> Creating Communities (MURS, SI)</p>	<p><i>Description of deliverable</i> Creation of Communities of Interest (CoI) made by non-experts and Communities of Practice (CoP) made by practitioner on sustainable mobility domain that will be merged into LMF in each partner's pilot area. The partner will have a continuous relationship with the LMF, from the preparation of the pilot, through the planning phase, to the implementation of the pilot, in order to get a continuous feedback "from the bottom". Periodic meetings will be organized. Report of involved participants and meetings are delivered.</p>	<p><i>Delivery month</i> 09.2019</p>	<p><i>Quantification/target</i> 1,00</p>

<p>Deliverable D.T1.2.9</p>	<p><i>Deliverable title</i> Creating Communities (Budapest, HU)</p>	<p><i>Description of deliverable</i> Creation of Communities of Interest (CoI) made by non-experts and Communities of Practice (CoP) made by practitioner on sustainable mobility domain that will be merged into LMF in each partner's pilot area. The partner will have a continuous relationship with the LMF, from the preparation of the pilot, through the planning phase, to the implementation of the pilot, in order to get a continuous feedback "from the bottom". Periodic meetings will be organized. Report of involved participants and meetings are delivered.</p>	<p><i>Delivery month</i> 09.2019</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T1.2.10</p>	<p><i>Deliverable title</i> Creating Communities (RMO, AT)</p>	<p><i>Description of deliverable</i> Creation of Communities of Interest (CoI) made by non-experts and Communities of Practice (CoP) made by practitioner on sustainable mobility domain that will be merged into LMF in each partner's pilot area. The partner will have a continuous relationship with the LMF, from the preparation of the pilot, through the planning phase, to the implementation of the pilot, in order to get a continuous feedback "from the bottom". Periodic meetings will be organized. Report of involved participants and meetings are delivered.</p>	<p><i>Delivery month</i> 09.2019</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T1.2.11</p>	<p><i>Deliverable title</i> Methodology for data collection on users mobility needs</p>	<p><i>Description of deliverable</i> It defines rules and activities to involve stakeholders, final users and LMF in order to collect data about users needs. It defines possible tools and methodology to collect data (surveys, interviews, focus groups, etc) and let each partner find out the most effective in each local case. Methodology and tools will be standardized in order to collect data useful both for pilot action planning and evaluation according to the Evaluation Plan (D.T2.4.1).</p>	<p><i>Delivery month</i> 09.2019</p>	<p><i>Quantification/target</i> 1,00</p>

Deliverable D.T1.2.12	<i>Deliverable title</i> Data collection on users mobility needs (Bologna, IT)	<i>Description of deliverable</i> The deliverable will allow to have a comprehensive overview about the actual mobility needs in the chosen area. These data will be used to tailor the service to grant at the same time success and sustainability. The analysis will be conducted through the most effective methodology at local level (surveys, interview, meetings,...)	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.13	<i>Deliverable title</i> Data collection on users mobility needs and expectations (Gdynia, PL)	<i>Description of deliverable</i> The deliverable will allow to have a comprehensive overview about the actual mobility needs in the chosen area. These data will be used to tailor the service to grant at the same time success and sustainability. The analysis will be conducted through the most effective methodology at local level (surveys, interview, meetings,...)	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.14	<i>Deliverable title</i> Data collection on users mobility needs and expectations (Prague, CZ)	<i>Description of deliverable</i> The deliverable will allow to have a comprehensive overview about the actual mobility needs in the chosen area. These data will be used to tailor the service to grant at the same time success and sustainability. The analysis will be conducted through the most effective methodology at local level (surveys, interview, meetings,...)	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.15	<i>Deliverable title</i> Data collection on users mobility needs and expectations (MURS, SI)	<i>Description of deliverable</i> The deliverable will allow to have a comprehensive overview about the actual mobility needs in the chosen area. These data will be used to tailor the service to grant at the same time success and sustainability. The analysis will be conducted through the most effective methodology at local level (surveys, interview, meetings,...)	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00

Deliverable D.T1.2.16	<i>Deliverable title</i> Data collection on users mobility needs and expectations (Budapest, HU)	<i>Description of deliverable</i> The deliverable will allow to have a comprehensive overview about the actual mobility needs in the chosen area. These data will be used to tailor the service to grant at the same time success and sustainability. The analysis will be conducted through the most effective methodology at local level (surveys, interview, meetings,...)	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.17	<i>Deliverable title</i> Data collection on users mobility needs and expectations (RMO, AT)	<i>Description of deliverable</i> The deliverable will allow to have a comprehensive overview about the actual mobility needs in the chosen area. These data will be used to tailor the service to grant at the same time success and sustainability. The analysis will be conducted through the most effective methodology at local level (surveys, interview, meetings,...)	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.18	<i>Deliverable title</i> Review for matching needs and services for a comprehensive planning (Bologna, IT)	<i>Description of deliverable</i> The necessary matching between needs and possible offer is the key for a transport solution useful and sustainable. PP2, PP5 and PP9 will assess the results of mobility needs and expectations reviews to deliver analysis useful for training and planning.	<i>Delivery month</i> 04.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.19	<i>Deliverable title</i> Review for matching needs and services for a comprehensive planning (Gdynia, PL)	<i>Description of deliverable</i> The necessary matching between needs and possible offer is the key for a transport solution useful and sustainable. PP2, PP5 and PP9 will assess the results of mobility needs and expectations reviews to deliver analysis useful for training and planning.	<i>Delivery month</i> 04.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.20	<i>Deliverable title</i> Review for matching needs and services for a comprehensive planning (Prague, CZ)	<i>Description of deliverable</i> The necessary matching between needs and possible offer is the key for a transport solution useful and sustainable. PP2, PP5 and PP9 will assess the results of mobility needs and expectations reviews to deliver analysis useful for training and planning.	<i>Delivery month</i> 04.2020	<i>Quantification/target</i> 1,00

Deliverable D.T1.2.21	<i>Deliverable title</i> Review for matching needs and services for a comprehensive planning (MURS, SI)	<i>Description of deliverable</i> The necessary matching between needs and possible offer is the key for a transport solution useful and sustainable. PP2, PP5 and PP9 will assess the results of mobility needs and expectations reviews to deliver analysis useful for training and planning.	<i>Delivery month</i> 04.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.22	<i>Deliverable title</i> Review for matching needs and services for a comprehensive planning (Budapest, HU)	<i>Description of deliverable</i> The necessary matching between needs and possible offer is the key for a transport solution useful and sustainable. PP2, PP5 and PP9 will assess the results of mobility needs and expectations reviews to deliver analysis useful for training and planning.	<i>Delivery month</i> 04.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.23	<i>Deliverable title</i> Review for matching needs and services for a comprehensive planning (RMO, AT)	<i>Description of deliverable</i> The necessary matching between needs and possible offer is the key for a transport solution useful and sustainable. PP2, PP5 and PP9 will assess the results of mobility needs and expectations reviews to deliver analysis useful for training and planning.	<i>Delivery month</i> 04.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.2.24	<i>Deliverable title</i> Transnational review for matching needs and services for a comprehensive planning	<i>Description of deliverable</i> PP2, PP5 and PP9 will assess the results of mobility needs and expectations reviews through a cross-analysis of each regional review, to deliver analysis useful for training and planning at transnational level.	<i>Delivery month</i> 07.2020	<i>Quantification/target</i> 1,00
Activity A.T1.3	<i>Activity title</i> Local to Think Global - Training	<i>Start date</i> 12.2019	<i>End date</i> 07.2020	<i>Indicative budget</i> 74.450,00
Deliverables for activity A.T1.3				
Deliverable D.T1.3.1	<i>Deliverable title</i> Planning and reasons for training	<i>Description of deliverable</i> It describes the objectives and goals of local training (i.e.: train locals with methodologies learned in AT1.1 adjusted with requirements emerged in AT1.2), plan and methodologies to be used, activities, timing and responsible to lead the process. A common training curriculum will be defined, and it will be used in each local training, together with specific issues related to each implementation area and its specificities.	<i>Delivery month</i> 12.2019	<i>Quantification/target</i> 1,00

Deliverable D.T1.3.3	<i>Deliverable title</i> Implementation of 1 training Local to Think Global (LTG) - Bologna, IT	<i>Description of deliverable</i> The training path of LTG is implemented to local audience but with a transnational scope. It will introduce the audience to PT accessibility and its potential role in local and regional mobility strategies, with a specific focus on DRT. It is devoted to authorities, users, stakeholders and Communities of Interests and Practices gathered in Local Mobility Forum that are the core of AT1.2	<i>Delivery month</i> 03.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.3.4	<i>Deliverable title</i> Implementation of 1 training Local to Think Global (LTG) - Gdynia, PL	<i>Description of deliverable</i> The training path of LTG is implemented to local audience but with a transnational scope. It will introduce the audience to PT accessibility and its potential role in local and regional mobility strategies, with a specific focus on DRT. It is devoted to authorities, users, stakeholders and Communities of Interests and Practices gathered in Local Mobility Forum that are the core of AT1.2	<i>Delivery month</i> 03.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.3.5	<i>Deliverable title</i> Implementation of 1 training Local to Think Global (LTG) - Prague, CZ	<i>Description of deliverable</i> The training path of LTG is implemented to local audience but with a transnational scope. It will introduce the audience to PT accessibility and its potential role in local and regional mobility strategies, with a specific focus on DRT. It is devoted to authorities, users, stakeholders and Communities of Interests and Practices gathered in Local Mobility Forum that are the core of AT1.2	<i>Delivery month</i> 03.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.3.6	<i>Deliverable title</i> Implementation of 1 training Local to Think Global (LTG) - MURS, SI	<i>Description of deliverable</i> The training path of LTG is implemented to local audience but with a transnational scope. It will introduce the audience to PT accessibility and its potential role in local and regional mobility strategies, with a specific focus on DRT. It is devoted to authorities, users, stakeholders and Communities of Interests and Practices gathered in Local Mobility Forum that are the core of AT1.2	<i>Delivery month</i> 03.2020	<i>Quantification/target</i> 1,00

Deliverable D.T1.3.7	<i>Deliverable title</i> Implementation of 1 training Local to Think Global (LTG) - Budapest, HU	<i>Description of deliverable</i> The training path of LTG is implemented to local audience but with a transnational scope. It will introduce the audience to PT accessibility and its potential role in local and regional mobility strategies, with a specific focus on DRT. It is devoted to authorities, users, stakeholders and Communities of Interests and Practices gathered in Local Mobility Forum that are the core of AT1.2	<i>Delivery month</i> 03.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.3.8	<i>Deliverable title</i> Implementation of 1 training Local to Think Global (LTG) - RMO, AT	<i>Description of deliverable</i> The training path of LTG is implemented to local audience but with a transnational scope. It will introduce the audience to PT accessibility and its potential role in local and regional mobility strategies, with a specific focus on DRT. It is devoted to authorities, users, stakeholders and Communities of Interests and Practices gathered in Local Mobility Forum that are the core of AT1.2	<i>Delivery month</i> 03.2020	<i>Quantification/target</i> 1,00
Deliverable D.T1.3.9	<i>Deliverable title</i> Report on Implementation of Local to Think Global (LTG) training	<i>Description of deliverable</i> It describes the actual implementation of training activities keeping track of every initiative considering the different target groups and including ex-post evaluation in terms of effectiveness and results.	<i>Delivery month</i> 07.2020	<i>Quantification/target</i> 1,00

WP type: Thematic work package (maximum 4 work packages)

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
T2	Participation and actions	07.2019	01.2022	894.852,50

Partner

WP responsible partner	SRM Networks and Mobility
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Partner's involvement

1	SRM Networks and Mobility, LP, SRM
2	Institute for Transport and Logistics Foundation, PP, ITL
3	Municipality of Gdynia - Roads and Green Areas Management, PP, Gdynia
4	City District of Praha - Suchdol, PP, MCPS
5	University of Maribor, PP, UM
6	City Municipality of Murska Sobota, PP, MURS
7	BKK Centre for Budapest Transport , PP, BKK
8	Regional Management East Tyrol , PP, RMO
9	University of Natural Resources and Life Sciences Vienna , PP, BOKU

Summary

Provide a well-written summary of what will be done in this work package. Please explain what you want to achieve (outputs), why those outputs are relevant for reaching the project specific objectives and how you plan to get there (activities and deliverables). Please also describe how partners will be involved.
If applicable, please indicate whether any pilot investment is foreseen. Any pilot investment has to be linked to a pilot action of the work package:

- Smaller pilot investments (below EUR 15.000 total cost) should be described within this work package.
- In case of pilot investments exceeding EUR 15.000 total cost a separate "Investment specification" has to be filled in and the link has to be described in this summary.

WP.T2 "Participation and actions" implement concrete actions within SMACKER project activities by formalizing the participation to the project processes and by acting in involved regions. It delivers:

- Planning and implementation of pilot actions at local level (O.T2.4-9)
 - Bologna (IT) - Last mile connection for tourists/residents with a DRT service and ICT platform
 - Gdynia (PL) - Mobility improvement in residential area through a last mile seamless service (from)fixed-(to)flexible
 - Prague (CZ) - Better connecting Prague and Central Bohemia region
 - Murska Sobota (SI) - DRT service based on real time information system
 - Budapest (HU) - App All-in-One for DRT
 - Osttirol (AT) - Integrated measures in improve passengers' experience
- Monitoring, evaluating and reporting on pilots implementation in order to provide insights to PPs and followers on project results (AT2.4) and to provide guidance for the implementation of DRT and promoting behaviour change campaigns in rural or peripheral areas.

WP.T2 mainly addresses both Specific Objective 1 "To grow capacity of SMACKER regions in better plan, deliver, integrate and communicate transport services in their areas" and Specific Objective 2 "To increase the number of users of public transport and sustainable trips in involved regions". It is the core part of the project: it will change the actual state of the art and it will measure the impact of the pilots implemented.

LP SRM is responsible for WP.T2. LP SRM (as pilot site), PP3 Gdynia, PP4 MCPS, PP6 MURS, PP7 BKK and PP8 RMO will implement A.T2.2 and A.T2.3 to deliver O.T2.4-9.

In A.T2.4, PP9 BOKU will be leading the activities, supported by PP5 UM and PP2 ITL. LP SRM (as pilot site), PP3 Gdynia, PP4 MCPS, PP6 MURS, PP7 BKK and PP8 RMO will be mainly beneficiaries of monitoring and evaluation activities and deliverables. Investments are described in WPIs, directly linked to WP.T2.

Project outputs

Please describe in more the detail **the outputs of the project** that will be the outcome of the activities carried out in this work package. Explain which activities will be taken to achieve an output.
Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit).
In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title	Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
	As a result of A.T2.2 and A.T2.3, a pilot is implemented in the mountain and rural area of Alto Reno (province of Bologna), made of 13 municipalities: a behavior change campaign and a marketing			

<p>Output O.T2.4</p>	<p>Pilot action implementation (Bologna, IT)</p>	<p>campaign (as soft measure) will be promoted among residents/tourists/stakeholders in the area. In parallel, it will be created a new demand-responsive transport service (as hard measure) which will fill the mobility gap – during off-peak hours, on public holidays and on tourist sites – between this sprawled area and the main PT services and TEN-T infrastructures to/from the city of Bologna. The new DRT service will rely on the existing small-buses fleet which is currently used only for school-transport: these buses and drivers are then busy during peak hours but have time availability during off-peak hours, the new DRT service will then optimize existing services and buses in order to maximize the efficacy and minimize operative costs. A dedicated ICT platform will be used by the new DRT service operator in order to collect users' request of service and optimize trips. The ICT platform will also allow to collect real-time data that will be very useful to define incentives and nudging system to be used in the behavior/marketing campaign, starting a virtuous circle for the whole service. The analysis conducted on pilot implementation will then be input for A.T2.4 (corresponding interim deliverable D.T2.4.1 and final deliverables D.T2.3.2 - D.T2.4.7). Sustainability of the pilot is granted thanks to the optimization of existing resources (buses and drivers), the involvement of users and stakeholders (tourism operators and local businesses) and to the test of innovative services and procedures.</p>	<p>S.O.4.1 - Number of pilot actions implemented for the improvement of regional passenger transport</p>	<p>1,00</p>	<p>10.2021</p>
		<p>As a result of A.T2.2 and A.T2.3, PP3 will conduct a pilot in one of its most rapidly developing suburban districts called Chwarzno Wiczlino to improve the connectivity of peripheral areas to City Centre and therefore to EU corridors. The effectiveness of DRT service as well as other mobility solutions will be assessed in the pilot and a timeline of possible demand driven solutions will be established by PP3 and implemented later on. These solutions will include DRT service (according to SMACKER strategy) and other possible general measures. The pilot, in order to enhance the PT user experience and encouraging PT use also in its co-modality form, will foresee the installation of e-ink papers/screens at bus stops: these screens will provide reliable information to passengers and will offer a last mile information service for a seamless trip (from)fixed-(to)flexible service. The analysis conducted on pilot implementation will then be input for A.T2.4 (corresponding interim deliverable D.T2.4.2 and final deliverables D.T2.3.3 - D.T2.4.8). Sustainability of the pilot is delivered</p>			

Output O.T2.5	Pilot action implementation (Gdynia, PL)	by stakeholders' involvement, low costs solutions and the direct involvement of Municipality of Gdynia - Roads and Green Areas Management in its double role of PP and decision makers.	S.O.4.1 - Number of pilot actions implemented for the improvement of regional passenger transport	1,00	10.2021
Output O.T2.6	Pilot action implementation (Prague, CZ)	As a result of A.T2.2 and A.T2.3, the PP will implement a feasibility study focused on connection to/from University campus area and to/from the area located on the borders of 2 regions – Prague and Central Bohemia, finalized to fill the existing gap in the PT network of the metropolitan area. The feasibility study will address new DRT services to be operated in the areas; better connection and coordination between existing transport with new DRT services. Following the results of WP.T1 and Feasibility study, a specific behavior change campaign (as soft measure) will be implement in order public transport use through. The analysis conducted on pilot implementation will then be input for A.T2.4 (corresponding interim deliverable D.T2.4.3. and final deliverables D.T2.3.4 - D.T2.4.9). Sustainability of the pilot is granted by the direct involvement of Municipality of Prague Suchdol, in its double role of PP and decision maker, and the willingness to cope with local transport related problems. The involvement of ROPID (PT operator) as stakeholders will give the pilot the needed technical support.	S.O.4.1 - Number of pilot actions implemented for the improvement of regional passenger transport	1,00	10.2021
		As a result of A.T2.2 and A.T2.3, the first DRT service will be implemented in Murska Sobota area: an efficient app-oriented service will be developed, tested and implemented; it will be based on deployment of Android smartphones and cloud back-office enabling DRT services. A low-cost app will be developed and customized on city needs and will be tested by users involved via Local Mobility Forums. The analysis conducted on pilot implementation will then be input for A.T2.4 (corresponding interim deliverable D.T2.4.4 and final deliverables D.T2.3.5 - D.T2.4.10). Users (local and tourists) are involved in order to support the stakeholders and the PP to implement the pilot and to fine			

Output O.T2.7	Pilot action implementation (MURS, SI)	tune actions in order to grant sustainability. The direct involvement of the Municipality, in its double role of PP and decision maker, will further contribute to the sustainability of the pilot.	S.O.4.1 - Number of pilot actions implemented for the improvement of regional passenger transport	1,00	10.2021
Output O.T2.8	Pilot action implementation (Budapest, HU)	As a result of A.T2.2 and A.T2.3, a pilot is implemented in peripheral area of Budapest. Aim of the pilot is to make order among the existing DRT services, optimizing and better integrating them into the city PT network. A new web-based online application will be developed, tested and implemented in order to create a solid ICT platform for DRTs management and their possible extension to other rural areas. This application, which will be directly available to passengers will replace the existing "analogic" dispatching center (call-center operators): passengers, through the app (available for iOS and Android smartphones) will book a ride, while the system will optimize the trips requests in order to maximize the number of users served by the DRT services. The application will also have a backend for the dispatcher, who can follow the bookings and the cancellations, and will automatically advise drivers on their to do list, without direct involvement of the dispatchers. Drivers will receive information through the on-board unit of the existing online traffic control and passenger information system (FUTÁR), or a through special device which will be provided to the drivers. The first option needs an interface between the new application and FUTÁR, but needs no further equipment, the second option needs no interface, but an own device: the Pilot action plan will define the best solution. In parallel, a soft measure based on behavior change and/or marketing campaigns will be implemented, in order to further boost the use of optimized DRT services and platform as an alternative to private car. The analysis conducted on pilots implemented will then be input for A.T2.4 (corresponding interim deliverable D.T2.4.5 and final deliverables D.T2.3.6 - D.T2.4.11). The pilot will be implemented in order to find the best low-cost solution, thus more sustainable than market-oriented solution.	S.O.4.1 - Number of pilot actions implemented for the improvement of regional passenger transport	1,00	10.2021
Output O.T2.9	Pilot action implementation (RMO, AT)	As a result of A.T2.2 and A.T2.3, a pilot is implemented in Osttirol region. Tourism operators and residents will be directly involved in pilot implementation and there will be a huge awareness raising campaign in order to increase the use of public transport services (including DRT) that will increase the sustainability in terms of costs/revenues. The pilot will be based on three aspects: 1. deep social scientific research for (implemented) sustainable mobility offers, with a focus on DRT services			

	and e-carsharing; 2. implementation of “green house friendly tourism offers” in the region: making existing (fixed and DRT) services visible, understandable and integrated into tourism; training to contact persons in municipalities and local hotel staff to give information about regional mobility offers to residents and guests; 3. strengthening e-mobility in the region: implementation of new e-carsharing locations in municipalities and promotion of e-carsharing through a strong marketing strategy. In Osttirol regional, the pilot will play the role of incentive and initiator for developments towards fixed and DRT services and will connect municipalities and several institutions in the region to reach an ongoing improvement in this thematic. Long lasting ownership and durability of actions is ensured by deep stakeholders’ involvement and project partner institutional role. The analysis conducted on pilot implementation will then be input for A.T2.4 (corresponding interim deliverable D.T2.4.6 and final deliverables D.T2.3.7 - D.T2.4.12).	S.O.4.1 - Number of pilot actions implemented for the improvement of regional passenger transport	1,00	10.2021
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Target groups	
<i>Who will use the outputs of this work package or the investment?</i>	<ul style="list-style-type: none"> • Local public authority • Regional public authority • Infrastructure and (public) service provider • Higher education and research • Education/training centre and school • General public • other
<i>How will you involve those target groups (and other stakeholders including associated partners) in the development of the outputs of this work package or the implementation of the investment?</i>	All the groups will be firstly involved through Local Mobility Forum. During regular meetings they are informed about the idea and the progress of the pilots, in order to ensure their support. The project team presents and discuss the activities foreseen to keep target groups updated and informed. General public is informed via media whilst people directly involved in the pilots is in direct contact. Training and public events are arranged to accompany the relevant activities of the project.

**Sustainability and transferability of work package outputs
(not applicable for investment specification)**

<p><u>Sustainability (institutional, financial and political)</u> How will the work package outputs be further used by project partners once the project has ended? Please describe concrete measures (including e.g. institutional structures, financial resources, policy improvements etc.) taken during and after project implementation to ensure the sustainability of the project outputs. If relevant, please explain who will be responsible and/or the owner of the outputs.</p>	<p>WPT2 "Participation and actions" is built to provide long lasting results in terms of structured participation, campaigns, services improvement and promotion. In each pilot a strong contribution and collaboration with local stakeholders has been foreseen: residents, tourists, city government, local operators – depending on the pilot – will act as direct actors. PPs implementing pilots have all a double role, as both partners and decision makers at local level: PP1 and PP7 as PT authorities; PP3, PP4, PP6, PP8 as city/regional government. AP10, AP11 and AP12 as associated partners (regional or national governments) will grant the high-level support on pilots impact and their long-lasting duration.</p>
<p><u>Transferability (linked to the WP Communication)</u> Which work package outputs will be transferred to which additional target audiences during project lifetime and beyond? Why are these outputs the most relevant ones to be transferred? Please describe the additional target audiences (e.g. other organisations/regions/countries outside of the current partnership) and ensure links to the strategy of the communication work package.</p>	<p>OT2.4 is mostly related to planning of services and other kind of actions that will lead PPs to a correct implementation at local level. OT2.5 will be transferred to external target audience, through DC1.3 SMACKER website for the part of participation, pilot implementation and innovative solutions and through guidelines coming out from AT2.4 evaluation for methodologies and lessons learned.</p>

Activity A.T2.2	Activity title Pilot action planning	Start date 07.2019	End date 07.2020	Indicative budget 322.328,75
Deliverables for activity A.T2.2				
Deliverable D.T2.2.2	<p><i>Deliverable title</i> Stakeholders and users group involvement</p>	<p><i>Description of deliverable</i> It supports the preparatory process to select and involve relevant stakeholders and key users group to take part in campaigns and related activities by defining strategies and tools to be used in specific cases. LMF could provide a base to build upon.</p>	<p><i>Delivery month</i> 10.2019</p>	<p><i>Quantification/target</i> 1,00</p>

<p>Deliverable D.T2.2.3</p>	<p><i>Deliverable title</i> Pilot action planning (Bologna, IT)</p>	<p><i>Description of deliverable</i> It sets the plan for the pilot implementation: methodologies and objectives based on the analysis done at local level on users needs and behaviours, definition of activities for behaviour change campaign, services offered and opportunities. It takes into account specificities of sites, mobility plans and results from LMFs, and the results of local and transnational strategies. Policy makers, transport operators and stakeholders are involved in pilot design and planning. A timetable is set and tasks are shared with stakeholders. KPIs are defined. Partners with similar pilots work in tight cooperation.</p>	<p><i>Delivery month</i> 06.2020</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T2.2.4</p>	<p><i>Deliverable title</i> Pilot action planning (Gdynia, PL)</p>	<p><i>Description of deliverable</i> It sets the plan for the pilot implementation: methodologies and objectives based on the analysis done at local level on users needs and behaviours, definition of activities for behaviour change campaign, services offered and opportunities, It takes into account specificities of sites, mobility plans and results from LMFs, and the results of local and transnational strategies. Policy makers, transport operators and stakeholders are involved in pilot design and planning. A timetable is set and tasks are shared with stakeholders. KPIs are defined. Partners with similar pilots work in tight cooperation.</p>	<p><i>Delivery month</i> 06.2020</p>	<p><i>Quantification/target</i> 1,00</p>

<p>Deliverable D.T2.2.5</p>	<p><i>Deliverable title</i> Pilot action planning (Prague, CZ)</p>	<p><i>Description of deliverable</i> It sets the plan for the pilot implementation: methodologies and objectives based on the analysis done at local level on users needs and behaviours, definition of activities for behaviour change campaign. It takes into account specificities of sites, mobility plans and results from LMFs, and the results of local and transnational strategies. Policy makers, transport operators and stakeholders are involved in pilot design and planning. A timetable is set and tasks are shared with stakeholders. KPIs are defined. Partners with similar pilots work in tight cooperation.</p>	<p><i>Delivery month</i> 06.2020</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T2.2.6</p>	<p><i>Deliverable title</i> Pilot action planning (MURS, SI)</p>	<p><i>Description of deliverable</i> It sets the plan for the pilot implementation: methodologies and objectives based on the analysis done at local level on users needs and behaviours, definition of activities for behaviour change campaign , services offered and opportunities, It takes into account specificities of sites, mobility plans and results from LMFs, and the results of local and transnational strategies. Policy makers, transport operators and stakeholders are involved in pilot design and planning. A timetable is set and tasks are shared with stakeholders. KPIs are defined. Partners with similar pilots work in tight cooperation.</p>	<p><i>Delivery month</i> 06.2020</p>	<p><i>Quantification/target</i> 1,00</p>

Deliverable D.T2.2.7	<i>Deliverable title</i> Pilot action planning (Budapest, HU)	<i>Description of deliverable</i> It sets the plan for the pilot implementation: methodologies and objectives based on the analysis done at local level on users needs and behaviours, definition of activities for behaviour change campaign , services offered and opportunities, It takes into account specificities of sites, mobility plans and results from LMFs, and the results of local and transnational strategies. Policy makers, transport operators and stakeholders are involved in pilot design and planning. A timetable is set and tasks are shared with stakeholders. KPIs are defined. Partners with similar pilots work in tight cooperation.	<i>Delivery month</i> 06.2020	<i>Quantification/target</i> 1,00
Deliverable D.T2.2.8	<i>Deliverable title</i> Pilot action planning (RMO, AT)	<i>Description of deliverable</i> It sets the plan for the pilot implementation: methodologies and objectives based on the analysis done at local level on users needs and behaviours, definition of activities for behaviour change campaign , services offered and opportunities, It takes into account specificities of sites, mobility plans and results from LMFs, and the results of local and transnational strategies. Policy makers, transport operators and stakeholders are involved in pilot design and planning. A timetable is set and tasks are shared with stakeholders. KPIs are defined. Partners with similar pilots work in tight cooperation.	<i>Delivery month</i> 06.2020	<i>Quantification/target</i> 1,00
Activity A.T2.3	<i>Activity title</i> Pilot action implementation	<i>Start date</i> 06.2020	<i>End date</i> 12.2021	<i>Indicative budget</i> 462.715,00
Deliverables for activity A.T2.3				

<p>Deliverable D.T2.3.2</p>	<p><i>Deliverable title</i> Pilot implementation - Bologna (IT) - Last mile connection for tourists and resident</p>	<p><i>Description of deliverable</i> Behaviour change campaign to encourage the use of public transport. Creation of demand-responsive transport and new ICT platform in 13 municipalities in Alto Reno mountain and rural area in Bologna Apennines. The DRT will optimize the availability of buses and drivers already existing in the area during off-peak hours. Details in WP11. Expected costs BL4 Mobility experts 6.000,00 Marketing Support 12.000,00 Pilot 1 transport service 12M 80.000,00 Soft pilot 2 15.000,00</p>	<p><i>Delivery month</i> 10.2021</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T2.3.3</p>	<p><i>Deliverable title</i> Pilot action implementation - Gdynia (PL) - Mobility improvement in residential area</p>	<p><i>Description of deliverable</i> The PP will conduct a case study in one of its most rapidly developing suburban districts called Chwarzno Wiczlino to improve the connectivity of peripheral areas to City Centre and therefore to EU corridors. The City will then implement a targeted campaign to encourage the behavioural change in the pilot area; some e-inks papers/screens will be installed at bus stops to provide reliable information to passengers and will offer a last mile information service for a seamless trip (from)fixed-(to)flexible service. Details in B.1 PP3 "Role in the project". Expected costs BL4 Survey 18.000,00 External experts 5.400,00 Printing 10.800,00 Soft Pilot 13.500,00 Expected costs BL5 E-ink signs 13.500,00</p>	<p><i>Delivery month</i> 10.2021</p>	<p><i>Quantification/target</i> 1,00</p>

<p>Deliverable D.T2.3.4</p>	<p><i>Deliverable title</i> Pilot action implementation - Prague (CZ) - Better connecting Prague and Central Bohemia region</p>	<p><i>Description of deliverable</i> The PP will implement a campaign to encourage the use of public transport. Study for a better connection and coordination of transport focused on flexible transport solutions for commuting to the University campus and on overall transport solutions in the area located on the borders of 2 regions – Prague and Central Bohemia Expected costs BL4 Mobility experts 5.400,00 Marketing Support 10.800,00 Support Feasibility Study 13.500,00</p>	<p><i>Delivery month</i> 10.2021</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T2.3.5</p>	<p><i>Deliverable title</i> Pilot measures implementation - Murska Sobota (SI) - Demand responsive transport based on real time information system</p>	<p><i>Description of deliverable</i> The PP will develop, test and implement efficient app-oriented service and cloud back-office enabling DRT services: the first DRT service will be implemented in Murska Sobota area and an efficient app-oriented service will be developed. A low-cost app will be developed and customized on city needs. Details in WPI2. Expected costs BL4 Test of Service 18.000,00</p>	<p><i>Delivery month</i> 10.2021</p>	<p><i>Quantification/target</i> 1,00</p>
<p>Deliverable D.T2.3.6</p>	<p><i>Deliverable title</i> Pilot action implementation - Budapest (HU) - App All-in-One for flexible transport</p>	<p><i>Description of deliverable</i> The PP will make order among the existing DRT services, optimizing and better integrating them into the city PT network. A new web-based online application will be developed, tested and implemented in order to create a solid ICT platform for DRTs management and their possible extension to other rural areas. Passengers will be provided with a new app that will allow a direct access to the booking system, while the system will optimize the trips requests in order to maximize the number of users served by the DRT services. Details in WPI3. Expected costs BL4 External experts 5.400,00 Marketing support 10.800,00 Promotional material 4.500,00</p>	<p><i>Delivery month</i> 10.2021</p>	<p><i>Quantification/target</i> 1,00</p>

Deliverable D.T2.3.7	<i>Deliverable title</i> Pilot implementation - Osttirol (AT) - Integrated measures in improve passengers' experience	<i>Description of deliverable</i> The pilot will be based on three aspects: 1. deep social scientific research for (implemented) sustainable mobility offers, with a focus on DRT services and e-carsharing; 2. implementation of "green house friendly tourism offers" in the region: making existing (fixed and DRT) services visible, understandable and integrated into tourism; training to contact persons in municipalities and local hotel staff to give information about regional mobility offers to residents and guests; 3. strengthening e-mobility in the region: implementation of new e-carsharing locations in municipalities and promotion of e-carsharing through a strong marketing strategy. In Osttirol regional, the pilot will play the role of incentive and initiator for developments towards fixed and DRT services and will connect municipalities and several institutions in the region to reach an ongoing improvement in this thematic. Expected costs BL4 External experts 5.400,00 Marketing support 8.100,00 3 Pilots (studio/car-sharing/training) 97.200,00 Expected costs BL5 ICT Equipment for pilot 9.000,00	<i>Delivery month</i> 10.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.3.8	<i>Deliverable title</i> Report on Pilot action implementation	<i>Description of deliverable</i> The deliverable reports evidence, insights and data about the 6 5 different measures implemented at local level. It sets the ground for the evaluation and the dissemination of implemented measures.	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Activity A.T2.4	<i>Activity title</i> Pilot action monitoring and evaluation	<i>Start date</i> 08.2019	<i>End date</i> 01.2022	<i>Indicative budget</i> 109.808,75
Deliverables for activity A.T2.4				

Deliverable D.T2.4.1	<i>Deliverable title</i> Pilot Monitoring - Bologna (IT)	<i>Description of deliverable</i> Pilot implementation will be constantly monitored in order to verify progress and costs, to check if aligned to the timeline and budget. The deliverable will report the midterm monitoring on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 05.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.2	<i>Deliverable title</i> Pilot action monitoring - Gdynia (PL)	<i>Description of deliverable</i> Pilot implementation will be constantly monitored in order to verify progress and costs, to check if aligned to the timeline and budget. The deliverable will report the midterm monitoring on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 05.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.3	<i>Deliverable title</i> Pilot action monitoring - Prague (CZ)	<i>Description of deliverable</i> Pilot implementation will be constantly monitored in order to verify progress and costs, to check if aligned to the timeline and budget. The deliverable will report the midterm monitoring on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 05.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.4	<i>Deliverable title</i> Pilot Monitoring - Murska Sobota (SI)	<i>Description of deliverable</i> Pilot implementation will be constantly monitored in order to verify progress and costs, to check if aligned to the timeline and budget. The deliverable will report the midterm monitoring on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 05.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.5	<i>Deliverable title</i> Pilot action monitoring - Budapest (HU)	<i>Description of deliverable</i> Pilot implementation will be constantly monitored in order to verify progress and costs, to check if aligned to the timeline and budget. The deliverable will report the midterm monitoring on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 05.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.6	<i>Deliverable title</i> Pilot action monitoring - Osttirol (AT)	<i>Description of deliverable</i> Pilot implementation will be constantly monitored in order to verify progress and costs, to check if aligned to the timeline and budget. The deliverable will report the midterm monitoring on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 05.2021	<i>Quantification/target</i> 1,00

Deliverable D.T2.4.7	<i>Deliverable title</i> Pilot action evaluation - Bologna (IT)	<i>Description of deliverable</i> The deliverable will report the final pilot evaluation on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 05.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.8	<i>Deliverable title</i> Pilot action evaluation - Gdynia (PL)	<i>Description of deliverable</i> The deliverable will report the final pilot evaluation on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.9	<i>Deliverable title</i> Pilot action evaluation - Prague (CZ)	<i>Description of deliverable</i> The deliverable will report the final pilot evaluation on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.10	<i>Deliverable title</i> Pilot action evaluation - Murska Sobota (SI)	<i>Description of deliverable</i> The deliverable will report the final pilot evaluation on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.11	<i>Deliverable title</i> Pilot action evaluation - Budapest (HU)	<i>Description of deliverable</i> The deliverable will report the final pilot evaluation on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.12	<i>Deliverable title</i> Pilot action evaluation - Osttirol (AT)	<i>Description of deliverable</i> The deliverable will report the final pilot evaluation on the basis of the Evaluation Plan (D.T2.4.1)	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T2.4.13	<i>Deliverable title</i> Evaluation Report and Guidelines on Actions	<i>Description of deliverable</i> It contains the findings of the cross-evaluation of the 6 SMACKER campaigns, KPIs analysis comparing baseline and after scenarios/versus the BAU scenario. Assessment of objectives accomplishment based on results obtained.	<i>Delivery month</i> 01.2022	<i>Quantification/target</i> 1,00

WP type: Thematic work package (maximum 4 work packages)

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
T3	Growth and Expand	04.2019	02.2022	510.003,00

Partner

WP responsible partner Institute for Transport and Logistics Foundation

Partner's involvement

1	SRM Networks and Mobility, LP, SRM
2	Institute for Transport and Logistics Foundation, PP, ITL
3	Municipality of Gdynia - Roads and Green Areas Management, PP, Gdynia
4	City District of Praha - Suchdol, PP, MCPS
5	University of Maribor, PP, UM
6	City Municipality of Murska Sobota, PP, MURS
7	BKK Centre for Budapest Transport , PP, BKK
8	Regional Management East Tyrol , PP, RMO
9	University of Natural Resources and Life Sciences Vienna , PP, BOKU

Summary

Provide a well-written summary of what will be done in this work package. Please explain what you want to achieve (outputs), why those outputs are relevant for reaching the project specific objectives and how you plan to get there (activities and deliverables). Please also describe how partners will be involved.
If applicable, please indicate whether any pilot investment is foreseen. Any pilot investment has to be linked to a pilot action of the work package:

- Smaller pilot investments (below EUR 15.000 total cost) should be described within this work package.
- In case of pilot investments exceeding EUR 15.000 total cost a separate "Investment specification" has to be filled in and the link has to be described in this summary.

WPT3 "Growth and Expand" creates solid basis for the propagation of the SMACKER effects to a deeper level and to a wider audience. It investigates:

- An additional layer of governance is set through the SMACKER Quality Partnership for seamless Mobility Governance (SQPM) that will deliver topics for discussion, plans for activities and meetings agenda as well as participation to local events (A.T3.1)
- A geographical expansion and extended cooperation through an Enlarged Transfer Programme (ETP) will be set. A group of 10 followers will be selected, involved, trained and invited to submit an action plan based on the findings of SMACKER activities (O.T3.3).
- A deepening of SMACKER findings will be exported into regional action plans to be transferred into political mainstreams (AT3.3). Strategic policy recommendations will be transferred to Macro Regional areas (O.T3.4)
- A durable wider exportation of best practices through an online practical toolbox for best practices on behaviour change and DRT measures (O.T3.5).

WPT3 mainly addresses Specific Objective 3 "To define a long term strategy to promote sustainable mobility in regions that will complement and feed local planning tools" by creating the substrate for individual growth of PPs and ETP followers and for the expansion to external wider audience of SMACKER results. Capacity building activities are complemented by horizontal involvement of other stakeholders both local (D.T3.3.8-13) and transnational (A.T3.2). Macro regional strategies are addressed by a report focussing on peripheral mobility (D.T3.3.14).

PP2 ITL is responsible for WPT3.
LP SRM (as pilot site), PP3 Gdynia, PP4 MCPS, PP6 MURS, PP7 BKK and PP8 RMO will deliver D.T3.3.2-7 and D.T3.3.8-13.
A.T3.4 and AT3.5 will be guided by PP2 ITL, PP5 UM and PP9 BOKU with the choral contribution of pilot sites focussing on results coming from Evaluation of actions (D.T2.4.8-13)

Project outputs

Please describe in more the detail **the outputs of the project** that will be the outcome of the activities carried out in this work package. Explain which activities will be taken to achieve an output.
Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit).
In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title	Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
	Transnationally developed, this output is considering the 6 Action Plans developed in each SMACKER regional area. The main aim is to prepare public discussion for mainstreaming strategies into local policies (and were possible to SUMP at Functional Urban Area level). It			

Output O.T3.2	6 Regional ACTION PLANS to better integrate peripheral areas using DRT	serves Regional Government to support common practices in areas and prepares hints for planning a better integration of peripheral areas (corresponding deliverables DT3.3.2-7). Indeed, Action plans will provide specific inputs for the creation of Demand Responsive Transport services as integration of the regional passenger transport system, by improving the overall planning and coordination of regional passenger transport system. It has a regional impact because the pilot actions will provide inputs to the overall regional passenger transport in peripheral areas, allowing people living in those areas to be linked with the main transport nodes (e.g. railway stations, airports, bus hubs, etc.), which is also the main objective of the Specific Objective 4.1 "To improve planning and coordination of regional passenger transport systems for better connections to national and European transport networks".	S.O.4.1 - Number of strategies and action plans developed and/or implemented for the improvement of regional passenger transport	6,00	12.2021
Output O.T3.3	Transnational TRAININGS to 10 non-partner CEU Authorities	10 transnational trainings for non-partners and 1 training curriculum for low carbon mobility planning to better connect peripheral areas to TEN-T and main transport hubs. Linked to A.T3.2. It is based on 1 webinar (D.T3.2.5). Sessions are tuned based on trainees' needs. They serve to derive hints from external experts and trainers for SMACKER PPs, and to support ETP trainees to prepare their Action Plans (corresponding deliverables DT3.2.4-7)	S.O.4.1 - Number of trainings implemented on the improvement of regional passenger transport	10,00	02.2022
Output O.T3.4	Guidelines on DRT planning and implementation	Guidelines based on the implementation and evaluation of SMACKER pilots focused on DRT planning and implementation addressed to 4 different target groups: Authorities, Transport providers, Users and Enterprises takes advantage of guidelines drafted in A.T3.5 (corresponding deliverables DT3.5.1-4)	S.O.4.1 - Number of tools and/or services developed and/or implemented for the improvement of regional passenger transport	1,00	02.2022
Output O.T3.5	Online Toolbox for behaviour change and DRT measures	A practical toolbox for consultation of behavioural change and DRT measures good practices will be developed. The toolbox will be created on the results of initial review (A.T1.1) and practical exploitation done through pilot action implementations (A.T2.3) and addressed to 4 different target groups: Authorities, Transport providers, Users and Enterprises.	S.O.4.1 - Number of tools and/or services developed and/or implemented for the improvement of regional passenger transport	1,00	02.2022

Target groups	
Who will use the outputs of this work package or the investment?	<ul style="list-style-type: none"> • Local public authority • Regional public authority • National public authority • Sectoral agency • Infrastructure and (public) service provider • Interest groups including NGOs • Higher education and research • Large enterprises • International organisation, EEIG under national law • General public
How will you involve those target groups (and other stakeholders including associated partners) in the development of the outputs of this work package or the implementation of the investment?	ETP will involve 10 new followers (authorities) among stakeholders. High quality stakeholder members will be involved in SQPM in support of LP and PPs for a better governance and for mutual enrichment and communication to general public/NGOs. Decision makers will be affected by Action plans and Online tool. Associated partners will have an important role in upscaling output. EUSDR, EUSBSR, EUSAIR, EUSALP will be involved in project findings reporting and in events.

Sustainability and transferability of work package outputs (not applicable for investment specification)	
<p><u>Sustainability (institutional, financial and political)</u> How will the work package outputs be further used by project partners once the project has ended? Please describe concrete measures (including e.g. institutional structures, financial resources, policy improvements etc.) taken during and after project implementation to ensure the sustainability of the project outputs. If relevant, please explain who will be responsible and/or the owner of the outputs.</p>	WPT3 "Growth and Expand" is totally devoted to ensure sustainability of project outputs among PPs and other interested and/or involved parties. During the project implementation, actions plans (O.T3.2) will define long term strategies for PPs and ETP followers. Transfer of action plans into policy mainstreams will ensure pilot sustainability. Guidelines on DRT planning and implementation (O.T3.4) will be the basis on which future DRT services will be planned, both from the technical point of view and with regard to the possible impact on peripheral and rural areas mobility at regional level. Online Toolbox for behavior change and DRT measures (OT3.5) will be maintained after the project by LP in cooperation with PPs to maximize the effects.
<p><u>Transferability (linked to the WP Communication)</u> Which work package outputs will be transferred to which additional target audiences during project lifetime and beyond? Why are these outputs the most relevant ones to be transferred? Please describe the additional target audiences (e.g. other organisations/regions/countries outside of the current partnership) and ensure links to the strategy of the communication work package.</p>	The whole WPT3 is devoted to create a door-window towards external audience. It allows to show outputs outside but also to enter into SMACKER contents. OT3.2 will involve 10 non-partners regions into ETP. OT3.4 will engage Macro Regional areas - EUSDR, EUSBSR, EUSAIR, EUSALP through a dedicated report. OT3.5 Online toolbox will be the main output linked to communication that will allow the wider audience to access insights on SMACKER actions reviews.

Activity A.T3.1	Activity title SMACKER Quality partnership group (SQPM) and joint planning exercise	Start date 04.2019	End date 02.2022	Indicative budget 115.920,00
Deliverables for activity A.T3.1				
Deliverable D.T3.1.2	Deliverable title SMACKER Quality Partnership for a seamless Mobility governance (SQPM)	Description of deliverable It sets the group of qualified key stakeholders (12 persons min) to be involved in an additional governance level that will ensure quality of SMACKER activities. Tasks: define topics of discussion, activity plan, meetings agenda and deliverable review.	Delivery month 08.2019	Quantification/target 1,00

Deliverable D.T3.1.3	<i>Deliverable title</i> SQPM meetings	<i>Description of deliverable</i> SQPM discusses demand and offer of smart transport solutions. Meetings of the group will take place in Steering Committee 2 and jointly to Enlarged Transfer Programme (ETP) events in Maribor-SI and Vienna-AT.	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 3,00
Deliverable D.T3.1.5	<i>Deliverable title</i> SMACKER 'On Tour': Peripheral events	<i>Description of deliverable</i> SPQM will be present at meetings, workshops, and lectures/presentations for users in each SMACKER region involved. It helps to bring SMACKER approach into local effort to ease the behavioural change to a smart seamless mobility in peripheral/rural areas.	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 12,00
Activity A.T3.2	<i>Activity title</i> Enlarged Transfer Programme (ETP) to better connect peripheral areas	<i>Start date</i> 01.2020	<i>End date</i> 02.2022	<i>Indicative budget</i> 204.480,00
Deliverables for activity A.T3.2				
Deliverable D.T3.2.1	<i>Deliverable title</i> Guidelines for Enlarged Transfer Programme (ETP) for Central Europe Policy Makers and stakeholders	<i>Description of deliverable</i> It sets rules to involve external stakeholders to attend the on line webinars and rules to engage external trainers. It will be open to CE stakeholders, with a special attention to engage trainees from less accessible areas (knowledge and services)	<i>Delivery month</i> 04.2020	<i>Quantification/target</i> 1,00
Deliverable D.T3.2.2	<i>Deliverable title</i> Call for non partner 'peripheral' authorities in CE to attend Enlarged Transfer Programme (ETP)	<i>Description of deliverable</i> Open call aiming to identify a panel of 10 ETP followers CEU Authorities expressing capacity needs in peripheral and rural smart mobility planning. Extended cooperation will further enrich partners capacity and validate methodologies and findings.	<i>Delivery month</i> 07.2020	<i>Quantification/target</i> 1,00
Deliverable D.T3.2.3	<i>Deliverable title</i> State of the Art Report about mobility problems and policy challenges within ETP follower regions	<i>Description of deliverable</i> The transnational report maps the needs, problems and expectations of ETP follower regions in low carbon mobility planning. It defines the roles of ETP followers and policy leverages. It paves the way for local Action plans in ETP follower regions.	<i>Delivery month</i> 01.2021	<i>Quantification/target</i> 1,00

Deliverable D.T3.2.4	<i>Deliverable title</i> Enlarged Transfer Programme (ETP) Training Curriculum	<i>Description of deliverable</i> The training curriculum is based on a common methodology and scheduled in terms of topics, groups of target authorities, teachers. 1 training will be delivered through a webinar tool, while 2 trainings will be delivered in occasion of transnational ETP events to transfer knowledge and capacities.	<i>Delivery month</i> 03.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.2.5	<i>Deliverable title</i> Enlarged Transfer Programme (ETP) webinar training Implementation	<i>Description of deliverable</i> The deliverable will describe the training activities delivered through the ETP webinar that will gather SMACKER partners as well as selected ETP followers. ETP followers will be asked to deliver Action plans after the end of the complete training path.	<i>Delivery month</i> 06.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.2.6	<i>Deliverable title</i> Enlarged Transfer Programme (ETP) transnational event in Maribor-SI	<i>Description of deliverable</i> In the occasion of the Steering Committee Meeting 4 in Maribor, a transnational event (including training) will take place, taking advantage of the presence of partners and of the commitment of the University of Maribor. ETP followers and SPQM are involved.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
Deliverable D.T3.2.7	<i>Deliverable title</i> Enlarged Transfer Programme (ETP) transnational event in Vienna-AT	<i>Description of deliverable</i> In the occasion of the Steering Committee Meeting 6 in Vienna, a transnational event (including training) will take place, taking advantage of the presence of partners and of the commitment of the University of Vienna. ETP followers and SPQM are involved.	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 1,00
Activity A.T3.3	<i>Activity title</i> Action plan for a better integration of peripheral areas and for behavioural change	<i>Start date</i> 10.2019	<i>End date</i> 12.2021	<i>Indicative budget</i> 85.050,00
Deliverables for activity A.T3.3				
Deliverable D.T3.3.1	<i>Deliverable title</i> Action planning outline for Central Europe Regions	<i>Description of deliverable</i> It is a transnational structure/template to be used by partners to prepare regional action plans to better connect peripheral areas	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00

Deliverable D.T3.3.2	<i>Deliverable title</i> Regional Action plan to better integrate peripheral areas (Bologna, IT)	<i>Description of deliverable</i> 1 Action Plan in partner's area to prepare public discussion for mainstreaming into local policies. It serves Regional Government to support common practices in areas and prepares hints for planning a better integration of peripheral area. It is based on regional and transnational strategies (WP.T1) and joint reflection/evaluation of pilot results (WP.T2).	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.3	<i>Deliverable title</i> Regional Action plans to better integrate peripheral areas (Gdynia, PL)	<i>Description of deliverable</i> 1 Action Plan in partner's area to prepare public discussion for mainstreaming into local policies. It serves Regional Government to support common practices in areas and prepares hints for planning a better integration through effective Demand-Responsive Services of peripheral area. It is based on regional and transnational strategies (WP.T1) and joint reflection/evaluation of pilot results (WP.T2).	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.4	<i>Deliverable title</i> Regional Action plans to better integrate peripheral areas (Prague, CZ)	<i>Description of deliverable</i> 1 Action Plan in partner's area to prepare public discussion for mainstreaming into local policies. It serves Regional Government to support common practices in areas and prepares hints for planning a better integration through effective Demand-Responsive Services of peripheral area. It is based on regional and transnational strategies (WP.T1) and joint reflection/evaluation of pilot results (WP.T2).	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00

Deliverable D.T3.3.5	<i>Deliverable title</i> Regional Action plans to better integrate peripheral areas (MURS, SI)	<i>Description of deliverable</i> 1 Action Plan in partner's area to prepare public discussion for mainstreaming into local policies. It serves Regional Government to support common practices in areas and prepares hints for planning a better integration through effective Demand-Responsive Services of peripheral area. It is based on regional and transnational strategies (WP.T1) and joint reflection/evaluation of pilot results (WP.T2).	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.6	<i>Deliverable title</i> Regional Action plans to better integrate peripheral areas (Budapest, HU)	<i>Description of deliverable</i> 1 Action Plan in partner's area to prepare public discussion for mainstreaming into local policies. It serves Regional Government to support common practices in areas and prepares hints for planning a better integration through effective Demand-Responsive Services of peripheral area. It is based on regional and transnational strategies (WP.T1) and joint reflection/evaluation of pilot results (WP.T2).	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.7	<i>Deliverable title</i> Regional Action plans to better integrate peripheral areas (RMO, AT)	<i>Description of deliverable</i> 1 Action Plan in partner's area to prepare public discussion for mainstreaming into local policies. It serves Regional Government to support common practices in areas and prepares hints for planning a better integration through effective Demand-Responsive Services of peripheral area. It is based on regional and transnational strategies (WP.T1) and joint reflection/evaluation of pilot results (WP.T2).	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.8	<i>Deliverable title</i> Mainstreaming into local Policies (Bologna, IT)	<i>Description of deliverable</i> Regional Government will be invited to mainstream SMACKER Action Plans, Linked to D.T3.3.2	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00

Deliverable D.T3.3.9	<i>Deliverable title</i> Mainstreaming into local Policies (Gdynia, PL)	<i>Description of deliverable</i> Regional Government will be invited to mainstream SMACKER Action Plans. Linked to D.T3.3.3	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.10	<i>Deliverable title</i> Mainstreaming into local Policies (Prague, CZ)	<i>Description of deliverable</i> Regional Government will be invited to mainstream SMACKER Action Plans. Linked to D.T3.3.4	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.11	<i>Deliverable title</i> Mainstreaming into local Policies (MURS, SI)	<i>Description of deliverable</i> Regional Government will be invited to mainstream SMACKER Action Plans. Linked to D.T3.3.5	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.12	<i>Deliverable title</i> Mainstreaming into local Policies (Budapest, HU)	<i>Description of deliverable</i> Regional Government will be invited to mainstream SMACKER Action Plans. Linked to D.T3.3.6	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.13	<i>Deliverable title</i> Mainstreaming into local Policies (RMO, AT)	<i>Description of deliverable</i> Regional Government will be invited to mainstream SMACKER Action Plans. Linked to D.T3.3.7	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.T3.3.14	<i>Deliverable title</i> Contribution reports to Macro regional strategies with focus on peripheral mobility planning	<i>Description of deliverable</i> 1 Action Plan in partner's area to prepare public discussion for mainstreaming into local policies. It serves Regional Government to support common practices in areas and prepares hints for planning a better integration through effective Demand-Responsive Services of peripheral area. It is based on regional and transnational strategies (WP.T1) and joint reflection/evaluation of pilot results (WP.T2).	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 4,00
Activity A.T3.4	<i>Activity title</i> Toolbox for DRT services, behaviour change and smart mobility practices	<i>Start date</i> 04.2019	<i>End date</i> 12.2021	<i>Indicative budget</i> 45.603,00
Deliverables for activity A.T3.4				

Deliverable D.T3.4.1	<i>Deliverable title</i> Toolbox for DRT services, behaviour change and smart mobility practices	<i>Description of deliverable</i> A practical toolbox for consultation on DRT services, behavioural change and smart mobility repository of good practices will be developed. The toolbox will be created on the results of initial review (A.T1.1) and practical exploitation done through pilot action implementations (A.T2.3). The repository will be available on SMACKER website and other existing transnational databases.	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Activity A.T3.5	<i>Activity title</i> DRT and smart mobility solutions for peripheral areas	<i>Start date</i> 04.2021	<i>End date</i> 02.2022	<i>Indicative budget</i> 58.950,00
Deliverables for activity A.T3.5				
Deliverable D.T3.5.1	<i>Deliverable title</i> Guidelines for Policy Authorities	<i>Description of deliverable</i> Each actor in the field has a different perspective, competences and opportunities. Different guidelines for each different kind of entity. In case of Public Authorities ideas and examples of nudging and DRT service architecture will be taken into account.	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 1,00
Deliverable D.T3.5.2	<i>Deliverable title</i> Guidelines for Public Transport Service providers	<i>Description of deliverable</i> Thanks to privileged position, Public Transport service providers can implement nudging actions with direct impact on citizens' behaviour as well as service improvement and marketing campaigns. D.T3.5.2 is devoted to them with a focus on smart mobility.	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 1,00
Deliverable D.T3.5.3	<i>Deliverable title</i> Guidelines for Users	<i>Description of deliverable</i> Citizens, associations and stakeholders in general can act as ambassadors for initiatives aiming at behavioural change. Nudging is also a matter of participation, word of mouth, peer involvement. Guidance on exploitation of existing services are provided	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 1,00

Deliverable D.T3.5.4	<i>Deliverable title</i> Guidelines for Business and Enterprises	<i>Description of deliverable</i> It contains ideas and solutions about the involvement of interested private actors that can boost the effectiveness of actions (both soft and hard measures), including financial support for economic sustainability (PPP).	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 1,00
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Investment specification (to be completed for each investment exceeding EUR 15.000 total costs)

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
I1	Bologna (IT) - Pilot - Last mile connection for tourists and resident	07.2019	10.2021	40.000,00

Partner

<i>WP responsible partner</i>	SRM Networks and Mobility
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Partner's involvement

1	SRM Networks and Mobility, LP, SRM
2	Institute for Transport and Logistics Foundation, PP, ITL
	Municipality of Gdynia - Roads and Green Areas Management, PP, Gdynia
	City District of Praha - Suchdol, PP, MCPS
	University of Maribor, PP, UM
	City Municipality of Murska Sobota, PP, MURS
7	BKK Centre for Budapest Transport , PP, BKK
8	Regional Management East Tyrol , PP, RMO
	University of Natural Resources and Life Sciences Vienna , PP, BOKU

Technical description of the investment

*Please describe the foreseen investment and specify its technical characteristics.
Indicate the thematic work package and pilot action to which the investment is linked.
Provide also a quantification and break down of costs related to the investment.*

Municipalities in the Alto Reno area (rural mountains) pay for school transport services to allow children home-to-school mobility.

Altogether, total cost of these services is about € 1 million/year and engages a large number of vehicles (about 30). The vehicles used for the school service are busy for a small number of hours (about 3 hours in the day) and then remain parked for the rest of the day. The cost of the service is then very high and many resources are wasted. On the other hand it can be considered as an opportunity.

The pilot has the following objectives:

- strengthening existing services and optimizing resources;
- explore and expand the potential use of public transport by encouraging the use of public vehicles instead of private vehicles;
- implementation of a service focused on "vulnerable" users (without car: elderly, young, tourists), and residents in spread areas far from cities;

- test a transport service to complete and complement the transport service to school in order to encourage the basis for a mixed (school and public transport) environment and to draft municipal regulations for access to and use of such services.

The main objective is to encourage last mile mobility between dispersed villages and municipalities, where train/bus stations are also located, granting therefore accessibility to TEN-T corridors and vice-versa to major tourist attractions in the Alto Reno area.

Estimated costs for the service delivered on 13 municipalities is:

- € 100.000 for a 12 months pilot for the transport service (WP.T2)
- € 30.000 for ICT platform (customisation, deployment and maintenance);
- € 10.000 for onboard equipments.

The action (pilot) is a hard measure and is linked to WPT2: activity A.T2.3 for staff engagement and non-investment costs.

Furthermore A.T2.1 for participation and A.T2.2 for campaigns and A.T2.4 for evaluation.

<p>Justification <i>Pilot investments must have a demonstrating/model or pilot character and show a clear transnational effect being jointly strived for and evaluated by the partnership.</i></p> <p>Please therefore explain</p> <ul style="list-style-type: none"> • <i>how the investment will contribute to achieving the project objectives and results</i> • <i>the transnational relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders</i> • <i>who is benefiting (e.g. partners, regions, end-users etc.) from the investment and in which way</i> 	
<p>Due to the large extension of the territory and the low population density, traditional PT services are not economically sustainable. In particular, the mobility requests are not met, except for study or work related needs; service during off-peak hours, public holidays and on tourist sites are inadequate. Villages spread on the territory have no access through PT to main points of interest, and even less with the capital city. A big part of the population has no car available (old people, young, tourists) and remains therefore isolated and unable to move. On the other side, most of the trips (68%) are done locally and the PT service does not meet these needs. This pilot has a transnational value related to the definition and testing of a DRT service able to tackle common Central Europe problems affecting the public services quality in low-density areas. PPs will be involved and will benefit from pilot's results and lessons learned and could adapt the main outputs for their transport policy and planning activities. On the other side, the approach followed by PP8 will be taken into account. Mobility related investments in low-density area are a common issue at European level: low-cost solution that will be implemented by PP1 could be a basis to plan and implement similar actions in other areas suffering of the same issue.</p>	
<p>Location of the investment</p>	
<p>Location <i>Please indicate the location of investment at NUTS level and provide a short explanation</i></p>	<p>Nuts0: IT, ITALY Nuts1: ITH, Nord-Est Nuts2: ITH5, Emilia-Romagna Nuts3: ITH55, Bologna</p>
<p>The interested area is located in the Bolognese Appennini, included in the metropolitan area of Bologna, where 13 small municipalities are located: Camugnano, Castel D'Aiano, Castel Di Casio, Castiglione dei Pepoli, Gaggio Montano, Alto Reno Terme (formerly Granaglione and Porretta Terme), Grizzana Morandi, Lizzano In Belvedere, Marzabotto, Monzuno, San Benedetto Val di Sambro and Vergato. Such area is defined by Emilia-Romagna Regional Governement as "optimal area of interest" (ambito ottimale) and it is also a sanitary district. The area has a specific touristic profile, thanks to the presence of thermal sources and health spa and other touristic events, spread in the territory, that often results inaccessible without car.</p>	
<p>Risks associated with the investment <i>Please describe any potential risks associated with the investment, go/no-go decisions, etc. Please also indicate if the investment might have any potential negative effects on the environment. If yes, please specific which mitigation measures are foreseen.</i></p>	
<p>Low risk associated to the governmental bodies as the promotion of the mobility for resident and tourists is one of the key priorities for the Metropolitan City of Bologna. No negative effects on environment but positive as the project aims at reducing car dependency and therefore pollution and to improve quality of life at local level.</p>	
<p>Investment preparation <i>If applicable, please specify the technical requirements and permissions (e.g. feasibility study, building permits) necessary for the realisation of the investment according to the respective national legislation. Please indicate if they are already available or their expected time of availability.</i></p>	
<p>SRM is the Public Transport Authority and the subject that has to approve the establishment of new public transport lines. Furthermore SRM manages the public transport service contract awarded in the area and is entitled to launch new tenders for the public transport services, if needed. A local discussion is ongoing and the support of the Metropolitan City is granted by touristic, planning and transport departments. The initiative is in line with the SUMP content and the objective to make more accessible and better linked the Appennine's area.</p>	
<p>Ownership and durability <i>Who owns the site where the investment is located? Who will retain ownership of the investment after the end of the project? How will the investment be further used after the project end? Who will take care of maintenance of the investment? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and after project implementation to ensure the durability of the investment.</i></p>	
<p>Resources will be mainly used to pay additional costs of the pilot transport service for 12 months. The rest of the amount will be used to pay the fee to grant the adaptation and the use of a commercial platform for reservation, optimization, monitoring and reporting software. The decision is to pay a fee instead to develop a customized software is to benefit from maintenance and updating of the software. The availability of such IT platform will allow, in a second step, to create a wider virtual fleet involving all the vehicles available in the area and devoted to passengers transport (vehicle of the municipality, community transport, hotels shuttles, etc), so to be able to satisfy all the requests, especially in peak hours and to better exploit the existing resources from a unique interface. This future development will be studied, planned and evaluated at joint level with all SMACKER partners, so to share ideas and experience. A business plan is provided in the action plan.</p>	

Project outputs
Please describe **the outputs of the project** that will be the outcome of the activities carried out in this work package. Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit). In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title		Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
Output O.I1.1	PILOT ACTION - Creation of demand-responsive transport in 13 municipalities in Alto Reno (IT)	All the activities foreseen in the WPI1 lead to the output: pilot transport service planning and implementation AI1.1, preparation and test of the ITC platform AI.1.2. Promotion, communication and incentives strategy are detailed in related WP2 and WPC. The ICT platform for service management allows to collect real-time data that will be very useful to define incentives and nudging system to have the greatest efficacy during the pilot. It is necessary also to measure and evaluate the impact.	S.O.4.1 - Investment	1,00	10.2021

Target groups

Who will use the outputs of this work package or the investment?	<ul style="list-style-type: none"> • Local public authority • Regional public authority • Sectoral agency • Infrastructure and (public) service provider • Interest groups including NGOs • SME • General public
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How will you involve those target groups (and other stakeholders including associated partners) in the development of the outputs of this work package or the implementation of the investment?	Local public authorities and Interested groups will be involved from the very first phase in the activities foreseen in WPT1 "Understanding" in order to discuss and adapt the proposed solution and they will be the main users of this output. They will be able to link many destinations spread in the territory with major TEN-T corridors and make them accessible on a stable basis. Improved accessibility will act as multiplier effect on initiatives and investments in the area. Furthermore, public transport will reduce the social isolation of some areas, offering mobility to unpaired groups. General public will be directly affected in positive way, facing the increase of mobility options together with the decrease of pollution and consumption in the area, thanks to optimization and merging of trips. Public Transport service providers will be involved in the pilot implementation but the output will act as inspiring experience for other operators in the same position all around Europe. AP10 Regional public authority will be involved in the scientific events and through dedicated communication events (mainstreaming) to evaluate the inclusion of such services in their policies and regional planning tools. SMEs (mainly related to tourist presence on the territory) will be informed about the pilot and trained in order to offer support to tourist and resident to use the transport service made available. Sectorial agencies of the different sectors will be informed about the new mobility offer and encouraged to plan events and initiatives based and taking advantage of the service. The involvement of these subject will be the key for the sustainability of the service in the future.
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Activity A.I1.2	Activity title ITC platform adaptation and test	Start date 07.2019	End date 10.2021	Indicative budget 40.000,00
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Investment specification (to be completed for each investment exceeding EUR 15.000 total costs)

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
12	Murska Sobota (SI) - Pilot - Smartphone based real time passenger information system	06.2019	04.2021	51.000,00
Partner				
<i>WP responsible partner</i>	City Municipality of Murska Sobota			
<i>Partner's involvement</i>				
1	SRM Networks and Mobility, LP, SRM			
	Institute for Transport and Logistics Foundation, PP, ITL			
	Municipality of Gdynia - Roads and Green Areas Management, PP, Gdynia			
	City District of Praha - Suchdol, PP, MCPS			
5	University of Maribor, PP, UM			
6	City Municipality of Murska Sobota, PP, MURS			
	BKK Centre for Budapest Transport , PP, BKK			
	Regional Management East Tyrol , PP, RMO			
	University of Natural Resources and Life Sciences Vienna , PP, BOKU			
Technical description of the investment				
<p><i>Please describe the foreseen investment and specify its technical characteristics. Indicate the thematic work package and pilot action to which the investment is linked. Provide also a quantification and break down of costs related to the investment.</i></p>				
<p>Aim of the pilot is to develop, test and implement efficient app-oriented service, based on deployment of Android smartphones and cloud back-office enabling demand responsive public transport. Within the project, activities will include feasibility study (informational, organisational and economical aspects) as basis for investment into development of demand responsive app for smart phones. The solution will be tested within Municipality of Murska Sobota and/or broader (depending on the outcomes of the feasibility study).</p> <p>Expected costs for the pilot: App development – phase 1 = 25.000,00 EUR App deployment – phase 2 = 10.000,00 EUR App operation – phase 3 = 15.000,00 EUR Testing of new services = 18.000,00 EUR (WP.T2) 5 mobile phones = 1.000,00 EUR</p> <p>Expected benefits: Higher transport efficiency – On demand public transport Higher users' satisfaction – Better quality of public transport services. Affordability and accessibility – simple to install and use technology platformAvailability of public transport within municipality without restrictions and better service for inhabitants (especially those with mobility impairments).</p>				

<p>Justification <i>Pilot investments must have a demonstrating/model or pilot character and show a clear transnational effect being jointly strived for and evaluated by the partnership.</i></p> <p>Please therefore explain</p> <ul style="list-style-type: none"> • <i>how the investment will contribute to achieving the project objectives and results</i> • <i>the transnational relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders</i> • <i>who is benefiting (e.g. partners, regions, end-users etc.) from the investment and in which way</i> 	
<p>Demand responsive public transport is not available in Murska Sobota and passengers must rely on scheduled public transport on predetermined routes. As these are inflexible inhabitants have to rely on private transport (usually with personal vehicles). To decrease the use of personal vehicles and encourage inhabitants to use public transport Municipality of Murska Sobota would like to test and implement demand responsive system to make PT more attractive. The proposed solution is a low-cost option and therefore presents a viable solution for small cities and local public transport operators. The proposed solution can be easily transferred to other cities and towns across the Central Europe. On this way the pilot can contribute to better connecting peripheral areas with urban centres and their connections to TEN-T corridor infrastructures. The results of pilots developed in the others SMACKERS peripheral areas will be very useful in order to improve the users experience of the developed App (WP.I3) and the technology solutions to be implemented in order to manage public transport service in a more flexible way (WP.I1).</p>	
<p>Location of the investment</p>	
<p>Location <i>Please indicate the location of investment at NUTS level and provide a short explanation</i></p>	<p>Nuts0: SI, SLOVENIA Nuts1: SI0, Slovenija Nuts2: SI01, Vzhodna Slovenija Nuts3: SI011, Pomurska</p>
<p>Murska Sobota has 19 000 inhabitants and covers an area of 64 km² which makes it one of the most important cities in the north-east of Slovenia. Furthermore, it is the most central and most intensely urbanised area in the Pomurje region. Main challenges of implementing measures of public transport in Murska Sobota and Pomurje: No regional strategies on (public) transport and mobility/accessibility, Non-integrated public transport, sprawled settlement, poor PT interchanges, no standardized PT supply, no integrated (door to door) PT information and ticketing, demand responsive transport and flexible transport solutions are not implemented. No regional PT authority in Pomurje and lack of planning. Needs on holistic approach for PT.</p>	
<p>Risks associated with the investment <i>Please describe any potential risks associated with the investment, go/no-go decisions, etc. Please also indicate if the investment might have any potential negative effects on the environment. If yes, please specific which mitigation measures are foreseen.</i></p>	
<p>The only risk is related with potential companies applying to the tender for development of the proposed app. PP is decreasing this risk by asking potential developers for experiences with developing similar DRT services. No potential negative effects on environment.</p>	
<p>Investment preparation <i>If applicable, please specify the technical requirements and permissions (e.g. feasibility study, building permits) necessary for the realisation of the investment according to the respective national legislation. Please indicate if they are already available or their expected time of availability.</i></p>	
<p>Basic idea of DRT services has to be developed before decision is taken to launch a tender. This will be done internally by the University of Maribor. Exchange of good practices and experience within the consortium and at transnational level is important in order to plan and define the requirements needed in the tendering phase. No special permissions are needed to implement the proposed DRT services in local environment.</p>	
<p>Ownership and durability <i>Who owns the site where the investment is located? Who will retain ownership of the investment after the end of the project? How will the investment be further used after the project end? Who will take care of maintenance of the investment? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and after project implementation to ensure the durability of the investment.</i></p>	
<p>Municipality will own the system and equipment after the project end and will also take care for its maintenance.</p>	

Project outputs
Please describe **the outputs of the project** that will be the outcome of the activities carried out in this work package. Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit). In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title		Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
Output O.I2.1	PILOT ACTION - Pilot implemented in the city of Murska Sobota (SI)	Thanks to activity delivered in Al.2.1 the pilot will develop, test and implement an efficient app-oriented service, based on deployment of Android smartphones and cloud back-office enabling demand responsive public transport. A low cost app will be developed and customised on city needs. Furthermore it will be tested by users involved via Local Mobility Forums. Cooperation with other PPs will be necessary in order to fine tune the app and the whole DRT managing system. The effect of the app implementation on behaviour and attitude are measured and evaluated.	S.O.4.1 - Investment	1,00	04.2021

Target groups

Who will use the outputs of this work package or the investment?	<ul style="list-style-type: none"> • Local public authority • Regional public authority • Sectoral agency • Infrastructure and (public) service provider • Interest groups including NGOs • SME • General public
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How will you involve those target groups (and other stakeholders including associated partners) in the development of the outputs of this work package or the implementation of the investment?	<p>Local public authorities and Interest groups will be involved from the very first phase in the activities foreseen in WPT1 "Understanding" in order to discuss and adapt the proposed solution and they will be the main users of this output. Data collected via the RTPI app will provide them a lot of useful information to take informed decisions about transport and mobility issues in the area. They will be able to also to provide information to General public about how to move in the area and how to access major TEN-T corridors on a stable basis. Improved accessibility will act as multiplier effect on initiatives and investments in the area. Furthermore, public transport will reduce the social isolation of some areas, offering mobility to unpaired groups. General public will be directly affected in positive way, facing the increase of real time information about mobility options together with the decrease of pollution and consumption in the area, thanks to a wiser planning for the transport service. Public Transport service providers will be involved in the pilot implementation but the output will act as inspiring experience for other operators in the same position all around Europe. AP11 Ministry of Infrastructure of Republic of Slovenia and other national/regional authorities will be involved in the scientific events and through dedicated communication events (mainstreaming) to evaluate the inclusion of such services in their policies and planning. SMEs (mainly related to small business in the territory) will be informed about the pilot and the new options available. Sectorial agencies of the different sectors will be informed about the new data and mobility offer and encouraged to plan events and initiatives based on it and taking advantage of the service. The involvement of these actors will be the key for the sustainability of the service in the future.</p>
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Activity A.I2.1	<i>Activity title</i> DRT App development, test and operation	<i>Start date</i> 06.2019	<i>End date</i> 04.2021	<i>Indicative budget</i> 51.000,00
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Investment specification (to be completed for each investment exceeding EUR 15.000 total costs)

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
13	Budapest (HU) - Pilot - App for flexible transport in peripheral area	05.2019	07.2021	50.000,00

Partner

<i>WP responsible partner</i>	BKK Centre for Budapest Transport
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Partner's involvement

1	SRM Networks and Mobility, LP, SRM
	Institute for Transport and Logistics Foundation, PP, ITL
	Municipality of Gdynia - Roads and Green Areas Management, PP, Gdynia
	City District of Praha - Suchbát, PP, MCPS
	University of Maribor, PP, UM
6	City Municipality of Murska Sobota, PP, MURS
7	BKK Centre for Budapest Transport , PP, BKK
	Regional Management East Tyrol , PP, RMO
	University of Natural Resources and Life Sciences Vienna , PP, BOKU

Technical description of the investment

*Please describe the foreseen investment and specify its technical characteristics.
Indicate the thematic work package and pilot action to which the investment is linked.
Provide also a quantification and break down of costs related to the investment.*

Currently there are 5 DRT bus lines in operation in and around Budapest. Passengers are calling a dispatcher to ride one of the DRT lines. The dispatcher collects the demands and advises the respective bus drivers when and on which route they have to collect passengers. Aim of the pilot is to develop, test and implement a new web based online application, where passengers have direct access in order to book a ride and can follow, whether the bus goes on the demanded route. They will also have the possibility to cancel or rebook their requests if they cannot ride the prebooked service. This application will also be available on smart phones (iOS, Android) in order to have a better access and give a bigger flexibility to the users. The application will have a backend for the dispatcher, who can follow the bookings and the cancellations. The aim of the application is to automatically advise the respective drivers on their to do list, without direct involvement of the dispatchers. For this purpose either the existing online traffic control and passenger information system (FUTÁR) will be used, which gives indication for the driver through on board unit, or a special device (smartphone) will be handed over for the drivers, where the application will be running. The first option needs an interface between the new application and FUTÁR, but needs no further equipment, the second option needs no interface, but an own device.
App development-phase 1 = 25.000 EUR
FUTÁR interface or mobile phones for drivers-phase 1 = 5.000 EUR
App testing and implementation-phase 2 = 5.000 EUR
App operation-phase 3 = 15.000 EUR
Higher service quality, easier access and more flexibility to use DRT services and thus a shift from car transport to more sustainable transport modes, decreasing the workload of the dispatcher due to automation and thus the possibility to extend the service area, introducing new DRT lines.
Link to WPT2, A.T2.3.

<p>Justification <i>Pilot investments must have a demonstrating/model or pilot character and show a clear transnational effect being jointly strived for and evaluated by the partnership.</i></p> <p>Please therefore explain</p> <ul style="list-style-type: none"> • <i>how the investment will contribute to achieving the project objectives and results</i> • <i>the transnational relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders</i> • <i>who is benefiting (e.g. partners, regions, end-users etc.) from the investment and in which way</i> 	
<p>The current DRT dispatching system is running with high human resource demand and low efficiency. If the dispatcher is too busy (having other tasks as well), he commands the buses going all through, independently from the real demands. Extension of the network would require additional work force with the existing system. Passengers often forget to cancel their reservations and simply book another trip, thus the bus is often running empty due to the demands being only virtual. Potential customers do not know each other's requests; they are all calling the dispatcher, regardless to the fact, that the bus is already running all the way through. The current phone-based dispatching system is not easily accessible and not flexible enough and needs to be upgraded. Current trends and technologies require easy to use applications accessible via computers and smart phones. The planned development would make the DRT service more attractive to potential users and easier to run for the transport managing authority. The method or even the application could be easily transferred to other regions (with the necessary amendments) having or planning DRT services, while customer needs and reactions could be shared among other partners with similar situations. End users and transport managing authorities partners would benefit in examining the pilot project from the beginning to the evaluation and local municipalities would benefit in providing better services and attracting people to use them.</p>	
<p>Location of the investment</p>	
<p>Location <i>Please indicate the location of investment at NUTS level and provide a short explanation</i></p>	<p>Nuts0: HU, HUNGARY Nuts1: HU1, Közép-Magyarország Nuts2: HU10, Közép-Magyarország Nuts3: HU101, Budapest</p>
<p>The pilot project is planned to be realized in the wider Budapest area, including mainly the outskirts of the city, but also some neighbouring settlements served by the city bus lines. Budapest has a population of 1,8 million inhabitants, with a further 0,7 million in the region. Recent tendencies indicated, that many people moved out of the inner city in order to have greener and healthier environment around their family houses. However, in the same time the newly settled areas are widely spread and hard to be served by conventional public transport efficiently. Despite the city is a Ten-T node, surrounding areas are often badly linked to corridors and need a last mile solution to encourage people to shift to public transport.</p>	
<p>Risks associated with the investment <i>Please describe any potential risks associated with the investment, go/no-go decisions, etc. Please also indicate if the investment might have any potential negative effects on the environment. If yes, please specific which mitigation measures are foreseen.</i></p>	
<p>There are not many risks foreseen associated with the planned investment. Where there might be uncertainties is preparing an interface for the newly developed software towards the existing FUTÁR system. In order to minimize the risk, the developers of the FUTÁR system should be involved into the new software development, or an independent application should be made running on separate devices. The other potential risk is data protection against malicious intrusions. To minimize the risk, the software should be audited and well tested. The pilot project has no negative effects on the environment; on the contrary, it helps to shift the transport modes of rural areas into using more sustainable transport modes.</p>	
<p>Investment preparation <i>If applicable, please specify the technical requirements and permissions (e.g. feasibility study, building permits) necessary for the realisation of the investment according to the respective national legislation. Please indicate if they are already available or their expected time of availability.</i></p>	
<p>The development of the software itself does not require any permissions, however according to the new international general data protection requirements a software audit is necessary to minimise the misuse of sensible data recorded in the system.</p>	
<p>Ownership and durability <i>Who owns the site where the investment is located? Who will retain ownership of the investment after the end of the project? How will the investment be further used after the project end? Who will take care of maintenance of the investment? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and after project implementation to ensure the durability of the investment.</i></p>	
<p>The software will be owned by PP7, BKK, the transport managing authority of the capital city of Budapest. In the first phase running costs will be paid from the project, but after this period BKK will plan the maintaining and running costs for the software in his own budget.</p>	

Project outputs
Please describe **the outputs of the project** that will be the outcome of the activities carried out in this work package. Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit). In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title		Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
Output O.13.1	PILOT ACTION - Pilot implemented in the peripheral area of Budapest (HU)	The ongoing DRT service will be upgraded thanks to the development of a dedicated App for reservation and optimization of service. It will allow to dedicate resources to enlarge the system. Activity will be done under A.T2.3, A.I4.1 and A.I4.2	S.O.4.1 - Investment	1,00	10.2021

Target groups

Who will use the outputs of this work package or the investment?	<ul style="list-style-type: none"> • Local public authority • Regional public authority • Sectoral agency • Infrastructure and (public) service provider • General public
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How will you involve those target groups (and other stakeholders including associated partners) in the development of the outputs of this work package or the implementation of the investment?	<p>Local public authorities and Interest groups will be involved from the very first phase in the activities foreseen in WPT1 "Understanding" in order to discuss and adapt the proposed solution and they will be the main users of this output. Improved accessibility will act as multiplier effect on initiatives and investments in the area. Furthermore, public transport will reduce the social isolation of some areas, offering mobility to unpaired groups. General public will be directly affected in positive way, facing the increase of real time information about mobility options together with the decrease of pollution and consumption in the area, thanks to a wiser planning for the transport service. Public Transport service providers will be involved in the pilot implementation but the output will act as inspiring experience for other operators in the same position all around Europe. Regional public authorities will be involved in the scientific events and through dedicated communication events (mainstreaming) to evaluate the inclusion of such services in their policies and regional planning tools. Sectorial agencies of the different sectors will be informed about the new data and mobility offer and encouraged to plan events and initiatives based on it and taking advantage of the service. The involvement of these subject will be the key for the sustainability of the service in the future.</p>
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Activity A.13.1	Activity title App development and test	Start date 05.2019	End date 05.2020	Indicative budget 35.000,00
Activity A.13.2	Activity title App operation	Start date 06.2020	End date 07.2021	Indicative budget 15.000,00

Type: Communication

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
C	Communication	04.2019	03.2022	112.005,00
Partner				
<i>WP responsible partner</i>	SRM Networks and Mobility			
<i>Partner's involvement</i>				
1	SRM Networks and Mobility, LP, SRM			
2	Institute for Transport and Logistics Foundation, PP, ITL			
3	Municipality of Gdynia - Roads and Green Areas Management, PP, Gdynia			
4	City District of Praha - Suchdol, PP, MCPS			
5	University of Maribor, PP, UM			
6	City Municipality of Murska Sobota, PP, MURS			
7	BKK Centre for Budapest Transport , PP, BKK			
8	Regional Management East Tyrol , PP, RMO			
9	University of Natural Resources and Life Sciences Vienna , PP, BOKU			
<i>Summary description and objectives of the work package (including activities and deliverables) and how partners will be involved.</i>				
<p>WPC is mainly focussed on communicating SMACKER results to external stakeholders in order to capitalize on them, thus complementing the management and process-related communication in WPM and WPTs. It will be under LP SRM direct responsibility with a strong support from PP2 ITL and contributions from all partners for contents and peer reviews.</p> <p>A.C.1 focuses on the definition and in progress monitoring of impacts and results of the communication strategy and actions, including feedback mechanisms from SMACKER core target groups. It contributes regularly to CE website. (D.C.1.1–1.4).</p> <p>A.C.2 focuses on the in-progress results of SMACKER to release publications in different format with technical results (infographics, newsletter, brochure, publication) targeted to different potential stakeholders (D.C.2.1–2.10).</p> <p>A.C.3 focuses on creating and establishing solid and improving relations with media and communicating via them to the wider audience and to all the citizens of SMACKER regions as well as at national level via press releases and at transnational level via a final press conference (D.C.3.1–3.4).</p> <p>A.C.4 diffuses the project results via 2 major events in the 2 universities, scientific partners of SMACKER: PP5 UM Maribor and PP9 BOKU Vienna. A.C.4 also contributes to CE Programme events. (D.C.4.1–4.3).</p> <p>A.C.5 organizes targeted events to capitalize SMACKER to specific targets: the stakeholders of 4 Macro-Regional, national and EU professional and sectorial Networks. It also organizes events to spread the project achievements to the wider audience and for citizens in each SMACKER region (D.C.5.1–5.3). AC.6 delivers 1 video on the SMACKER results and presence on social media showing decision and policy-makers and authorities how to improve their policies about how to change transport attitude and behaviours with incentives to passengers (D.C.6.1–6.2).</p> <p>A.C.7 provides SMACKER events promotional materials to be disseminated.</p>				

Project key outputs for communication <i>(choose up to five outputs)</i>	Communication objectives <i>What can communication do to increase the sustainability of the selected output? Please choose at least one of the communication objective(s)</i>	Approach/Tactics <i>Briefly summarise your approach to reaching the communication objective: To which target audiences will the selected key output be transferred? Which communication tactic(s) will you use?</i>
O.T2.5	Influence attitude and behaviour	The scope of the SMACKER project is to introduce a brand new service or solution in the CE regions involved and identify winning solutions to be transferred to PPs and outside project area. The impact of the pilots will be assessed and 2 transnational scientific events will be organised to deeply discuss about all relevant issues. All levels of authorities, enterprises and general are involved. This will boost the change and grant sustainability to the new services. Paper materials and SMACKER website will disseminate purpose and results achieved in a marketing oriented way.
O.T3.5	Influence attitude and behaviour	The online tool provided by the SMACKER O.T3.5 will give the opportunity to external authorities, regions and stakeholders to have access to the insights deriving from WPT2 and WPT3. It contains best practices in terms of campaigns and improved services and also a position paper with guidelines on lessons learned. Since the tool will be included and inked to the SMACKER website, it will be easy to communicate the link in social media and e-newsletter and to put a QR code in paper materials in order to make the tool available and accessible.

Activity A.C.1	<i>Activity title</i> Start-up activities including communication strategy and website	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 15.000,00
Deliverables for activity A.C.1				
Deliverable D.C.1.1	<i>Deliverable title</i> Communication Strategy	<i>Description of deliverable</i> It refers to objectives, approaches & activities linked to the thematic objectives to raise awareness, increase knowledge, change attitude and behaviour of the selected targets. It is based on the template provided by the CE Programme. Resp. LP and PP2.	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
Deliverable D.C.1.2	<i>Deliverable title</i> SMACKER contacts network	<i>Description of deliverable</i> Each SMACKER partner provides a list of (privacy aware) relevant stakeholders, decision makers, practitioners and all potential interested participants to Communities to be created. It includes the matching of stakeholders with communication objectives.	<i>Delivery month</i> 09.2019	<i>Quantification/target</i> 1,00
Deliverable D.C.1.3	<i>Deliverable title</i> SMACKER inputs to CE website: start up and continuous feeding. Posters.	<i>Description of deliverable</i> Info and data for official website included in the Programme main website. Description of PPs, objectives and main activities. Content maintenance and regular updates, linked to SMACKER social networks. 1 poster for PP. Resp.PP2 ITL. All PPs contributes.	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 1,00
Deliverable D.C.1.4	<i>Deliverable title</i> Reports on Communication impacts assessment and monitoring.	<i>Description of deliverable</i> Regular 6-monthly evaluation of strategy implementation, of impacts and results referred to process & result oriented communication activities. Feedback mechanisms from target groups. Detailing tuning actions per semester. Resp.LP SRM. All PP involved.	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 6,00
Activity A.C.2	<i>Activity title</i> Publications	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 35.000,00
Deliverables for activity A.C.2				

Deliverable D.C.2.1	<i>Deliverable title</i> Transnational SMACKER Infographic 1 and its distribution	<i>Description of deliverable</i> Graphic presentation of project with simplified schemes and flowcharts on objectives and presentation of project partners (700 hard copies + 1 digital). Awareness and knowledge for all CE stakeholders involved. Resp.PP2 ITL All PPs contribute and review	<i>Delivery month</i> 01.2020	<i>Quantification/target</i> 1,00
Deliverable D.C.2.3	<i>Deliverable title</i> Transnational SMACKER Infographic 2 and its distribution	<i>Description of deliverable</i> Publication focused on transnational involvement (700 hard copies and 1 digital) in order to raise awareness and inspire possible interested regions. Call for ETP (DT3.2.2) preview. Resp.PP2-ITL. Support form PP5 UM and PP9 BOKU. All PPs contribute.	<i>Delivery month</i> 01.2020	<i>Quantification/target</i> 1,00
Deliverable D.C.2.4	<i>Deliverable title</i> Transnational SMACKER Infographic 3 and its distribution	<i>Description of deliverable</i> Publication focused on project results to share among stakeholders (700 hard copies + 1 digital) in order to raise awareness and inspire possible interested regions. Resp.PP2 ITL All PPs contribute and review.	<i>Delivery month</i> 01.2022	<i>Quantification/target</i> 1,00
Deliverable D.C.2.6	<i>Deliverable title</i> Transnational e-Newsletter 1 capitalizing on SMACKER good practice and experience collection.	<i>Description of deliverable</i> Focused on WPT1 Understanding it is targeted to bring to non-PPs and external stakeholders knowledge on the technical expertise generated. It invites reading of SMACKER catalogues OT1.1 (increase knowledge). Resp. PP9 BOKU. All PPs review.	<i>Delivery month</i> 10.2019	<i>Quantification/target</i> 1,00
Deliverable D.C.2.7	<i>Deliverable title</i> Transnational e-Newsletter 2 on SMACKER participation and training paths.	<i>Description of deliverable</i> Focused on WPT3 Growth and Expand Understanding it is targeted to bring to non-PPs and external stakeholders knowledge about transferability. It invites to SMACKER SQPM events and focus on OT3.1 (stakeholders involvement). Resp. PP9 BOKU. All PPs review.	<i>Delivery month</i> 10.2020	<i>Quantification/target</i> 1,00
Deliverable D.C.2.8	<i>Deliverable title</i> National e-newsletters for non partner authorities and stakeholders	<i>Description of deliverable</i> Targeted to non-partner potential stakeholders in each country based on OECD listings. Wider awareness rising on needs to be answered and SMACKER results. Basis for a follow up in the use of the project outputs. Resp. each PP for its country.	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 6,00

Deliverable D.C.2.9	<i>Deliverable title</i> Transnational brochure of SMACKER	<i>Description of deliverable</i> 1.000 hard copies and 1 digital as launching communication for CEU-UE audience: "a business card" to present SMACKER project and its objectives to increase awareness. Resp. PP2 ITL	<i>Delivery month</i> 10.2019	<i>Quantification/target</i> 1,00
Deliverable D.C.2.10	<i>Deliverable title</i> Final brochure of SMACKER	<i>Description of deliverable</i> 1.000 hard copies and 1 digital with ISBN. Presenting the legacies of SMACKER, all of its main results, its outputs and their usability and transferability beyond the partnership and the involved regions. Resp. PP9 BOKU, all PPs contribute.	<i>Delivery month</i> 01.2022	<i>Quantification/target</i> 1,00
Activity A.C.3	<i>Activity title</i> Media relations	<i>Start date</i> 04.2019	<i>End date</i> 12.2021	<i>Indicative budget</i> 5.000,00
Deliverables for activity A.C.3				
Deliverable D.C.3.1	<i>Deliverable title</i> SMACKER media list & contacts activation	<i>Description of deliverable</i> Creation of media list (for awareness rising) with which cooperate during the whole project duration. Contacts with media are activated by each PP. Resp. PP2 ITL, each PP contributes.	<i>Delivery month</i> 08.2019	<i>Quantification/target</i> 1,00
Deliverable D.C.3.2	<i>Deliverable title</i> SMACKER Kick-off Press release	<i>Description of deliverable</i> To inform about project start up. Targeted to all project interested actors. One release in each national language+English. Rising awareness of all types stakeholders in involved regions and at EU level on project objectives and activities. Resp. LP SRM	<i>Delivery month</i> 05.2019	<i>Quantification/target</i> 1,00
Deliverable D.C.3.3	<i>Deliverable title</i> SMACKER Mid-term Press release	<i>Description of deliverable</i> To inform about project development and invitation to Maribor event. One release in each national language+English. Rising awareness of all types stakeholders in involved regions and at EU level on project activities and actions. Resp. LP SRM. PPs review.	<i>Delivery month</i> 10.2020	<i>Quantification/target</i> 1,00
Deliverable D.C.3.4	<i>Deliverable title</i> SMACKER Final Press release	<i>Description of deliverable</i> To communicate the results-impacts of SMACKER, increase audience participation to Vienna final conference and general awareness of actions implemented. 1 in each in national language + English version. Resp. LP SRM. PPs review.	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Activity A.C.4	<i>Activity title</i> Public events	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 28.500,00

Deliverables for activity A.C.4				
Deliverable D.C.4.1	<i>Deliverable title</i> Maribor scientific event	<i>Description of deliverable</i> In connection with Maribor SQPM event and Steering Committee 4 a public high-quality scientific conference will be arranged with the involvement of scientific partners. Resp. PP5 UM. All PP involved as speakers and content providers.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
Deliverable D.C.4.2	<i>Deliverable title</i> Vienna scientific event	<i>Description of deliverable</i> In connection with Vienna SQPM event and Steering Committee 6, a public high-quality scientific conference will be arranged with the involvement of scientific partners. Resp. PP9 BOKU. All PP involved as speakers and content providers.	<i>Delivery month</i> 02.2022	<i>Quantification/target</i> 1,00
Deliverable D.C.4.3	<i>Deliverable title</i> Participation to CEU Programme public events	<i>Description of deliverable</i> Participation to CEU Programme public events, based on indication of CEU MA (2 per year) in order to communicate the SMACKER progress and results. Resp. LP SRM	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 2,00
Activity A.C.5	<i>Activity title</i> Targeted events	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 16.505,00
Deliverables for activity A.C.5				
Deliverable D.C.5.1	<i>Deliverable title</i> SMACKER session events within Macro Regional Strategies working groups meetings	<i>Description of deliverable</i> 4 sessions organized within the project duration: presentations and discussion about change of behaviour, pilots and actions implementation in SMACKER in EUSDR (Resp.PP5 UM), EUSBSR (Resp. PP3 GDY), EUSAIR (Resp. PP2 ITL), EUSALP (Resp. PP9 BOKU).	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 4,00
Deliverable D.C.5.2	<i>Deliverable title</i> SMACKER session event in cooperation with POLIS Network to promote SMACKER Guidelines	<i>Description of deliverable</i> LP-SRM and PP9-BKK as member of the POLIS network (and working groups) organize the SMACKER session in a POLIS event with SMACKER outcomes, with target on influencing attitude and behavioural change in non partner regions and cities members of POLIS.	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 1,00
Activity A.C.6	<i>Activity title</i> Digital activities including social media and multimedia	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 5.000,00
Deliverables for activity A.C.6				

Deliverable D.C.6.1	<i>Deliverable title</i> SMACKER video on activities and impacts	<i>Description of deliverable</i> Video on activities and impact, including interviews for increased competences, behavioural change and SMACKER solutions and improvement for the involved CE Programme regions in order to raise awareness and knowledge. Resp. LP SRM.	<i>Delivery month</i> 12.2021	<i>Quantification/target</i> 1,00
Deliverable D.C.6.2	<i>Deliverable title</i> SMACKER on social media	<i>Description of deliverable</i> Regular updates on social media (e.g. LinkedIn, Twitter) with promotion of the project results. Use of Social Media to animate SMACKER transnational events (e.g. mentimeter). Resp. PP2 ITL. All PPs contribute and review.	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 1,00
Activity A.C.7	<i>Activity title</i> Promotional materials	<i>Start date</i> 04.2019	<i>End date</i> 03.2022	<i>Indicative budget</i> 7.000,00
Deliverables for activity A.C.7				
Deliverable D.C.7.1	<i>Deliverable title</i> Promotional material for events and participants involvement	<i>Description of deliverable</i> Distributed during project events for awareness rising (e.g. pens, USB according to Programme rules). 2,500 pieces (Resp. SRM). Graphic & printing of technical materials in national languages for promotional purposes (ca. 1500 x 6 languages). Resp.all PPs	<i>Delivery month</i> 03.2022	<i>Quantification/target</i> 1,00

D.2 Target groups

<u>Target groups</u>	<i>Please further specify the target groups (e.g., ministry, university, chamber of commerce etc.) - see examples in annex IV of the application manual (classification of target groups)</i>	<u>Target value</u> <i>Please indicate the size of the target group the project aims to actively involve.</i>
Local public authority	Municipalities and Metropolitan Cities, involved as partners, associated partners, as well as non-partners, representing CE regions and cities	120,00
Regional public authority	Regional Governments in CE with different departments (transport, tourism, economic, environment)	15,00
Infrastructure and (public) service provider	Transport authorities, Infrastructures managing Companies, Transport Providers, harbours, tourist attraction management.	15,00
General public	Communication activities which reach about 50% of the inhabitants of the regions interested by pilots and studies with active involvement in the test and pilot phase. Other people living in the involved regions will be reached by communication activities.	2.250.000,00
Education/training centre and school	Schools can be easily involved in behavioural change initiatives. Pupils and students can act as ambassadors for sustainability for families and friends.	1.500,00
other	Touristic attractions management, accommodation facilities (hotels, b&b), tourist information points. Thanks to special training all these actors will grant a wide and capillar support network for the success of the pilots.	30,00
SME	Own-account transport operators, small retailers, SMEs and small business units in the areas interested by pilots and studies. As the project will tender IT development services, SMEs can be interested.	30,00
Higher education and research	Research centres in transport, economics, social science, environment, Universities	25,00
Sectoral agency	Touristic and economic development agencies are involved. Public Transport Authority are informed as potential interested parties in possible transfer of the experience.	30,00
Interest groups including NGOs	In the different regions involved there are many interest groups and NGOs related to mobility and transport, including Users Committee and associations representing Persons with reduced mobility.	30,00
National public authority	The implementation of pilots and soft measure to incentivate the behaviour change and therefore the modal shift can be interesting for national policy- and decision makers from different perspective: transport, environment, tourism, economic development.	7,00
Large enterprises	Transport operators, companies with Mobility Managers, international travel operators, manufacturing companies; all large enterprises located in the SMACKER areas.	30,00
International organisation, EEIG under national law	European networks in which the partners are active members like POLIS, UITP, Eurocities, EPOMM, CIVITAS network, CIVINET, Alliance of the Baltic Cities.	6,00

D.3 Periods

<i>Period number</i>	<i>Start date</i>	<i>End date</i>	<i>Reporting date</i>
0	01.01.2019	01.03.2019	31.12.2021
1	01.04.2019	30.09.2019	30.11.2019
2	01.10.2019	31.03.2020	31.05.2020
3	01.04.2020	30.09.2020	30.11.2020
4	01.10.2020	31.03.2021	31.05.2021
5	01.04.2021	30.09.2021	30.11.2021
6	01.10.2021	31.03.2022	30.06.2022

SECTION E - Partner budget

E.1.1 Partner list

Partner number	1
Name of partner organisation	SRM Società Reti e Mobilità
Country	IT
Abbreviation	SRM
Partner role	LP

E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specificatio n	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	28.000,00	18.000,00	54.000,00	31.500,00	0,00	0,00	0,00	8.500,00	140.000,00
BL2 Office and admin.	BL2 Office and admin.	0,00	4.200,00	2.700,00	8.100,00	4.725,00	0,00	0,00	0,00	1.275,00	21.000,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	5.000,00	0,00	0,00	7.200,00	0,00	0,00	0,00	0,00	12.200,00
BL4 External exp. and services	Audit for LP	0,00	7.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	7.000,00
	Kick-Off event + Steering Committee (room rent+technical equipment) - D.M.3.1	0,00	1.500,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	1.500,00

	Promotional material printing (brochures, leaflets, video, etc) - D.T1.2.5	0,00	0,00	6.000,00	0,00	0,00	0,00	0,00	0,00	5.000,00	11.000,00
	Support for public participation management - D.T1.2.5	0,00	0,00	1.000,00	0,00	0,00	0,00	0,00	0,00	0,00	1.000,00
	Mobility expert support - D.T2.2.3	0,00	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	0,00	5.400,00
	Marketing expert support - D.T2.2.3	0,00	0,00	0,00	10.800,00	0,00	0,00	0,00	0,00	0,00	10.800,00
	Soft support measure (nudging) - D.T2.3.2	0,00	0,00	0,00	13.500,00	0,00	0,00	0,00	0,00	0,00	13.500,00
	Preparation costs - D.T2.3.2	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00
	Pilot - Transport service - D.T2.3.2	0,00	0,00	0,00	80.000,00	0,00	0,00	0,00	0,00	0,00	80.000,00
Total BL4 External expertise and services costs		15.000,00	8.500,00	7.000,00	109.700,00	0,00	0,00	0,00	0,00	5.000,00	145.200,00
BL5 Equipment	Pilot - On-board equipment - D.T2.3.2	0,00	0,00	0,00	0,00	0,00	10.000,00	0,00	0,00	0,00	10.000,00
	Pilot - ITC platform - D.T2.3.2	0,00	0,00	0,00	0,00	0,00	30.000,00	0,00	0,00	0,00	30.000,00
Total BL5 Equipment expenditure		0,00	0,00	0,00	0,00	0,00	40.000,00	0,00	0,00	0,00	40.000,00

BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		15.000,00	45.700,00	27.700,00	171.800,00	43.425,00	40.000,00	0,00	0,00	14.775,00	358.400,00	

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	15.700,00	22.700,00	26.000,00	28.900,00	23.200,00	23.500,00	140.000,00
BL2 Office and admin.	BL2 Office and admin.	0,00	2.355,00	3.405,00	3.900,00	4.335,00	3.480,00	3.525,00	21.000,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	0,00	2.800,00	1.900,00	2.800,00	1.900,00	2.800,00	12.200,00
Audit for LP	Audit for LP	0,00	0,00	1.100,00	1.100,00	1.100,00	1.100,00	2.600,00	7.000,00
	Kick-Off event + Steering Committee (room rent+technical equipment) - D.M.3.1	0,00	1.500,00	0,00	0,00	0,00	0,00	0,00	1.500,00
	Promotional material printing (brochures, leaflets, video, etc) - D.T1.2.5	0,00	0,00	0,00	4.000,00	4.000,00	3.000,00	0,00	11.000,00
	Support for public participation management - D.T1.2.5	0,00	0,00	0,00	0,00	0,00	1.000,00	0,00	1.000,00
	Mobility expert support - D.T2.2.3	0,00	0,00	2.700,00	2.700,00	0,00	0,00	0,00	5.400,00
	Marketing expert support - D.T2.2.3	0,00	0,00	10.800,00	0,00	0,00	0,00	0,00	10.800,00
	Soft support measure (nudging) - D.T2.3.2	0,00	0,00	0,00	0,00	6.750,00	6.750,00	0,00	13.500,00

	Preparation costs - D.T2.3.2	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00
	Pilot - Transport service - D.T2.3.2	0,00	0,00	0,00	0,00	40.000,00	40.000,00	0,00	80.000,00
Total BL4 External expertise and services costs		15.000,00	1.500,00	14.600,00	7.800,00	51.850,00	51.850,00	2.600,00	145.200,00
Pilot - On-board equipment - D.T2.3.2	Pilot - On-board equipment - D.T2.3.2	0,00	0,00	0,00	0,00	10.000,00	0,00	0,00	10.000,00
	Pilot - ITC platform - D.T2.3.2	0,00	0,00	0,00	0,00	15.000,00	15.000,00	0,00	30.000,00
Total BL5 Equipment expenditure		0,00	0,00	0,00	0,00	25.000,00	15.000,00	0,00	40.000,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		15.000,00	19.555,00	43.505,00	39.600,00	112.885,00	95.430,00	32.425,00	358.400,00

E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
Period 0	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00
Period 1	0,00	3.800,00	6.325,00	3.105,00	5.175,00	0,00	0,00	0,00	1.150,00	19.555,00
Period 2	0,00	6.700,00	6.325,00	23.850,00	4.905,00	0,00	0,00	0,00	1.725,00	43.505,00
Period 3	0,00	6.700,00	4.300,00	18.225,00	6.075,00	0,00	0,00	0,00	4.300,00	39.600,00
Period 4	0,00	6.700,00	7.750,00	62.275,00	8.010,00	25.000,00	0,00	0,00	3.150,00	112.885,00
Period 5	0,00	9.000,00	3.000,00	59.170,00	7.110,00	15.000,00	0,00	0,00	2.150,00	95.430,00
Period 6	0,00	12.800,00	0,00	5.175,00	12.150,00	0,00	0,00	0,00	2.300,00	32.425,00
TOTAL	15.000,00	45.700,00	27.700,00	171.800,00	43.425,00	40.000,00	0,00	0,00	14.775,00	358.400,00

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	286.720,00	80,00
Partner co-financing	71.680,00	
PARTNER TOTAL ELIGIBLE BUDGET	358.400,00	

E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
SRM Società Reti e Mobilità	public	0,00 %	0,00
Ministry of Economy and Finance(MEF)/IGRUE - Italian National State Rotation fund by CIPE deliberation 10/2015	automatic public	100,00 %	71.680,00
Sub-total public co-financing		0,00 %	0,00
Sub-total automatic public co-financing		100,00 %	71.680,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	71.680,00
Partner co-financing (target value)			71.680,00
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			358.400,00

E.1.1 Partner

Partner number	2
Name of partner organisation	Fondazione Istituto sui Trasporti e la Logistica
Country	IT
Abbreviation	ITL
Partner role	PP

E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	12.000,00	10.500,00	40.200,00	54.200,00	0,00	0,00	0,00	20.500,00	137.400,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.800,00	1.575,00	6.030,00	8.130,00	0,00	0,00	0,00	3.075,00	20.610,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	5.000,00	0,00	0,00	6.000,00	0,00	0,00	0,00	3.000,00	14.000,00
BL4 External exp. and services	Costs for First Level audits (800*6)	0,00	4.800,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	4.800,00
	Organization of Local Mobility Forums (LMF) - D.T1.2.5	0,00	0,00	6.510,00	0,00	0,00	0,00	0,00	0,00	0,00	6.510,00
	30% resources -Call for 10 cities (9K€ each) - D.T3.2.2	0,00	0,00	0,00	0,00	27.000,00	0,00	0,00	0,00	0,00	27.000,00
	Services for Enlarged Transfer Programme (ETP)/SQPM organisation and Web platform for on-line sessions - D.T3.1.2	0,00	0,00	0,00	0,00	3.500,00	0,00	0,00	0,00	0,00	3.500,00

	External expert support for ETP: contents, preparation of training material and support to organise & implement the training sessions (lessons and speeches) - D.T3.2.4, D.T3.2.5, D.T3.2.6, D.T3.2.7	0,00	0,00	0,00	0,00	28.000,00	0,00	0,00	0,00	0,00	28.000,00
Total BL4 External expertise and services costs		0,00	4.800,00	6.510,00	0,00	58.500,00	0,00	0,00	0,00	0,00	69.810,00
BL5 Equipment	Technical equipment PC and software for activity implementation according to depreciation rule	0,00	0,00	0,00	0,00	3.400,00	0,00	0,00	0,00	0,00	3.400,00
Total BL5 Equipment expenditure		0,00	0,00	0,00	0,00	3.400,00	0,00	0,00	0,00	0,00	3.400,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	23.600,00	18.585,00	46.230,00	130.230,00	0,00	0,00	0,00	26.575,00	245.220,00

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
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BL1 Staff costs	BL1 Staff costs	0,00	14.500,00	21.000,00	21.000,00	29.700,00	27.200,00	24.000,00	137.400,00
BL2 Office and admin.	BL2 Office and admin.	0,00	2.175,00	3.150,00	3.150,00	4.455,00	4.080,00	3.600,00	20.610,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	0,00	3.000,00	1.000,00	4.000,00	2.000,00	4.000,00	14.000,00
Costs for First Level audits (800*6)	Costs for First Level audits (800*6)	0,00	0,00	800,00	800,00	800,00	800,00	1.600,00	4.800,00
	Organization of Local Mobility Forums (LMF) - D.T1.2.5	0,00	3.310,00	0,00	0,00	3.200,00	0,00	0,00	6.510,00
	30% resources -Call for 10 cities (9K€ each) - D.T3.2.2	0,00	0,00	0,00	27.000,00	0,00	0,00	0,00	27.000,00
	Services for Enlarged Transfer Programme (ETP)/SQPM organisation and Web platform for on-line sessions - D.T3.1.2	0,00	0,00	3.500,00	0,00	0,00	0,00	0,00	3.500,00
	External expert support for ETP: contents, preparation of training material and support to organise & implement the training sessions (lessons and speeches) - D.T3.2.4, D.T3.2.5, D.T3.2.6, D.T3.2.7	0,00	0,00	0,00	0,00	28.000,00	0,00	0,00	28.000,00
Total BL4 External expertise and services costs		0,00	3.310,00	4.300,00	27.800,00	32.000,00	800,00	1.600,00	69.810,00

<i>Technical equipment PC and software for activity implementation according to depreciation rule</i>	Technical equipment PC and software for activity implementation according to depreciation rule	0,00	0,00	680,00	680,00	680,00	680,00	680,00	3.400,00
Total BL5 Equipment expenditure		0,00	0,00	680,00	680,00	680,00	680,00	680,00	3.400,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	19.985,00	32.130,00	53.630,00	70.835,00	34.760,00	33.880,00	245.220,00

E.1.3.c Partner budget overview - period/ per work package

<i>Period</i>	<i>WP P</i>	<i>WP M</i>	<i>WP T1</i>	<i>WP T2</i>	<i>WP T3</i>	<i>WP I1</i>	<i>WP I2</i>	<i>WP I3</i>	<i>WP C</i>	<i>TOTAL</i>
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	2.300,00	7.335,00	3.450,00	3.450,00	0,00	0,00	0,00	3.450,00	19.985,00
Period 2	0,00	4.100,00	4.025,00	10.350,00	11.930,00	0,00	0,00	0,00	1.725,00	32.130,00
Period 3	0,00	4.100,00	1.150,00	10.350,00	33.430,00	0,00	0,00	0,00	4.600,00	53.630,00
Period 4	0,00	4.100,00	6.075,00	10.350,00	45.860,00	0,00	0,00	0,00	4.450,00	70.835,00
Period 5	0,00	4.100,00	0,00	8.280,00	16.780,00	0,00	0,00	0,00	5.600,00	34.760,00
Period 6	0,00	4.900,00	0,00	3.450,00	18.780,00	0,00	0,00	0,00	6.750,00	33.880,00
TOTAL	0,00	23.600,00	18.585,00	46.230,00	130.230,00	0,00	0,00	0,00	26.575,00	245.220,00

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	<i>Amount</i>	<i>Co-financing rate</i>
<i>ERDF co-financing</i>	196.176,00	80,00
<i>Partner co-financing</i>	49.044,00	
PARTNER TOTAL ELIGIBLE BUDGET	245.220,00	

E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Fondazione Istituto sui Trasporti e la Logistica	public	0,00 %	0,00
Ministry of Economy and Finance(MEF)/IGRUE - Italian National State Rotation fund by CIPE deliberation 10/2015	automatic public	100,00 %	49.044,00
Sub-total public co-financing		0,00 %	0,00
Sub-total automatic public co-financing		100,00 %	49.044,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	49.044,00
Partner co-financing (target value)			49.044,00
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			245.220,00

E.1.1 Partner

Partner number	3
Name of partner organisation	Gmina Miasta Gdyni - Zarząd Dróg i Zieleni
Country	PL
Abbreviation	Gdynia
Partner role	PP

E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	9.000,00	10.600,00	45.450,00	18.180,00	0,00	0,00	0,00	8.500,00	91.730,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.350,00	1.590,00	6.817,50	2.727,00	0,00	0,00	0,00	1.275,00	13.759,50
BL3 Travel and accom.	BL3 Travel and accom.	0,00	5.500,00	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	10.900,00

BL4 External exp. and services	Marketing Campaign - D.T2.2.4, D.T2.3.3	0,00	0,00	25.000,00	0,00	0,00	0,00	0,00	0,00	0,00	25.000,00
	Survey - D.T2.2.4	0,00	0,00	0,00	18.000,00	0,00	0,00	0,00	0,00	0,00	18.000,00
	Support of external expert - D.T2.2.4, D.T2.3.3	0,00	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	0,00	5.400,00
	Printing of promotional material - D.T2.2.4, D.T2.3.3	0,00	0,00	0,00	10.800,00	0,00	0,00	0,00	0,00	0,00	10.800,00
	Organization of Local Mobility Forum (LMF) - D.T1.2.6	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	0,00	0,00	5.400,00
	Operational costs for info mobility (TLC, supply etc) - D.T2.2.4, D.T2.3.3	0,00	0,00	0,00	13.500,00	0,00	0,00	0,00	0,00	0,00	13.500,00
	Call for 10 cities (9K€ each) - 10% of the budget - D.T3.2.2	0,00	0,00	0,00	0,00	9.000,00	0,00	0,00	0,00	0,00	9.000,00
	Organization of Steering Committee 5 - D.M.3.5	0,00	1.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	1.000,00
Total BL4 External expertise and services costs		0,00	1.000,00	30.400,00	47.700,00	9.000,00	0,00	0,00	0,00	0,00	88.100,00
BL5 Equipment	Pilot - E-ink signs for information following depreciation rule - D.T2.3.3	0,00	0,00	0,00	13.500,00	0,00	0,00	0,00	0,00	0,00	13.500,00

Total BL5 Equipment expenditure		0,00	0,00	0,00	13.500,00	0,00	0,00	0,00	0,00	0,00	13.500,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	16.850,00	42.590,00	113.467,50	35.307,00	0,00	0,00	0,00	9.775,00	217.989,50

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	12.750,00	16.040,00	16.300,00	16.700,00	14.200,00	15.740,00	91.730,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.912,50	2.406,00	2.445,00	2.505,00	2.130,00	2.361,00	13.759,50
BL3 Travel and accom.	BL3 Travel and accom.	0,00	1.500,00	2.800,00	1.000,00	2.800,00	0,00	2.800,00	10.900,00
Marketing Campaign - D.T2.2.4, D.T2.3.3	Marketing Campaign - D.T2.2.4, D.T2.3.3	0,00	0,00	5.000,00	5.000,00	10.000,00	5.000,00	0,00	25.000,00
	Survey - D.T2.2.4	0,00	18.000,00	0,00	0,00	0,00	0,00	0,00	18.000,00
	Support of external expert - D.T2.2.4, D.T2.3.3	0,00	2.700,00	0,00	2.700,00	0,00	0,00	0,00	5.400,00
	Printing of promotional material - D.T2.2.4, D.T2.3.3	0,00	0,00	10.800,00	0,00	0,00	0,00	0,00	10.800,00
	Organization of Local Mobility Forum (LMF) - D.T1.2.6	0,00	0,00	2.700,00	0,00	2.700,00	0,00	0,00	5.400,00
	Operational costs for info mobility (TLC, supply etc) - D.T2.2.4, D.T2.3.3	0,00	0,00	0,00	0,00	7.200,00	6.300,00	0,00	13.500,00

	Call for 10 cities (9K€ each) - 10% of the budget - D.T3.2.2	0,00	0,00	0,00	9.000,00	0,00	0,00	0,00	9.000,00
	Organization of Steering Committee 5 - D.M.3.5	0,00	0,00	0,00	0,00	0,00	1.000,00	0,00	1.000,00
Total BL4 External expertise and services costs		0,00	20.700,00	18.500,00	16.700,00	19.900,00	12.300,00	0,00	88.100,00
<i>Pilot - E-ink signs for information following depreciation rule - D.T2.3.3</i>	Pilot - E-ink signs for information following depreciation rule - D.T2.3.3	0,00	0,00	0,00	13.500,00	0,00	0,00	0,00	13.500,00
Total BL5 Equipment expenditure		0,00	0,00	0,00	13.500,00	0,00	0,00	0,00	13.500,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	36.862,50	39.746,00	49.945,00	41.905,00	28.630,00	20.901,00	217.989,50

E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	3.225,00	4.025,00	26.392,50	2.070,00	0,00	0,00	0,00	1.150,00	36.862,50
Period 2	0,00	2.725,00	11.725,00	20.115,00	3.456,00	0,00	0,00	0,00	1.725,00	39.746,00
Period 3	0,00	2.725,00	6.265,00	25.515,00	13.140,00	0,00	0,00	0,00	2.300,00	49.945,00
Period 4	0,00	2.725,00	15.575,00	16.515,00	5.940,00	0,00	0,00	0,00	1.150,00	41.905,00
Period 5	0,00	2.725,00	5.000,00	15.615,00	4.140,00	0,00	0,00	0,00	1.150,00	28.630,00
Period 6	0,00	2.725,00	0,00	9.315,00	6.561,00	0,00	0,00	0,00	2.300,00	20.901,00
TOTAL	0,00	16.850,00	42.590,00	113.467,50	35.307,00	0,00	0,00	0,00	9.775,00	217.989,50

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	185.291,07	85,00
Partner co-financing	32.698,43	
PARTNER TOTAL ELIGIBLE BUDGET	217.989,50	

E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Gmina Miasta Gdyni - Zarząd Dróg i Zieleni	public	100,00 %	32.698,43
Sub-total public co-financing		100,00 %	32.698,43
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	32.698,43
Partner co-financing (target value)			32.698,43
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			217.989,50

E.1.1 Partner

Partner number	4
Name of partner organisation	Městská část Praha Suchbát
Country	CZ
Abbreviation	MCPS
Partner role	PP

E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
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BL1 Staff costs	BL1 Staff costs	0,00	9.000,00	12.000,00	31.950,00	18.000,00	0,00	0,00	0,00	8.500,00	79.450,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.350,00	1.800,00	4.792,50	2.700,00	0,00	0,00	0,00	1.275,00	11.917,50
BL3 Travel and accom.	BL3 Travel and accom.	0,00	4.350,00	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	9.750,00
BL4 External exp. and services	Support of mobility expert for participation actions - D.T2.2.5	0,00	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	0,00	5.400,00
	Support for marketing campaign (soft measure) - D.T2.2.5, D.T2.3.4	0,00	0,00	0,00	10.800,00	0,00	0,00	0,00	0,00	0,00	10.800,00
	Support for Feasibility Study - D.T2.2.5, D.T2.3.4	0,00	0,00	0,00	13.500,00	0,00	0,00	0,00	0,00	0,00	13.500,00
	Organization of Local Mobility Forum (LMF) - D.T1.2.7	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	0,00	0,00	5.400,00
	Organization of Steering Committee 3 - D.M.3.3	0,00	1.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	1.000,00
Total BL4 External expertise and services costs		0,00	1.000,00	5.400,00	29.700,00	0,00	0,00	0,00	0,00	0,00	36.100,00
BL5 Equipment expenditure	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00

Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	15.700,00	19.200,00	66.442,50	26.100,00	0,00	0,00	0,00	9.775,00	137.217,50

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	9.150,00	15.050,00	16.200,00	18.200,00	10.600,00	10.250,00	79.450,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.372,50	2.257,50	2.430,00	2.730,00	1.590,00	1.537,50	11.917,50
BL3 Travel and accom.	BL3 Travel and accom.	0,00	1.500,00	2.300,00	0,00	2.300,00	850,00	2.800,00	9.750,00
<i>Support of mobility expert for participation actions - D.T2.2.5</i>	Support of mobility expert for participation actions - D.T2.2.5	0,00	2.700,00	2.700,00	0,00	0,00	0,00	0,00	5.400,00
	Support for marketing campaign (soft measure) - D.T2.2.5, D.T2.3.4	0,00	0,00	10.800,00	0,00	0,00	0,00	0,00	10.800,00
	Support for Feasibility Study - D.T2.2.5, D.T2.3.4	0,00	0,00	0,00	7.200,00	4.500,00	1.800,00	0,00	13.500,00
	Organization of Local Mobility Forum (LMF) - D.T1.2.7	0,00	0,00	0,00	2.700,00	2.700,00	0,00	0,00	5.400,00
	Organization of Steering Committee 3 - D.M.3.3	0,00	0,00	0,00	1.000,00	0,00	0,00	0,00	1.000,00
Total BL4 External expertise and services costs		0,00	2.700,00	13.500,00	10.900,00	7.200,00	1.800,00	0,00	36.100,00
BL5 Equipment expenditure	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	14.722,50	33.107,50	29.530,00	30.430,00	14.840,00	14.587,50	137.217,50

E.1.3.c Partner budget overview - period/ per work package

<i>Period</i>	<i>WP P</i>	<i>WP M</i>	<i>WP T1</i>	<i>WP T2</i>	<i>WP T3</i>	<i>WP I1</i>	<i>WP I2</i>	<i>WP I3</i>	<i>WP C</i>	<i>TOTAL</i>
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	3.225,00	4.025,00	4.252,50	2.070,00	0,00	0,00	0,00	1.150,00	14.722,50
Period 2	0,00	2.225,00	4.025,00	21.780,00	3.352,50	0,00	0,00	0,00	1.725,00	33.107,50
Period 3	0,00	2.725,00	3.850,00	16.515,00	4.140,00	0,00	0,00	0,00	2.300,00	29.530,00
Period 4	0,00	2.225,00	7.300,00	13.815,00	5.940,00	0,00	0,00	0,00	1.150,00	30.430,00
Period 5	0,00	2.575,00	0,00	6.975,00	4.140,00	0,00	0,00	0,00	1.150,00	14.840,00
Period 6	0,00	2.725,00	0,00	3.105,00	6.457,50	0,00	0,00	0,00	2.300,00	14.587,50
TOTAL	0,00	15.700,00	19.200,00	66.442,50	26.100,00	0,00	0,00	0,00	9.775,00	137.217,50

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	<i>Amount</i>	<i>Co-financing rate</i>
<i>ERDF co-financing</i>	116.634,87	85,00
<i>Partner co-financing</i>	20.582,63	
PARTNER TOTAL ELIGIBLE BUDGET	137.217,50	

E.1.4.b Origin of partner co-financing

<i>Source of co-financing</i>	<i>Legal status</i>	<i>% of total partner co-financing</i>	<i>Amount</i>
Městská část Praha Suchdol	public	100,00 %	20.582,63
Sub-total public co-financing		100,00 %	20.582,63
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	20.582,63
<i>Partner co-financing (target value)</i>			20.582,63
<i>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</i>			137.217,50

E.1.1 Partner

<i>Partner number</i>	5
<i>Name of partner organisation</i>	Univerza v Mariboru
<i>Country</i>	SI
<i>Abbreviation</i>	UM
<i>Partner role</i>	PP

E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	9.200,00	30.000,00	74.700,00	52.200,00	0,00	0,00	0,00	8.600,00	174.700,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.380,00	4.500,00	11.205,00	7.830,00	0,00	0,00	0,00	1.290,00	26.205,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	7.500,00	1.000,00	2.700,00	3.600,00	0,00	0,00	0,00	0,00	14.800,00
BL4 External exp. and services	Organization of Steering Committee 4 - D.M.3.4	0,00	1.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	1.000,00
	Survey - D.T2.2.6	0,00	0,00	0,00	3.600,00	0,00	0,00	0,00	0,00	0,00	3.600,00
	Marketing Support - D.T2.2.6	0,00	0,00	0,00	15.300,00	0,00	0,00	0,00	0,00	0,00	15.300,00
	Study on demand data collected - D.T1.2.21	0,00	0,00	0,00	16.650,00	0,00	0,00	0,00	0,00	0,00	16.650,00
	Costs for Enlarged Transfer Programme (ETP) + Event organization SQPM (incl travel for speakers) - D.T3.1.3, D.T3.2.6	0,00	0,00	0,00	0,00	7.200,00	0,00	0,00	0,00	0,00	7.200,00

	Call for 10 interested cities (9K each) - 10% of the amount - D.T3.2.2	0,00	0,00	0,00	0,00	9.000,00	0,00	0,00	0,00	0,00	9.000,00
	Promotional material printing	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	2.000,00	2.000,00
Total BL4 External expertise and services costs		0,00	1.000,00	0,00	35.550,00	16.200,00	0,00	0,00	0,00	2.000,00	54.750,00
BL5 Equipment expenditure	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	19.080,00	35.500,00	124.155,00	79.830,00	0,00	0,00	0,00	11.890,00	270.455,00

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	29.500,00	25.600,00	27.600,00	33.600,00	28.700,00	29.700,00	174.700,00
BL2 Office and admin.	BL2 Office and admin.	0,00	4.425,00	3.840,00	4.140,00	5.040,00	4.305,00	4.455,00	26.205,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	2.500,00	3.300,00	1.900,00	1.400,00	1.900,00	3.800,00	14.800,00
Organization of Steering Committee 4 - D.M.3.4	Organization of Steering Committee 4 - D.M.3.4	0,00	0,00	0,00	0,00	1.000,00	0,00	0,00	1.000,00
	Survey - D.T2.2.6	0,00	1.800,00	1.800,00	0,00	0,00	0,00	0,00	3.600,00
	Marketing Support - D.T2.2.6	0,00	0,00	0,00	3.600,00	4.500,00	4.500,00	2.700,00	15.300,00

	Study on demand data collected - D.T1.2.21	0,00	0,00	0,00	0,00	16.650,00	0,00	0,00	16.650,00
	Costs for Enlarged Transfer Programme (ETP) + Event organization SQPM (incl travel for speakers) - D.T3.1.3, D.T3.2.6	0,00	0,00	0,00	0,00	7.200,00	0,00	0,00	7.200,00
	Call for 10 interested cities (9K each) - 10% of the amount - D.T3.2.2	0,00	0,00	9.000,00	0,00	0,00	0,00	0,00	9.000,00
	Promotional material printing	0,00	0,00	1.000,00	0,00	0,00	1.000,00	0,00	2.000,00
Total BL4 External expertise and services costs		0,00	1.800,00	11.800,00	3.600,00	29.350,00	5.500,00	2.700,00	54.750,00
BL5 Equipment expenditure	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	38.225,00	44.540,00	37.240,00	69.390,00	40.405,00	40.655,00	270.455,00

E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	3.725,00	10.850,00	19.395,00	3.105,00	0,00	0,00	0,00	1.150,00	38.225,00
Period 2	0,00	3.225,00	10.350,00	12.150,00	15.975,00	0,00	0,00	0,00	2.840,00	44.540,00
Period 3	0,00	2.725,00	8.050,00	18.990,00	5.175,00	0,00	0,00	0,00	2.300,00	37.240,00
Period 4	0,00	2.725,00	6.250,00	36.540,00	22.725,00	0,00	0,00	0,00	1.150,00	69.390,00
Period 5	0,00	2.840,00	0,00	19.890,00	15.525,00	0,00	0,00	0,00	2.150,00	40.405,00
Period 6	0,00	3.840,00	0,00	17.190,00	17.325,00	0,00	0,00	0,00	2.300,00	40.655,00
TOTAL	0,00	19.080,00	35.500,00	124.155,00	79.830,00	0,00	0,00	0,00	11.890,00	270.455,00

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	229.886,75	85,00
Partner co-financing	40.568,25	
PARTNER TOTAL ELIGIBLE BUDGET	270.455,00	

E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Univerza v Mariboru	public	100,00 %	40.568,25
Sub-total public co-financing		100,00 %	40.568,25
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	40.568,25
Partner co-financing (target value)			40.568,25
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			270.455,00

E.1.1 Partner

Partner number	6
Name of partner organisation	Mestna občina Murska Sobota
Country	SI
Abbreviation	MURS
Partner role	PP

E.1.2 Budget flat rates

<i>Budget flat rates</i>	Yes	
<i>Flat rate staff costs</i>	No	20,00
<i>Flat rate office and administrative expenditure</i>	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	9.200,00	7.400,00	22.050,00	18.090,00	0,00	0,00	0,00	8.600,00	65.340,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.380,00	1.110,00	3.307,50	2.713,50	0,00	0,00	0,00	1.290,00	9.801,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	5.150,00	0,00	0,00	4.050,00	0,00	0,00	0,00	0,00	9.200,00
BL4 External exp. and services	Organization of Local Mobility Forum (LMF) - D.T1.2.8	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	0,00	0,00	5.400,00
	Pilot - Testing of new services - D.T2.3.5	0,00	0,00	0,00	18.000,00	0,00	0,00	0,00	0,00	0,00	18.000,00
Total BL4 External expertise and services costs		0,00	0,00	5.400,00	18.000,00	0,00	0,00	0,00	0,00	0,00	23.400,00
BL5 Equipment	Pilot - 5 phones for app test and use during pilot - D.T2.3.5	0,00	0,00	0,00	0,00	0,00	0,00	1.000,00	0,00	0,00	1.000,00
	Pilot - App development and operation - D.T2.3.5, D.T2.3.6	0,00	0,00	0,00	0,00	0,00	0,00	50.000,00	0,00	0,00	50.000,00
Total BL5 Equipment expenditure		0,00	0,00	0,00	0,00	0,00	0,00	51.000,00	0,00	0,00	51.000,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	15.730,00	13.910,00	43.357,50	24.853,50	0,00	51.000,00	0,00	9.890,00	158.741,00

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	7.150,00	10.540,00	12.600,00	14.000,00	10.700,00	10.350,00	65.340,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.072,50	1.581,00	1.890,00	2.100,00	1.605,00	1.552,50	9.801,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	2.000,00	2.500,00	700,00	800,00	700,00	2.500,00	9.200,00
<i>Organization of Local Mobility Forum (LMF) - D.T1.2.8</i>	Organization of Local Mobility Forum (LMF) - D.T1.2.8	0,00	0,00	0,00	0,00	2.700,00	2.700,00	0,00	5.400,00
	Pilot - Testing of new services - D.T2.3.5	0,00	0,00	0,00	0,00	18.000,00	0,00	0,00	18.000,00
Total BL4 External expertise and services costs		0,00	0,00	0,00	0,00	20.700,00	2.700,00	0,00	23.400,00
<i>Pilot - 5 phones for app test and use during pilot - D.T2.3.5</i>	Pilot - 5 phones for app test and use during pilot - D.T2.3.5	0,00	0,00	1.000,00	0,00	0,00	0,00	0,00	1.000,00
	Pilot - App development and operation - D.T2.3.5, D.T2.3.6	0,00	0,00	25.000,00	10.000,00	10.000,00	5.000,00	0,00	50.000,00
Total BL5 Equipment expenditure		0,00	0,00	26.000,00	10.000,00	10.000,00	5.000,00	0,00	51.000,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	10.222,50	40.621,00	25.190,00	47.600,00	20.705,00	14.402,50	158.741,00

E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	3.725,00	1.725,00	1.552,50	2.070,00	0,00	0,00	0,00	1.150,00	10.222,50
Period 2	0,00	2.425,00	1.725,00	5.175,00	3.456,00	0,00	26.000,00	0,00	1.840,00	40.621,00
Period 3	0,00	2.425,00	1.150,00	5.175,00	4.140,00	0,00	10.000,00	0,00	2.300,00	25.190,00
Period 4	0,00	2.075,00	6.610,00	23.175,00	4.590,00	0,00	10.000,00	0,00	1.150,00	47.600,00
Period 5	0,00	2.540,00	2.700,00	5.175,00	4.140,00	0,00	5.000,00	0,00	1.150,00	20.705,00
Period 6	0,00	2.540,00	0,00	3.105,00	6.457,50	0,00	0,00	0,00	2.300,00	14.402,50
TOTAL	0,00	15.730,00	13.910,00	43.357,50	24.853,50	0,00	51.000,00	0,00	9.890,00	158.741,00

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	134.929,85	85,00
Partner co-financing	23.811,15	
PARTNER TOTAL ELIGIBLE BUDGET	158.741,00	

E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Mestna občina Murska Sobota	public	100,00 %	23.811,15
Sub-total public co-financing		100,00 %	23.811,15
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	23.811,15
Partner co-financing (target value)			23.811,15
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			158.741,00

E.1.1 Partner

Partner number	7
Name of partner organisation	BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT ZÁRTKÖRŰEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG
Country	HU
Abbreviation	BKK
Partner role	PP

E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	9.100,00	10.500,00	63.900,00	18.450,00	0,00	0,00	0,00	8.500,00	110.450,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.365,00	1.575,00	9.585,00	2.767,50	0,00	0,00	0,00	1.275,00	16.567,50
BL3 Travel and accom.	BL3 Travel and accom.	0,00	7.000,00	0,00	0,00	3.600,00	0,00	0,00	0,00	0,00	10.600,00
BL4 External exp. and services	Organization Steering Committee 2 - D.M.3.2	0,00	1.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	1.000,00
	Support of external experts - D.T2.2.7	0,00	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	0,00	5.400,00
	Organizing Local Mobility Frum (LMF) - D.T1.2.9	0,00	0,00	7.200,00	0,00	0,00	0,00	0,00	0,00	0,00	7.200,00
	Promotional material - D.T1.2.9	0,00	0,00	0,00	4.500,00	0,00	0,00	0,00	0,00	0,00	4.500,00
	Marketing support for campaign - D.T1.2.9	0,00	0,00	0,00	10.800,00	0,00	0,00	0,00	0,00	0,00	10.800,00
	Organization of SQPM (in coincidence with SC 2) - D.T3.1.3	0,00	0,00	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	5.400,00

Total BL4 External expertise and services costs		0,00	1.000,00	7.200,00	20.700,00	5.400,00	0,00	0,00	0,00	0,00	34.300,00
BL5 Equipment	Pilot - App development, integration and implementation - D.T2.3.6	0,00	0,00	0,00	0,00	0,00	0,00	0,00	35.000,00	0,00	35.000,00
	Pilot - App operational costs (TLC, etc) - D.T2.3.6	0,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00	0,00	15.000,00
Total BL5 Equipment expenditure		0,00	0,00	0,00	0,00	0,00	0,00	0,00	50.000,00	0,00	50.000,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	18.465,00	19.275,00	94.185,00	30.217,50	0,00	0,00	50.000,00	9.775,00	221.917,50

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	10.500,00	23.600,00	25.200,00	22.100,00	18.700,00	10.350,00	110.450,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.575,00	3.540,00	3.780,00	3.315,00	2.805,00	1.552,50	16.567,50
BL3 Travel and accom.	BL3 Travel and accom.	0,00	2.000,00	0,00	1.000,00	3.300,00	1.500,00	2.800,00	10.600,00
Organization Steering Committee 2 - D.M.3.2	Organization Steering Committee 2 - D.M.3.2	0,00	0,00	1.000,00	0,00	0,00	0,00	0,00	1.000,00
	Support of external experts - D.T2.2.7	0,00	0,00	2.700,00	2.700,00	0,00	0,00	0,00	5.400,00
	Organizing Local Mobility Frum (LMF) - D.T1.2.9	0,00	3.600,00	0,00	0,00	3.600,00	0,00	0,00	7.200,00

	Promotional material - D.T1.2.9	0,00	0,00	0,00	4.500,00	0,00	0,00	0,00	4.500,00
	Marketing support for campaign - D.T1.2.9	0,00	0,00	10.800,00	0,00	0,00	0,00	0,00	10.800,00
	Organization of SQPM (in coincidence with SC 2) - D.T3.1.3	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	5.400,00
Total BL4 External expertise and services costs		0,00	3.600,00	19.900,00	7.200,00	3.600,00	0,00	0,00	34.300,00
<i>Pilot - App development, integration and implementation - D.T2.3.6</i>	Pilot - App development, integration and implementation - D.T2.3.6	0,00	0,00	20.000,00	10.000,00	5.000,00	0,00	0,00	35.000,00
	Pilot - App operational costs (TLC, etc) - D.T2.3.6	0,00	0,00	0,00	0,00	7.500,00	7.500,00	0,00	15.000,00
Total BL5 Equipment expenditure		0,00	0,00	20.000,00	10.000,00	12.500,00	7.500,00	0,00	50.000,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	17.675,00	67.040,00	47.180,00	44.815,00	30.505,00	14.702,50	221.917,50

E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	3.725,00	7.625,00	3.105,00	2.070,00	0,00	0,00	0,00	1.150,00	17.675,00
Period 2	0,00	2.725,00	4.025,00	29.025,00	9.540,00	0,00	0,00	20.000,00	1.725,00	67.040,00
Period 3	0,00	2.725,00	1.150,00	27.900,00	3.105,00	0,00	0,00	10.000,00	2.300,00	47.180,00
Period 4	0,00	3.225,00	6.475,00	15.525,00	5.940,00	0,00	0,00	12.500,00	1.150,00	44.815,00
Period 5	0,00	3.225,00	0,00	15.525,00	3.105,00	0,00	0,00	7.500,00	1.150,00	30.505,00
Period 6	0,00	2.840,00	0,00	3.105,00	6.457,50	0,00	0,00	0,00	2.300,00	14.702,50
TOTAL	0,00	18.465,00	19.275,00	94.185,00	30.217,50	0,00	0,00	50.000,00	9.775,00	221.917,50

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	188.629,87	85,00
Partner co-financing	33.287,63	
PARTNER TOTAL ELIGIBLE BUDGET	221.917,50	

E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT ZÁRTKÖRŰEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG	public	100,00 %	33.287,63
Sub-total public co-financing		100,00 %	33.287,63
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	33.287,63
Partner co-financing (target value)			33.287,63
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			221.917,50

E.1.1 Partner

<i>Partner number</i>	8
<i>Name of partner organisation</i>	Regionsmanagement Osttirol
<i>Country</i>	AT
<i>Abbreviation</i>	RMO
<i>Partner role</i>	PP

E.1.2 Budget flat rates

<i>Budget flat rates</i>	Yes	
<i>Flat rate staff costs</i>	No	20,00
<i>Flat rate office and administrative expenditure</i>	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	12.000,00	10.500,00	48.600,00	18.000,00	0,00	0,00	0,00	8.500,00	97.600,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.800,00	1.575,00	7.290,00	2.700,00	0,00	0,00	0,00	1.275,00	14.640,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	4.800,00	0,00	0,00	3.510,00	0,00	0,00	0,00	0,00	8.310,00
BL4 External exp. and services	First Level Audit	0,00	21.300,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	21.300,00
	Support of mobility expert - D.T1.2.17	0,00	0,00	5.000,00	0,00	0,00	0,00	0,00	0,00	0,00	5.000,00
	External support for pilots - D.T2.2.8	0,00	0,00	0,00	5.400,00	0,00	0,00	0,00	0,00	0,00	5.400,00
	Marketing support - D.T2.2.8	0,00	0,00	0,00	8.100,00	0,00	0,00	0,00	0,00	0,00	8.100,00

	Organization of Local Mobility Forum (LMF) - D.T1.2.10	0,00	0,00	6.750,00	0,00	0,00	0,00	0,00	0,00	0,00	6.750,00
	Social scientific research analysis about Mobility offer in the region - D.T2.3.7	0,00	0,00	0,00	36.000,00	0,00	0,00	0,00	0,00	0,00	36.000,00
	Multimodal pilot implementation including on demand transport, car-sharing and infomobility - D.T2.3.7	0,00	0,00	0,00	34.200,00	0,00	0,00	0,00	0,00	0,00	34.200,00
	Training to support mobility shifting for tourism sector - D.T2.3.7	0,00	0,00	0,00	27.000,00	0,00	0,00	0,00	0,00	0,00	27.000,00
	Total BL4 External expertise and services costs	0,00	21.300,00	11.750,00	110.700,00	0,00	0,00	0,00	0,00	0,00	143.750,00
	BL5 Equipment										
	Equipment - D.T2.3.7	0,00	0,00	0,00	9.000,00	0,00	0,00	0,00	0,00	0,00	9.000,00
	Total BL5 Equipment expenditure	0,00	0,00	0,00	9.000,00	0,00	0,00	0,00	0,00	0,00	9.000,00
	BL6 Infrastructure and works expenditure										
	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
	Net revenues expected										
	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00

Total		0,00	39.900,00	23.825,00	175.590,00	24.210,00	0,00	0,00	0,00	9.775,00	273.300,00
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E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	10.100,00	17.350,00	17.600,00	22.600,00	17.400,00	12.550,00	97.600,00
BL2 Office and admin.	BL2 Office and admin.	0,00	1.515,00	2.602,50	2.640,00	3.390,00	2.610,00	1.882,50	14.640,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	1.000,00	2.600,00	800,00	2.350,00	1.000,00	560,00	8.310,00
First Level Audit	First Level Audit	0,00	3.200,00	3.200,00	1.800,00	6.500,00	5.500,00	1.100,00	21.300,00
	Support of mobility expert - D.T1.2.17	0,00	0,00	5.000,00	0,00	0,00	0,00	0,00	5.000,00
	External support for pilots - D.T2.2.8	0,00	3.600,00	1.800,00	0,00	0,00	0,00	0,00	5.400,00
	Marketing support - D.T2.2.8	0,00	0,00	8.100,00	0,00	0,00	0,00	0,00	8.100,00
	Organization of Local Mobility Forum (LMF) - D.T1.2.10	0,00	0,00	3.600,00	3.150,00	0,00	0,00	0,00	6.750,00
	Social scientific research analysis about Mobility offer in the region - D.T2.3.7	0,00	0,00	0,00	0,00	17.100,00	18.900,00	0,00	36.000,00
	Multimodal pilot implementation including on demand transport, car-sharing and infomobility - D.T2.3.7	0,00	0,00	0,00	0,00	34.200,00	0,00	0,00	34.200,00
	Training to support mobility shifting for tourism sector - D.T2.3.7	0,00	0,00	0,00	0,00	0,00	27.000,00	0,00	27.000,00
Total BL4 External expertise and services costs		0,00	6.800,00	21.700,00	4.950,00	57.800,00	51.400,00	1.100,00	143.750,00

<i>Equipment - D.T2.3.7</i>	Equipment - D.T2.3.7	0,00	0,00	0,00	0,00	4.500,00	4.500,00	0,00	9.000,00
Total BL5 Equipment expenditure		0,00	0,00	0,00	0,00	4.500,00	4.500,00	0,00	9.000,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	19.415,00	44.252,50	25.990,00	90.640,00	76.910,00	16.092,50	273.300,00

E.1.3.c Partner budget overview - period/ per work package

<i>Period</i>	<i>WP P</i>	<i>WP M</i>	<i>WP T1</i>	<i>WP T2</i>	<i>WP T3</i>	<i>WP I1</i>	<i>WP I2</i>	<i>WP I3</i>	<i>WP C</i>	<i>TOTAL</i>
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	6.500,00	4.025,00	5.670,00	2.070,00	0,00	0,00	0,00	1.150,00	19.415,00
Period 2	0,00	6.300,00	12.625,00	20.250,00	3.352,50	0,00	0,00	0,00	1.725,00	44.252,50
Period 3	0,00	4.900,00	4.300,00	10.350,00	4.140,00	0,00	0,00	0,00	2.300,00	25.990,00
Period 4	0,00	9.800,00	2.875,00	71.325,00	5.490,00	0,00	0,00	0,00	1.150,00	90.640,00
Period 5	0,00	8.800,00	0,00	62.820,00	4.140,00	0,00	0,00	0,00	1.150,00	76.910,00
Period 6	0,00	3.600,00	0,00	5.175,00	5.017,50	0,00	0,00	0,00	2.300,00	16.092,50
TOTAL	0,00	39.900,00	23.825,00	175.590,00	24.210,00	0,00	0,00	0,00	9.775,00	273.300,00

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	<i>Amount</i>	<i>Co-financing rate</i>
<i>ERDF co-financing</i>	218.640,00	80,00
<i>Partner co-financing</i>	54.660,00	
PARTNER TOTAL ELIGIBLE BUDGET	273.300,00	

E.1.4.b Origin of partner co-financing

<i>Source of co-financing</i>	<i>Legal status</i>	<i>% of total partner co-financing</i>	<i>Amount</i>
Regionsmanagement Osttirol	public	100,00 %	54.660,00
<i>Sub-total public co-financing</i>		100,00 %	54.660,00
<i>Sub-total automatic public co-financing</i>		0,00 %	0,00
<i>Sub-total private co-financing</i>		0,00 %	0,00
<i>TOTAL partner co-financing</i>		100 %	54.660,00
<i>Partner co-financing (target value)</i>			54.660,00
<i>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</i>			273.300,00

E.1.1 Partner

<i>Partner number</i>	9
<i>Name of partner organisation</i>	Universität für Bodenkultur Wien
<i>Country</i>	AT
<i>Abbreviation</i>	BOKU
<i>Partner role</i>	PP

E.1.2 Budget flat rates

<i>Budget flat rates</i>	Yes	
<i>Flat rate staff costs</i>	No	20,00
<i>Flat rate office and administrative expenditure</i>	Yes	15,00

E.1.3 Partner budget overview

E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specificatio n	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	15.000,00	25.000,00	49.500,00	52.200,00	0,00	0,00	0,00	8.500,00	150.200,00
BL2 Office and admin.	BL2 Office and admin.	0,00	2.250,00	3.750,00	7.425,00	7.830,00	0,00	0,00	0,00	1.275,00	22.530,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	7.500,00	1.000,00	2.700,00	3.600,00	0,00	0,00	0,00	0,00	14.800,00
BL4 External exp. and services	First Level Control and Audit	0,00	21.100,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	21.100,00
	50% resources for call for cities (total € 9K per city) - D.T3.2.2	0,00	0,00	0,00	0,00	45.000,00	0,00	0,00	0,00	0,00	45.000,00
	Costs for Enlarged Transfer Programme (ETP) + SQPM final event - D.T3.2.7, D.T3.1.3	0,00	0,00	0,00	0,00	7.200,00	0,00	0,00	0,00	0,00	7.200,00
Total BL4 External expertise and services costs		0,00	21.100,00	0,00	0,00	52.200,00	0,00	0,00	0,00	0,00	73.300,00
BL5 Equipment expenditure	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	45.850,00	29.750,00	59.625,00	115.830,00	0,00	0,00	0,00	9.775,00	260.830,00

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL
BL1 Staff costs	BL1 Staff costs	0,00	17.900,00	26.500,00	20.000,00	35.500,00	27.800,00	22.500,00	150.200,00
BL2 Office and admin.	BL2 Office and admin.	0,00	2.685,00	3.975,00	3.000,00	5.325,00	4.170,00	3.375,00	22.530,00
BL3 Travel and accom.	BL3 Travel and accom.	0,00	2.500,00	3.300,00	2.200,00	4.500,00	2.300,00	0,00	14.800,00
<i>First Level Control and Audit</i>	First Level Control and Audit	0,00	3.800,00	2.500,00	1.800,00	7.000,00	2.500,00	3.500,00	21.100,00
	50% resources for call for cities (total € 9K per city) - D.T3.2.2	0,00	0,00	0,00	0,00	45.000,00	0,00	0,00	45.000,00
	Costs for Enlarged Transfer Programme (ETP) + SQPM final event - D.T3.2.7, D.T3.1.3	0,00	0,00	0,00	0,00	0,00	0,00	7.200,00	7.200,00
Total BL4 External expertise and services costs		0,00	3.800,00	2.500,00	1.800,00	52.000,00	2.500,00	10.700,00	73.300,00
BL5 Equipment expenditure	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
BL6 Infrastructure and works expenditure	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Net revenues expected	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Total		0,00	26.885,00	36.275,00	27.000,00	97.325,00	36.770,00	36.575,00	260.830,00

E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	8.675,00	10.850,00	3.105,00	3.105,00	0,00	0,00	0,00	1.150,00	26.885,00
Period 2	0,00	6.875,00	10.350,00	10.350,00	6.975,00	0,00	0,00	0,00	1.725,00	36.275,00
Period 3	0,00	5.975,00	2.300,00	11.250,00	5.175,00	0,00	0,00	0,00	2.300,00	27.000,00
Period 4	0,00	11.175,00	6.250,00	16.425,00	62.325,00	0,00	0,00	0,00	1.150,00	97.325,00
Period 5	0,00	6.775,00	0,00	13.320,00	15.525,00	0,00	0,00	0,00	1.150,00	36.770,00
Period 6	0,00	6.375,00	0,00	5.175,00	22.725,00	0,00	0,00	0,00	2.300,00	36.575,00
TOTAL	0,00	45.850,00	29.750,00	59.625,00	115.830,00	0,00	0,00	0,00	9.775,00	260.830,00

E.1.4 Partner co-financing

E.1.4.a Partner budget and co-financing

	<i>Amount</i>	<i>Co-financing rate</i>
<i>ERDF co-financing</i>	208.664,00	80,00
<i>Partner co-financing</i>	52.166,00	
PARTNER TOTAL ELIGIBLE BUDGET	260.830,00	

E.1.4.b Origin of partner co-financing

<i>Source of co-financing</i>	<i>Legal status</i>	<i>% of total partner co-financing</i>	<i>Amount</i>
Universität für Bodenkultur Wien	public	100,00 %	52.166,00
Sub-total public co-financing		100,00 %	52.166,00
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	52.166,00
Partner co-financing (target value)			52.166,00
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			260.830,00

E.2 Activities outside the programme area

If applicable, please list activities to be carried out outside the programme area by CE partners (as further explain in part B, chapter II.2 of the application manual). Describe how these activities will benefit the programme area and why they are essential for the implementation of the project.

No relevant activities are planned to be carried out outside the programme area. LP-SRM and PP7-BKK as member of the POLIS network (and working groups) will arrange a SMACKER session in a POLIS event with SMACKER outcomes, with target on influencing attitude and behavioural change in non partner regions and cities members of POLIS. ERDF for activities implemented by CE partners outside the programme area (indicative)

<i>ERDF for activities implemented by CE partners outside the programme area (indicative)</i>	6.000,00
<i>% of total (indicative) ERDF</i>	0,34 %

SECTION F Project budget

F.0 Project budget - breakdown per partner

Partner name and N°			Programme Co-financing			Partner Co-financing					TOTAL ELIGIBLE BUDGET
Partner Name	Partner abbreviation	Country	ERDF	ERDF co-financing rate (%)	% of Total ERDF	Public co-financing			Private co-financing	Total co-financing	
						Automatic public co-financing	Other co-financing	Total public co-financing			
1 - SRM Società Reti e Mobilità	SRM	ITALY	286.720,00	80,00 %	16,23 %	71.680,00	0,00	71.680,00	0,00	71.680,00	358.400,00
2 - Fondazione Istituto sui Trasporti e la Logistica	ITL	ITALY	196.176,00	80,00 %	11,11 %	49.044,00	0,00	49.044,00	0,00	49.044,00	245.220,00
3 - Gmina Miasta Gdyni - Zarząd Dróg i Zieleni	Gdynia	POLAND	185.291,07	85,00 %	10,49 %	0,00	32.698,43	32.698,43	0,00	32.698,43	217.989,50
4 - Městská část Praha Suchbát	MCPS	CZECH REPUBLIC	116.634,87	85,00 %	6,60 %	0,00	20.582,63	20.582,63	0,00	20.582,63	137.217,50
5 - Univerza v Mariboru	UM	SLOVENIA	229.886,75	85,00 %	13,02 %	0,00	40.568,25	40.568,25	0,00	40.568,25	270.455,00
6 - Mestna občina Murska Sobota	MURS	SLOVENIA	134.929,85	85,00 %	7,64 %	0,00	23.811,15	23.811,15	0,00	23.811,15	158.741,00
7 - BKK BUDAPESTI KÖZLEKEDÉS I KÖZPONT ZÁRTKÖRŰE N MŰKÖDŐ RÉSZVÉNYTÁRSASÁG	BKK	HUNGARY	188.629,87	85,00 %	10,68 %	0,00	33.287,63	33.287,63	0,00	33.287,63	221.917,50
8 - Regionsmanagement Osttirol	RMO	AUSTRIA	218.640,00	80,00 %	12,38 %	0,00	54.660,00	54.660,00	0,00	54.660,00	273.300,00
9 - Universität für Bodenkultur Wien	BOKU	AUSTRIA	208.664,00	80,00 %	11,81 %	0,00	52.166,00	52.166,00	0,00	52.166,00	260.830,00

<i>Sub-total for PPs inside the programme area</i>	1.765.572,41	---	100,00 %	120.724,00	257.774,09	378.498,09	0,00	378.498,09	2.144.070,50
<i>Sub-total for PPs outside the programme area</i>	0,00	---	0,00 %	0,00	0,00	0,00	0,00	0,00	0,00
Total	1.765.572,41	---	100 %	120.724,00	257.774,09	378.498,09	0,00	378.498,09	2.144.070,50

F.1 Project budget - overview per partner/ per budget line

<i>Partner name and N°</i>	<i>BL1 Staff costs</i>	<i>BL2 Office and admin.</i>	<i>BL3 Travel and accom.</i>	<i>BL4 External exp. and services</i>	<i>BL5 Equipment</i>	<i>BL6 Infrastr. and works</i>	TOTAL BUDGET	<i>Net revenues expected</i>	TOTAL ELIGIBLE BUDGET
1 - SRM Società Reti e Mobilità	140.000,00	21.000,00	12.200,00	145.200,00	40.000,00	0,00	358.400,00	0,00	358.400,00
2 - Fondazione Istituto sui Trasporti e la Logistica	137.400,00	20.610,00	14.000,00	69.810,00	3.400,00	0,00	245.220,00	0,00	245.220,00
3 - Gmina Miasta Gdyni - Zarząd Dróg i Zieleni	91.730,00	13.759,50	10.900,00	88.100,00	13.500,00	0,00	217.989,50	0,00	217.989,50
4 - Městská část Praha Suchdol	79.450,00	11.917,50	9.750,00	36.100,00	0,00	0,00	137.217,50	0,00	137.217,50
5 - Univerza v Mariboru	174.700,00	26.205,00	14.800,00	54.750,00	0,00	0,00	270.455,00	0,00	270.455,00
6 - Mestna občina Murska Sobota	65.340,00	9.801,00	9.200,00	23.400,00	51.000,00	0,00	158.741,00	0,00	158.741,00
7 - BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT ZÁRTKÖRŰEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG	110.450,00	16.567,50	10.600,00	34.300,00	50.000,00	0,00	221.917,50	0,00	221.917,50
8 - Regionsmanagement Osttirol	97.600,00	14.640,00	8.310,00	143.750,00	9.000,00	0,00	273.300,00	0,00	273.300,00
9 - Universität für Bodenkultur Wien	150.200,00	22.530,00	14.800,00	73.300,00	0,00	0,00	260.830,00	0,00	260.830,00
Total	1.046.870,00	157.030,50	104.560,00	668.710,00	166.900,00	0,00	2.144.070,50	0,00	2.144.070,50
% of total budget	48,82 %	7,32 %	4,87 %	31,18 %	7,78 %	0,00 %	100,00 %	0,00 % Of Total Budget	100,00 % Of Total Budget

Project budget - overview ERDF co-financing per budget line

<i>ERDF</i>	863.579,50	129.536,91	86.410,50	546.800,50	139.245,00	0,00	1.765.572,41	0,00	1.765.572,41
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F.2 Project budget - overview per partner/ per period

Partner name and N°	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL BUDGET	Net revenues expected	TOTAL ELIGIBLE BUDGET
1 - SRM Società Reti e Mobilità	15.000,00	19.555,00	43.505,00	39.600,00	112.885,00	95.430,00	32.425,00	358.400,00	0,00	358.400,00
2 - Fondazione Istituto sui Trasporti e la Logistica	0,00	19.985,00	32.130,00	53.630,00	70.835,00	34.760,00	33.880,00	245.220,00	0,00	245.220,00
3 - Gmina Miasta Gdyni - Zarząd Dróg i Zieleni	0,00	36.862,50	39.746,00	49.945,00	41.905,00	28.630,00	20.901,00	217.989,50	0,00	217.989,50
4 - Městská část Praha Suchbátov	0,00	14.722,50	33.107,50	29.530,00	30.430,00	14.840,00	14.587,50	137.217,50	0,00	137.217,50
5 - Univerza v Mariboru	0,00	38.225,00	44.540,00	37.240,00	69.390,00	40.405,00	40.655,00	270.455,00	0,00	270.455,00
6 - Mestna občina Murska Sobota	0,00	10.222,50	40.621,00	25.190,00	47.600,00	20.705,00	14.402,50	158.741,00	0,00	158.741,00
7 - BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT ZÁRTKÖRŰEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG	0,00	17.675,00	67.040,00	47.180,00	44.815,00	30.505,00	14.702,50	221.917,50	0,00	221.917,50
8 - Regionsmanagement Osttirol	0,00	19.415,00	44.252,50	25.990,00	90.640,00	76.910,00	16.092,50	273.300,00	0,00	273.300,00
9 - Universität für Bodenkultur Wien	0,00	26.885,00	36.275,00	27.000,00	97.325,00	36.770,00	36.575,00	260.830,00	0,00	260.830,00
Total	15.000,00	203.547,50	381.217,00	335.305,00	605.825,00	378.955,00	224.221,00	2.144.070,50	0,00	2.144.070,50
% of total budget	0,69 %	9,49 %	17,78 %	15,63 %	28,25 %	17,67 %	10,45 %	100,00 %	0,00 % Of Total Budget	100,00 % Of Total Budget

project budget - overview ERDF co-financing per period

ERDF	12.000,00	168.723,36	316.226,32	277.698,25	496.367,00	309.918,25	184.639,21	1.765.572,41	0,00	1.765.572,41
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F.3 Project budget - overview per partner/ per WP

Partner name and N°	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP I3	WP C	TOTAL BUDGET	Net revenues expected	TOTAL ELIGIBLE BUDGET
1 - SRM Società Reti e Mobilità	15.000,00	45.700,00	27.700,00	171.800,00	43.425,00	40.000,00	0,00	0,00	14.775,00	358.400,00	0,00	358.400,00
2 - Fondazione Istituto sui Trasporti e la Logistica	0,00	23.600,00	18.585,00	46.230,00	130.230,00	0,00	0,00	0,00	26.575,00	245.220,00	0,00	245.220,00
3 - Gmina Miasta Gdyni - Zarząd Dróg i Zieleni	0,00	16.850,00	42.590,00	113.467,50	35.307,00	0,00	0,00	0,00	9.775,00	217.989,50	0,00	217.989,50
4 - Městská část Praha Suchbát	0,00	15.700,00	19.200,00	66.442,50	26.100,00	0,00	0,00	0,00	9.775,00	137.217,50	0,00	137.217,50
5 - Univerza v Mariboru	0,00	19.080,00	35.500,00	124.155,00	79.830,00	0,00	0,00	0,00	11.890,00	270.455,00	0,00	270.455,00
6 - Mestna občina Murska Sobota	0,00	15.730,00	13.910,00	43.357,50	24.853,50	0,00	51.000,00	0,00	9.890,00	158.741,00	0,00	158.741,00
7 - BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT ZÁRTKÖRŰEN MŰKÖDŐ RÉSZVÉNYTÁRSASÁG	0,00	18.465,00	19.275,00	94.185,00	30.217,50	0,00	0,00	50.000,00	9.775,00	221.917,50	0,00	221.917,50
8 - Regionsmanagement Osttirol	0,00	39.900,00	23.825,00	175.590,00	24.210,00	0,00	0,00	0,00	9.775,00	273.300,00	0,00	273.300,00
9 - Universität für Bodenkultur Wien	0,00	45.850,00	29.750,00	59.625,00	115.830,00	0,00	0,00	0,00	9.775,00	260.830,00	0,00	260.830,00

<i>Total</i>	15.000,00	240.875,00	230.335,00	894.852,50	510.003,00	40.000,00	51.000,00	50.000,00	112.005,00	2.144.070,5 0	0,00	2.144.070,5 0
<i>% of total budget</i>	0,69 %	11,23 %	10,74 %	41,73 %	23,78 %	1,86 %	2,37 %	2,33 %	5,22 %	100,00 %	0,00 % Of Total Budget	100,00 % Of Total Budget

Project budget - overview ERDF co-financing per WP

<i>ERDF</i>	12.000,00	196.991,25	190.791,75	737.962,36	417.817,79	32.000,00	43.350,00	42.500,00	92.159,25	1.765.572,4 1	0,00	1.765.572,4 1
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F.4 Project budget - overview per WP/ per budget line

<i>WP number</i>	<i>BL1 Staff costs</i>	<i>BL2 Office and admin.</i>	<i>BL3 Travel and accom.</i>	<i>BL4 External exp. and services</i>	<i>BL5 Equipment</i>	<i>BL6 Infrastr. and works</i>	<i>TOTAL BUDGET</i>	<i>Net revenues expected</i>	<i>TOTAL ELIGIBLE BUDGET</i>
WP P	0,00	0,00	0,00	15.000,00	0,00	0,00	15.000,00	0,00	15.000,00
WP M	112.500,00	16.875,00	51.800,00	59.700,00	0,00	0,00	240.875,00	0,00	240.875,00
WP T1	134.500,00	20.175,00	2.000,00	73.660,00	0,00	0,00	230.335,00	0,00	230.335,00
WP T2	430.350,00	64.552,50	5.400,00	372.050,00	22.500,00	0,00	894.852,50	0,00	894.852,50
WP T3	280.820,00	42.123,00	42.360,00	141.300,00	3.400,00	0,00	510.003,00	0,00	510.003,00
WP I1	0,00	0,00	0,00	0,00	40.000,00	0,00	40.000,00	0,00	40.000,00
WP I2	0,00	0,00	0,00	0,00	51.000,00	0,00	51.000,00	0,00	51.000,00
WP I3	0,00	0,00	0,00	0,00	50.000,00	0,00	50.000,00	0,00	50.000,00
WP C	88.700,00	13.305,00	3.000,00	7.000,00	0,00	0,00	112.005,00	0,00	112.005,00
Total	1.046.870,00	157.030,50	104.560,00	668.710,00	166.900,00	0,00	2.144.070,50	0,00	2.144.070,50
% of total budget	48,82 %	7,32 %	4,87 %	31,18 %	7,78 %	0,00 %	100,00 %	0,00 % Of Total Budget	100,00 % Of Total Budget

Project budget - overview ERDF co-financing per budget line

ERDF	863.579,50	129.536,91	86.410,50	546.800,50	139.245,00	0,00	1.765.572,41	0,00	1.765.572,41
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F.5 Project budget - overview per WP/ per period

WP number	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	TOTAL BUDGET	Net revenues expected	TOTAL ELIGIBLE BUDGET
WP P	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00	0,00	15.000,00
WP M	0,00	38.900,00	37.300,00	35.000,00	44.750,00	42.580,00	42.345,00	240.875,00	0,00	240.875,00
WP T1	0,00	56.785,00	65.175,00	32.515,00	65.160,00	10.700,00	0,00	230.335,00	0,00	230.335,00
WP T2	0,00	70.027,50	153.045,00	144.270,00	265.945,00	206.770,00	54.795,00	894.852,50	0,00	894.852,50
WP T3	0,00	25.185,00	62.942,00	78.520,00	166.820,00	74.605,00	101.931,00	510.003,00	0,00	510.003,00
WP I1	0,00	0,00	0,00	0,00	25.000,00	15.000,00	0,00	40.000,00	0,00	40.000,00
WP I2	0,00	0,00	26.000,00	10.000,00	10.000,00	5.000,00	0,00	51.000,00	0,00	51.000,00
WP I3	0,00	0,00	20.000,00	10.000,00	12.500,00	7.500,00	0,00	50.000,00	0,00	50.000,00
WP C	0,00	12.650,00	16.755,00	25.000,00	15.650,00	16.800,00	25.150,00	112.005,00	0,00	112.005,00
Total	15.000,00	203.547,50	381.217,00	335.305,00	605.825,00	378.955,00	224.221,00	2.144.070,50	0,00	2.144.070,50
% of total budget	0,70	9,49	17,78	15,64	28,26	17,67	10,46	100,00 %	0,00 % Of Total Budget	100,00 % Of Total Budget

Project budget - overview ERDF co-financing per period

ERDF	12.000,00	168.723,36	316.226,32	277.698,25	496.367,00	309.918,25	184.639,21	1.765.572,41	0,00	1.765.572,41
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SECTION G - Annexes

Uploaded file list (annexes attached to this application form)

<i>File name</i>	<i>File type</i>	<i>Upload date</i>
PP2_ITL_Co-funding_declaration.pdf	pdf	24.01.2018
PP8_RMO_Co-funding_declaration.pdf	pdf	24.01.2018
PP7_BKK_Co-funding_declaration.pdf	pdf	24.01.2018
PP5_UM_Co-funding_declaration.pdf	pdf	24.01.2018
LP_SRM_Co-funding_declaration.pdf	pdf	24.01.2018
PP6_MURS_Co-funding_declaration.pdf	pdf	24.01.2018
PP4_MCPS_Co-funding_letter.pdf	pdf	24.01.2018
PP9_BOKU_Co-funding_declaration.pdf	pdf	24.01.2018
PP3_GDYNIA_Co-funding_declaration.pdf	pdf	25.01.2018
GDYNIA_Zarządzenie_dla_p._Gruszeckiej-Spychały_upoważnienie.pdf	pdf	21.02.2019
CE1332_SMACKER_Change_Log_File_contracting_template_Call_3.docx	docx	21.02.2019
Visura_CCIAA_gennaio_2019.pdf	pdf	25.02.2019
CE1332_SMACKER_Change_Log_File_contracting_call3_round1_draft_feedback_2019_02_22_(1).docx	docx	25.02.2019
CE1332_SMACKER_Change_Log_File_contracting_call3_round2_def.docx	docx	26.02.2019

List of obligatory annexes as defined in the application manual (part D chapter IV.2.6):

- Lead applicant and partner declarations (template is provided as annex V of the application manual)
- In case of private lead applicants: Interreg CE simplified financial statement (SFS) (template is provided as annex VII of the application manual) and further supporting documents