

PART A – Project summary

A.1 Project identification

Project title	SUSTAINABLE MEASURES FOR ACHIEVING RESILIENT TRANSPORTATION IN METROPOLITAN REGIONS					83 / 300 characters	
Project acronym	SMART-MR					8 / 22 characters	
Name of the lead partner organisation in English	Scientific Research Centre of the Slovenian Academy of Sciences and Arts						
Specific objective	3.1. Improving low-carbon economy policies						
Project duration	Phase 1	Duration	36 Months	Start date	01/04/2016	End date	31/03/2019
	Phase 2	Duration	24 Months	Start date	01/04/2019	End date	31/03/2021
	Total No. months		60				

A.2 Project abstract

Transportation in urban areas, particularly metropolitan regions, generates congestion and vast greenhouse gas emissions and thus imposes enormous challenges upon authorities in providing healthy living conditions for inhabitants and a supportive environment for businesses. Thus, the overall objective of the SMART-MR is to support local and regional authorities in improving transport policies and providing sustainable measures for achieving resilient low-carbon transportation and mobility in metropolitan regions. To tackle this issue, 10 project partners from 8 metropolitan regions (Oslo, Göteborg, Helsinki, Budapest, Ljubljana, Rome, Porto and Barcelona) will share their experience in transport and mobility planning by organizing 7 topically interrelated workshops. For each workshop the partners will issue an in-depth analysis, describe good practices and organise a study visit. Practical experience will be presented and discussed, and policy recommendations developed. Through the project outputs, such as the guide on sustainable measures for achieving resilient transportation in metropolitan regions, selected good practice descriptions, and policy recommendations, and through dissemination events, such as political meetings, the final conference, and regional stakeholder meetings, SMART-MR contributes to Europe 2020 goals, Cohesion Policy, and the Interreg Europe Program by aiding managing authorities and regional and local authorities in setting new transport and mobility policies. In particular, metropolitan regions will prepare and implement action plans to improve the implementation of transport policies and the respective 8 policy instruments by:

- provision of integrated transport or sustainable urban mobility plans;
- deploying low-carbon urban transit-oriented development in the form of intermodal nodes and urban station communities; and
- including stakeholders in project activities and in the design and implementation of the action plans.

1,984 / 2,000 characters

A.3 Project budget summary

Programme Funding			National Contributions			Total budget	
	Amount	Funding Rate (%)	Public Co-Financing	Private Co-Financing	Total Co-Financing		
ERDF	1,661,247.65	85.00 %	293,161.35	0.00	293,161.35	Total eligible to ERDF	1,954,409.00
Norway	130,578.50	50.00 %	130,578.50	0.00	130,578.50	Total Norway	261,157.00
INTERREG Europe	1,791,826.15	80.87 %	423,739.85	0.00	423,739.85	Total INTERREG Europe	2,215,566.00
						Other funding	0.00
						Grand Total	2,215,566.00

A.4 Overview of project partners

Number	Organisation	Country	Partner budget		
1	Scientific Research Centre of the Slovenian Academy of Sciences and Arts	SI	ERDF	National	Total
			348,903.75	61,571.25	410,475.00
2	Regional Development Agency of Ljubljana Urban Region	SI	ERDF	National	Total
			97,752.55	17,250.45	115,003.00
3	The City of Oslo, The Agency of Urban Environment	NO	NO	NO Cofinancing	Total
			72,345.50	72,345.50	144,691.00
4	Akershus County Council	NO	NO	NO Cofinancing	Total
			58,233.00	58,233.00	116,466.00
5	The Göteborg Region Association of Local Authorities	SE	ERDF	National	Total
			198,577.00	35,043.00	233,620.00
6	Helsinki Region Environmental Services Authority	FI	ERDF	National	Total
			238,533.80	42,094.20	280,628.00

Number	Organisation	Country	Partner budget		
			ERDF	National	Total
7	BKK Centre of Budapest Transport	 HU	186,212.05	32,860.95	219,073.00
8	Metropolitan City of Capital Rome	 IT	197,112.45	34,784.55	231,897.00
9	Porto Metropolitan Area	 PT	197,200.00	34,800.00	232,000.00
10	Barcelona Metropolitan Area	 ES	196,956.05	34,756.95	231,713.00

Draft

Lead partner confirmation

By signing the application form the lead partner hereby confirms that:

- The information provided in this application is accurate and true to the best knowledge of the lead partner.
- The project is in line with the relevant EU and national legislation and policies of the countries involved.
- The lead partner and the project partners will act according to the provisions of the relevant national and EU regulations, especially regarding structural funds, public procurement, state aid, environment and equal opportunities, as well as the specific provisions of the programme.
- No expenditure related to the above mentioned project has been, is or will be funded by any other EU funded programme, except for partners that do not receive funding directly from the Interreg Europe programme.

Name of signing person 20 / 300 characters

Position of signing person 8 / 300 characters

Lead partner's organisation

Place & date (dd/mm/yyyy) 10 / 300 characters

Signature and stamp of lead partner (if exists)

PART B – Partnership

B.1 Partner's details

Partner 1

Partner role in the project	Lead partner		
Name of organisation in original language	Znanstvenoraziskovalni center Slovenske akademije znanosti in umetnosti		
			71 / 200 characters
Name of organisation in English	Scientific Research Centre of the Slovenian Academy of Sciences and Arts		
			72 / 200 characters
Department/unit/division (if applicable)	Anton Melik Geographical Institute		
			34 / 200 characters
Legal status	Public body or body governed by public law	Type of partner	Education and research institution
Address	Novi trg 2		
			10 / 200 characters
Town	Ljubljana	Postal code	SI-1000
	9 / 200 characters		7 / 200 characters
Country	Slovenia (SLOVENIJA)		
NUTS 1 level	SLOVENIJA		
NUTS 2 level	Zahodna Slovenija		
NUTS 3 level	Osrednjeslovenska		
Legal representative	Prof. Dr. Oto Luthar		
			20 / 200 characters
Contact person 1	Dr. Janez Nared		
			15 / 200 characters
Phone office	+386 1 200 27 16	Mobile	+386 31 406 760
	16 / 200 characters		15 / 200 characters
Email	janez.nared@zrc-sazu.si	Website	www.zrc-sazu.si
			15 / 200 characters
Contact person 2 (optional)			
			0 / 200 characters
Phone		Email	
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No		

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Partner 2

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Regionalna razvojna agencija Ljubljanske urbane regije"/>		
			53 / 200 characters
Name of organisation in English	<input type="text" value="Regional Development Agency of Ljubljana Urban Region"/>		
			53 / 200 characters
Department/unit/division (if applicable)	<input type="text"/>		
			0 / 200 characters
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Agency (different from business support organisation)"/>
Address	<input type="text" value="Tehnološki park 19"/>		
			18 / 200 characters
Town	<input type="text" value="Ljubljana"/>	Postal code	<input type="text" value="SI-1000"/>
	9 / 200 characters		7 / 200 characters
Country	<input type="text" value="Slovenia (SLOVENIJA)"/>		
NUTS 1 level	<input type="text" value="SLOVENIJA"/>		
NUTS 2 level	<input type="text" value="Zahodna Slovenija"/>		
NUTS 3 level	<input type="text" value="Osrednjeslovenska"/>		
Legal representative	<input type="text" value="Lilijana Madjar"/>		
			15 / 200 characters
Contact person 1	<input type="text" value="Katja Butina"/>		
			12 / 200 characters
Phone office	<input type="text" value="+386 1 306 19 14"/>	Mobile	<input type="text" value="-"/>
	16 / 200 characters		1 / 200 characters
Email	<input type="text" value="katja.butina@ljubljana.si"/>	Website	<input type="text" value="www.rralur.si"/>
			13 / 200 characters
Contact person 2 (optional)	<input type="text"/>		
			0 / 200 characters
Phone	<input type="text"/>	Email	<input type="text"/>
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

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Partner 3

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Oslo kommune, Bymiljøetaten"/>		
			27 / 200 characters
Name of organisation in English	<input type="text" value="The City of Oslo, The Agency of Urban Environment"/>		
			49 / 200 characters
Department/unit/division (if applicable)	<input type="text" value="The Agency for urban environment"/>		
			32 / 200 characters
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Local public authority"/>
Address	<input type="text" value="Bymiljøetaten, Pb 9336 Grønland"/>		
			31 / 200 characters
Town	<input type="text" value="Oslo"/>	Postal code	<input type="text" value="N-0135"/>
	4 / 200 characters		6 / 200 characters
Country	<input type="text" value="Norway (NORGE)"/>		
NUTS 1 level	<input type="text" value="NORGE"/>		
NUTS 2 level	<input type="text" value="Oslo og Akershus"/>		
NUTS 3 level	<input type="text" value="Oslo"/>		
Legal representative	<input type="text" value="Hans Edvardsen"/>		
			14 / 200 characters
Contact person 1	<input type="text" value="Helge Jensen"/>		
			12 / 200 characters
Phone office	<input type="text" value="+47 97721942"/>	Mobile	<input type="text" value="+47 97721942"/>
	12 / 200 characters		12 / 200 characters
Email	<input type="text" value="helge.jensen@bym.oslo.kommune.no"/>	Website	<input type="text" value="www.oslo.kommune.no"/>
			19 / 200 characters
Contact person 2 (optional)	<input type="text"/>		
			0 / 200 characters
Phone	<input type="text"/>	Email	<input type="text"/>
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

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Partner 4

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Akershus fylkeskommune"/>		22 / 200 characters
Name of organisation in English	<input type="text" value="Akershus County Council"/>		23 / 200 characters
Department/unit/division (if applicable)	<input type="text" value="Department of transport and mobility"/>		
	36 / 200 characters		
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Local public authority"/>
Address	<input type="text" value="Postboks 1200 Sentrum"/>		
	21 / 200 characters		
Town	<input type="text" value="Oslo"/>	Postal code	<input type="text" value="N-0107"/>
	4 / 200 characters		6 / 200 characters
Country	<input type="text" value="Norway (NORGE)"/>		
NUTS 1 level	<input type="text" value="NORGE"/>		
NUTS 2 level	<input type="text" value="Oslo og Akershus"/>		
NUTS 3 level	<input type="text" value="Akershus"/>		
Legal representative	<input type="text" value="Arnhild Danielsen"/>		
	17 / 200 characters		
Contact person 1	<input type="text" value="Liv Maren Bjørnstad"/>		
	19 / 200 characters		
Phone office	<input type="text" value="+47 92466883"/>	Mobile	<input type="text" value="+47 92466883"/>
	12 / 200 characters		12 / 200 characters
Email	<input type="text" value="livmaren.bjornstad@afk.no"/>	Website	<input type="text" value="www.akershus.no"/>
	15 / 200 characters		
Contact person 2 (optional)	<input type="text"/>		
	0 / 200 characters		
Phone	<input type="text"/>	Email	<input type="text"/>
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

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Partner 5

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Göteborgsregionens kommunalförbund"/>		
			34 / 200 characters
Name of organisation in English	<input type="text" value="The Göteborg Region Association of Local Authorities"/>		
			52 / 200 characters
Department/unit/division (if applicable)	<input type="text" value="Planning department"/>		
			19 / 200 characters
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Regional public authority"/>
Address	<input type="text" value="Box 5073"/>		
			8 / 200 characters
Town	<input type="text" value="Göteborg"/>	Postal code	<input type="text" value="SE-402 22"/>
	8 / 200 characters		9 / 200 characters
Country	<input type="text" value="Sweden (SVERIGE)"/>		
NUTS 1 level	<input type="text" value="SÖDRA SVERIGE"/>		
NUTS 2 level	<input type="text" value="Västsverige"/>		
NUTS 3 level	<input type="text" value="Västra Götalands län"/>		
Legal representative	<input type="text" value="Helene Söderbäck"/>		
			16 / 200 characters
Contact person 1	<input type="text" value="Per Kristersson"/>		
			15 / 200 characters
Phone office	<input type="text" value="+46 707 35 51 71"/>	Mobile	<input type="text" value="+46 707 35 51 71"/>
	16 / 200 characters		16 / 200 characters
Email	<input type="text" value="pek@grkom.se"/>	Website	<input type="text" value="www.grkom.se"/>
			12 / 200 characters
Contact person 2 (optional)	<input type="text"/>		
			0 / 200 characters
Phone	<input type="text"/>	Email	<input type="text"/>
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

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Partner 6

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Helsingin seudun ympäristöpalvelut -kuntayhtymä"/>		
			47 / 200 characters
Name of organisation in English	<input type="text" value="Helsinki Region Environmental Services Authority"/>		
			48 / 200 characters
Department/unit/division (if applicable)	<input type="text"/>		
			0 / 200 characters
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Regional public authority"/>
Address	<input type="text" value="P.O. Box 100 / Opastinsilta 6"/>		
			29 / 200 characters
Town	<input type="text" value="Helsinki"/>	Postal code	<input type="text" value="FI-00066 HSY"/>
	8 / 200 characters		12 / 200 characters
Country	<input type="text" value="Finland (SUOMI / FINLAND)"/>		
NUTS 1 level	<input type="text" value="MANNER-SUOMI"/>		
NUTS 2 level	<input type="text" value="Helsinki-Uusimaa"/>		
NUTS 3 level	<input type="text" value="Helsinki-Uusimaa"/>		
Legal representative	<input type="text" value="Raimo Inkinen"/>		
			14 / 200 characters
Contact person 1	<input type="text" value="Pia Tynys"/>		
			9 / 200 characters
Phone office	<input type="text" value="+358 9 15611"/>	Mobile	<input type="text" value="+358 505756432"/>
	12 / 200 characters		14 / 200 characters
Email	<input type="text" value="pia.tynys@hsy.fi"/>	Website	<input type="text" value="www.hsy.fi"/>
			10 / 200 characters
Contact person 2 (optional)	<input type="text"/>		
			0 / 200 characters
Phone	<input type="text"/>	Email	<input type="text"/>
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

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Partner 7

Partner role in the project	Partner		
Name of organisation in original language	BKK Budapesti Közlekedési Központ Zrt. 38 / 200 characters		
Name of organisation in English	BKK Centre of Budapest Transport 32 / 200 characters		
Department/unit/division (if applicable)	Strategy and Innovation 23 / 200 characters		
Legal status	Public body or body governed by public law	Type of partner	Infrastructure and public service provider
Address	Rumbach Sebestyén utca 19-21 28 / 200 characters		
Town	Budapest 8 / 200 characters	Postal code	H-1075 6 / 200 characters
Country	Hungary (MAGYARORSZÁG)		
NUTS 1 level	KÖZÉP-MAGYARORSZÁG		
NUTS 2 level	Közép-Magyarország		
NUTS 3 level	Budapest		
Legal representative	Zoltán Nyul 11 / 200 characters		
Contact person 1	Balázs Fejes 12 / 200 characters		
Phone office	+36 30 774 1133 15 / 200 characters	Mobile	- 1 / 200 characters
Email	balazs.fejes@bkk.hu	Website	www.bkk.hu 10 / 200 characters
Contact person 2 (optional)	András László Kőríz 20 / 200 characters		
Phone	+36 70 443 3801 15 / 200 characters	Email	andraslaszlo.korizs@bkk.hu 26 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No		

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Partner 8

Partner role in the project	Partner		
Name of organisation in original language	Città Metropolitana di Roma Capitale		
			36 / 200 characters
Name of organisation in English	Metropolitan City of Capital Rome		
			33 / 200 characters
Department/unit/division (if applicable)	Governo del territorio e della mobilità		
			39 / 200 characters
Legal status	Public body or body governed by public law	Type of partner	Local public authority
Address	Via IV novembre 119/a		
			21 / 200 characters
Town	Rome	Postal code	I-00187
	4 / 200 characters		7 / 200 characters
Country	Italy (ITALIA)		
NUTS 1 level	CENTRO (IT)		
NUTS 2 level	Lazio		
NUTS 3 level	Roma		
Legal representative	Giampiero Orsini		
			16 / 200 characters
Contact person 1	Giampiero Orsini		
			16 / 200 characters
Phone office	+39 06 6766 4458	Mobile	+39 347 5929 082
	16 / 200 characters		16 / 200 characters
Email	g.orsini@cittametropolitanaroma.gov.it	Website	http://www.cittametropolitanaroma.gov.it/
			41 / 200 characters
Contact person 2 (optional)	Maria Concetta Potenza		
			22 / 200 characters
Phone	+39 0667664497	Email	mc.potenza@cittametropolitanaroma.gov.it
	14 / 200 characters		40 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No		

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Partner 9

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Area Metropolitana do Porto"/>		
	27 / 200 characters		
Name of organisation in English	<input type="text" value="Porto Metropolitan Area"/>		
	23 / 200 characters		
Department/unit/division (if applicable)	<input type="text"/>		
	0 / 200 characters		
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Regional public authority"/>
Address	<input type="text" value="Av. Aliados 236 1.º"/>		
	19 / 200 characters		
Town	<input type="text" value="Porto"/>	Postal code	<input type="text" value="PT - 4000-065"/>
	5 / 200 characters		13 / 200 characters
Country	<input type="text" value="Portugal (PORTUGAL)"/>		
NUTS 1 level	<input type="text" value="CONTINENTE"/>		
NUTS 2 level	<input type="text" value="Norte"/>		
NUTS 3 level	<input type="text" value="Grande Porto"/>		
Legal representative	<input type="text" value="Lino Joaquim Ferreira"/>		
	21 / 200 characters		
Contact person 1	<input type="text" value="Avelino Oliveira"/>		
	16 / 200 characters		
Phone office	<input type="text" value="00351 223 392 020"/>	Mobile	<input type="text" value="00351 919 082 790"/>
	17 / 200 characters		17 / 200 characters
Email	<input type="text" value="aoliveira@amp.pt"/>	Website	<input type="text" value="http://portal.amp.pt"/>
			20 / 200 characters
Contact person 2 (optional)	<input type="text" value="Albano Carneiro"/>		
	15 / 200 characters		
Phone	<input type="text" value="00351 223 392 020"/>	Email	<input type="text" value="acarneiro@amp.pt"/>
	17 / 200 characters		16 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

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Partner 10

Partner role in the project	Partner		
Name of organisation in original language	Àrea Metropolitana de Barcelona		31 / 200 characters
Name of organisation in English	Barcelona Metropolitan Area		27 / 200 characters
Department/unit/division (if applicable)	Transport Department		20 / 200 characters
Legal status	Public body or body governed by public law	Type of partner	Local public authority
Address	c/62 nº 16-18		14 / 200 characters
Town	Barcelona	Postal code	ES-08040
	9 / 200 characters		8 / 200 characters
Country	Spain (ESPAÑA)		
NUTS 1 level	ESTE		
NUTS 2 level	Cataluña		
NUTS 3 level	Barcelona		
Legal representative	Ramon Torra i Xicoy		19 / 200 characters
Contact person 1	Joan Maria Bigas		16 / 200 characters
Phone office	+34 932235151	Mobile	/
	13 / 200 characters		1 / 200 characters
Email	bigas@amb.cat	Website	www.amb.cat
			11 / 200 characters
Contact person 2 (optional)	Xavier Tiana		12 / 200 characters
Phone		Email	xtiana@amb.cat
	0 / 200 characters		14 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No		

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B.2 Policies addressed and territorial context

B.2.1 Policy instrument 1

B.2.1.1 Definition and Context

Definition

Please name the policy instrument addressed

Operational Programme for the Implementation of the EU Cohesion Policy in the Period 2014-2020; Thematic objective 7: Promoting sustainable transport and removing bottlenecks in key network infrastructures

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

The Operational Programme is an implementing document setting out how EUR 3.2 billion of support provided under the European Regional Development Fund (ERDF), the European Social Fund (ESF) and the Cohesion Fund will be spent in the 2014-2020 period. The document, which identifies investment priorities that will be eligible for support in the next seven-year period, builds upon the Europe 2020 Strategy and its targets and complies with the Fund-specific requirements. The underlying objective of the document is to ensure economic, social and territorial cohesion. As a priority, EU support will target four key areas that will help deliver the headline targets of economic growth and job creation:

- research and innovation,
- ICT,
- stepping up the competitiveness of SMEs,
- supporting the shift towards a low-carbon economy in all sectors.

From the project perspective we will focus on the shift towards a low-carbon economy, particularly with the investment priority Enhancing regional mobility by connecting secondary and tertiary traffic nodes to TEN-T infrastructure, including multimodal nodes.

As the focus of the priority is on constructing new infrastructure, this investment priority must be strengthened by comprehensive transport strategies that might be connecting transport and spatial planning and by optimizing services and mobility patterns decrease the need for mobility and thus provide more sustainable development.

1,444 / 1,500 characters

Is this policy instrument a Structural Funds operational programme (i.e. Investment for growth and jobs or European territorial cooperation programme)?

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Ministry of Infrastructure, Transport Directorate

49 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The Operational Programme provides measures for sustainable mobility only within urban areas. In the chapter Infrastructure development and promotion of sustainable mobility (2.7.) all concrete measures are focused on two separate instruments: building new roads and improving railway infrastructure. Furthermore increasing regional mobility by connecting secondary and tertiary traffic nodes to TEN-T infrastructure focuses only on building new roads for car use. Project goal is to prepare a common vision for infrastructure development and evaluate the impacts and contribution to sustainable mobility goals. Other measures that are not related to building new infrastructure but can contribute even further to sustainable mobility and low-carbon strategies will be evaluated and suggested.

793 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Number of P+R newly established

31 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

Mobility in Slovenia and particularly in the Ljubljana Urban Region is based on the use of personal cars, which is the result of unbalanced infrastructure development over the past 30 years. The majority of funding went into building new highways on account of neglected railway infrastructure, public transport and other instruments that could contribute to sustainable mobility. Good road connections enabled people to commute further with their cars and therefore pressure on local and regional road infrastructure increased. Also due to the impact on environment and urban centres we are striving for new approaches to mobility planning. A sectorial approach to infrastructure development is no longer appropriate and the gap between proposed infrastructural projects and strategic mobility goals is wide. The common strategy of infrastructure development combined with other measures that promote sustainable mobility must be reflected in drafting the Operational programme and using EU funds. The project will focus on proposed infrastructural projects for the Ljubljana Urban Region and other sustainable mobility measures that can be implemented at the national level and also be considered at the transnational level.

1,226 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

The Slovene Smart Specialization Strategy focuses on sustainable technologies and services for a healthy life on the basis of which Slovenia will become a green, active, healthy and digital region. By supporting niche components and systems for internal combustion engines, e-mobility and energy storage systems, systems and components for security and comfort, and materials for the automotive industry, it supports mobility and new technologies for low-carbon transportation.

477 / 500 characters

B.2.1.2 Partner relevance for policy instrument 1

Partner

PP2 Regional Development Agency of Ljubljana Urban Region

What are the partner's competences and experiences in the issue addressed by this policy?

PP2 has participated in projects ranging from the macro perspective of TEN-T corridors (Poly5), integration of transnational rail and transport services, networks, and hubs (Railhuc, Rail4See) to regional scale projects such as public transport development strategy for the region, the development of a regional network of P+R intermodal centres, greening transport in metropolitan regions (Catch-MR), and introducing regional GIS traffic platform for micro communication with stakeholders (TURaS).

498 / 500 characters

What is the capacity of the partner to influence policy instrument 1?

As a member of the Monitoring Committee of the Operational Programme for the implementation of the EU Cohesion Policy in the Period 2014-2020 and in implementing the OP, PP2 comments on the document as necessary. It also prepares fundamental programme document on the regional level (Regional Development Programme (RDP)), which must be coordinated and subordinated with OP.

374 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?

PP2 will contribute with good practices from the region, good practices and existing knowledge from past transport-related projects, experience in regional development, and the exchange of information and experience. On the other hand it will benefit from the exchange of knowledge in integrative transport planning, including intermodal nodes, mobility planning, and new business models in mobility.

Partner	LP Scientific Research Centre of the Slovenian Academy of Sciences and Arts
What are the partner's competences and experiences in the issue addressed by this policy?	LP has been actively involved in EU-funded projects since 2002, especially into European Territorial cooperation programs, many of them on mobility issues and regional development. Among them Catch-MR (Cooperative approaches to transport challenges in Metropolitan Regions) has recently finished. Ongoing projects: Park and enjoy nature! (Comprehensive introduction of environmentally friendly mobility in Triglav National Park) and DriveGreen: (Development of an Ecodriving Application). 488 / 500 characters
What is the capacity of the partner to influence policy instrument 1?	LP is one of the leading research institutions in Slovenia, having an important impact in the field of regional mobility and transport planning. By providing knowledge it might contribute to innovative participatory planning solutions. It organises yearly conferences on regional development where most of the Slovenian stakeholders dealing with this topic are in attendance. This is a very good opportunity to present and publish the project results and to influence the policy instruments. 491 / 500 characters
How will the partner contribute to the content of the cooperation and benefit from it?	LP is the only R&D institution within the partnership, so the partner will give professional support to the entire project team. On the other hand LP will have an excellent opportunity to compare transport systems in European metropolitan regions and thus increase its knowledge and, by engaging stakeholders and their expertise, also its research capacity. Project experience and results will be an important input to further research and publishing on mobility issues. 471 / 500 characters

B.2.1.3 Stakeholder group relevant for policy instrument 1

Please provide the indicative list of stakeholders to be involved in the project	Ministry of Infrastructure, Transport Directorate Ministry of the environment and Spatial Planning Municipalities of the Ljubljana Urban Region LPP and other public transport operators in region Slovenian Railways Universities and research centres 247 / 1,000 characters
Role of these stakeholders in relation to policy instrument 1?	Ministry of Infrastructure: The Ministry of Infrastructure of the Republic of Slovenia is responsible for railway, air, maritime, waterway and road transport, with the exception of control over road traffic safety, as well as for the areas of the transport infrastructure energy sector, mining and efficient use of renewable energy sources. It is also in charge of Priority 7 of the OP that will be tackled within the project. The Ministry for the Environment and Spatial Planning is responsible for spatial planning at the national level and regional level, particularly in the field of (transport) projects of national importance. Municipalities of LUR: local authorities in Ljubljana Urban Region LPP (Ljubljanski potniški promet): the public company Ljubljanski potniški promet is in charge of public passenger transportation in urban areas. This public company's most important task is to provide safe, reliable and smooth-running public transport in the area of the entire City of Ljubljana and sixteen suburban municipalities Public transport operators in region: other transport operators of public transportation in the region Slovenian Railways: provider of integral and intermodal transport across Slovenia and abroad. Universities and research centres: knowledge providers are crucial players in providing intelligent transport and mobility solutions. 1,365 / 1,500 characters
How will this group be involved in the project and in the interregional learning process?	This group of stakeholders will be directly involved in the project. They will be invited to all workshops and regional stakeholders meetings where project outputs will be presented and stakeholders could share their experience and needs and benefit and learn from other partners. Stakeholders will also be invited to participate in the process of developing action plan where they can share their views, experiences and needs. Our goal is to stimulate cooperation and bring together all key actors that can help develop and implement the action plan. 552 / 1,500 characters

B.2.2 Policy instrument 2

B.2.2.1 Definition and Context

Definition

Please name the policy instrument addressed

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.
593 / 1,500 characters

Is this policy instrument a Structural Funds operational programme (i.e. investment for growth and jobs or European territorial cooperation programme)?

Is the body responsible for this policy instrument included in the partnership?

Name of this responsible body

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?
1,366 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)
113 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?
1,567 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

B.2.2.2 Partner relevance for policy instrument 2

Partner

What are the partner's competences and experiences in the issue addressed by this policy?
222 / 500 characters

What is the capacity of the partner to influence policy instrument 1?
350 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?
475 / 500 characters

Partner

What are the partner's competences and experiences in the issue addressed by this policy?
275 / 500 characters

What is the capacity of the partner to influence policy instrument 1?
213 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?
475 / 500 characters

B.2.2.3 Stakeholder group relevant for policy instrument 2

Please provide the indicative list of stakeholders to be involved in the project

Ruter AS
 The Suppliers' Development and Competence Centre
 The City of Oslo bicycle project
 The Norwegian Public Roads Administration
 The Agency for Planning and Building
 Municipalities in Akershus

196 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1?

Ruter AS: a public transport agency jointly owned by Oslo and Akershus working strategically with sustainable mobility in the region.
 The Suppliers' Development and Competence Centre: an interest organization owned by stakeholders within the freight industry. Working to improve services and advance the public focus on freight.
 The City of Oslo bicycle project: an independent city agency working with strategy and communication in order to increase the bike share in Oslo.
 The Norwegian Public Roads Administration: government agency for transport, responsible for building the county road infrastructure, working strategically for sustainable transport.
 The Agency for Planning and Building: city agency for spatial planning, the authority of spatial planning and development in the City of Oslo.
 Municipalities in Akershus: local spatial planning and development authorities within the county of Akershus.

910 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

The stakeholders will be invited to participate in the project's workshops across various topics and regions. The invitations will be extended to those stakeholders who have the highest interest in the upcoming topic and who are active in the cooperation within the region throughout the project. Stakeholders within the field of freight will also be invited to participate in the workshop held in Oslo and Akershus and to contribute to the programme. Other regional stakeholders will be invited to participate in the workshop held in Oslo and Akershus. Furthermore the participating stakeholders will be invited to summarize their experience with the project and workshops in the regional stakeholder meeting in the project's semester 6. The participation is intended to both secure that their needs are reflected in the action plan as well as to provide a platform where they get to know each other's needs. The goal of achieving an integrated approach to mobility and land use planning involves not only the achievement of a feasible and sustainable plan, but also actively working to stimulate cooperation and understanding across the different bodies of interests.

1,169 / 1,500 characters

B.2.3 Policy instrument 3

B.2.3.1 Definition and Context

Definition

Please name the policy instrument addressed	Sustainable Growth, goals and strategies focusing on regional structure	1,367 / 1,500 characters
Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.	In the policy document, "Sustainable Growth, goals and strategies focusing on regional structure", The Goteborg Region Association of Local Authorities (GR) sets out a number of fundamental elements of a regional structure necessary to improve in order to achieve an attractive and sustainable region. The main objective for this policy document is to contribute to long-term sustainable development within the Gothenburg region. Such development covers three basic and mutually dependent dimensions – the social, the environmental and the economic. The policy document is an agreement between the regional level (GR) and the local level (the municipalities). In the agreement the local municipalities have committed themselves to develop their territory in accordance with the regional policy. The policy document states that the Gothenburg region shall establish attractive and efficient regional commuting rail services. This means that land use and infrastructure development that supports these goals need to be prioritized. In this manner the urban transit oriented development is pointed out to be of key importance to reach the main goal of the policy document. It will have an integrated role for locating new housing, infrastructure investment and densification of land use that will transform station communities into local hubs for sustainable commuting.	
Is this policy instrument a Structural Funds operational programme (i.e. investment for growth and jobs or European territorial cooperation programme)?	No	
Is the body responsible for this policy instrument included in the partnership?	Yes	
Name of this responsible body	PP5 The Göteborg Region Association of Local Authorities	
How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?	Goteborg Region Association of Local Authorities (GR) will strengthen "Sustainable Growth, goals and strategies focusing on regional structure" by providing new governance mechanisms in terms of 1) concrete indicators to measure the adoption of the policies and by 2) improved communication/governance with the public to obtain the overall objectives. Policy will also be strengthened by supporting new projects linked to 1) sustainable travel and commuting by public transport and 2) increased territorial cohesion in terms of integrated housing and labor markets within the region. Improvements of this policy instruments will be made through actively developing livable, attractive communities with high levels of connectivity and services. To this end Goteborg Region Association of Local Authorities (GR) will support urban transit oriented development and create good practices with European influence that can be an inspiration for all station communities in the Gothenburg region.	989 / 1,500 characters
Proposed self-defined performance indicator (in relation to the policy instrument addressed)	Number of new dwellings established in the station community of Ytterby in the Kungälv Municipality	99 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?	regional	
What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?	The agreements made in the policy document "Sustainable Growth, goals and strategies focusing on regional structure" are between Goteborg Region Association of Local Authorities (GR) and the local municipalities. The whole Gothenburg region is experiencing rapid population growth. This has led to the necessity of reevaluating the regional planning target stated in the policy document. From a yearly population growth of one percent the planning target will be increased to a yearly growth of one and a half percent. This halves percent increase for each local municipality will be on top of their present population growth target. This increase is putting pressure on the local municipalities regarding both transport and land use. At the same time the policy document states that the region should be developed to create an attractive and sustainable region that is attractive to live, work and visit. To create a balance between economic, social and environmental considerations the policy document also brings into play other perspectives related to the region such as equality, integration and internationalisation. The policy document also states that the region shall contribute to the development of an economy independent of fossil fuels by 2030. All implementation of the agreements made in the policy document will be made in the comprehensive plans of the member municipalities. It is here that the complex priorities between new housing, existing inhabitants, car use, and mobility effectiveness are made. The Gothenburg Region has, due to previous planning decisions, problems with urban sprawl. To curb the effects of urban sprawl is one of the desired outcomes of the project.	1,694 / 2,000 characters
Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?	No	

B.2.3.2 Partner relevance for policy instrument 3

Partner	PP5 The Göteborg Region Association of Local Authorities	
What are the partner's competences and experiences in the issue addressed by this policy?	The Gothenburg Region Association of Local Authorities (GR) is a cooperative organization for shaping political consensus and cooperation, uniting 13 municipalities in western Sweden. GR is the regional planning authority in accordance to the Planning and Building Law (PBL) for the Gothenburg Region. GR has broad experiences in a concerted development in the field of spatial and transport planning and particularly in leading participatory decision-making and planning processes.	483 / 500 characters
What is the capacity of the partner to influence policy instrument 1?	The Gothenburg Region Association of Local Authorities (GR) as an inter-municipal/regional association is responsible for setting regional priorities in agreement with the municipalities that established the GR, and thus is responsible for coordination of "Sustainable Growth, goals and strategies focusing on regional structure". GR has as a regional planning authority the full capacity to manage and develop the policy document.	431 / 500 characters
How will the partner contribute to the content of the cooperation and benefit from it?	GR will through its ongoing work with urban stations communities contribute its experience and recommendations on land-use planning, participative planning and redevelopment of urban transit areas. GR will benefit from the cooperation within SMART-MR with added knowledge that will be beneficial when communicating with and supporting all other stakeholders in the region i.e. local municipalities, Vasttrafik (public transport), National road authorities, Västra götalandsregionen.	484 / 500 characters

B.2.3.3 Stakeholder group relevant for policy instrument 3

Please provide the indicative list of stakeholders to be involved in the project	Västra götalandsregionen (VGR), Mistra Urban Futures, Kungälv Municipality, Tillväxtverket	90 / 1,000 characters
Role of these stakeholders in relation to policy instrument 1?	Västra götalandsregionen (VGR): responsible for regional development, infrastructure planning and public transport in the region. Mistra Urban Futures: is an international research and knowledge center based in Gothenburg important for developing urban station communities.	

Kungälv Municipality: spatial planning authority at the pilot area.
Tillväxtverket: has the role of coordinating and strengthen local and regional development by monitoring the results and sharing experience from projects carried out within the Territorial Co-operation.

544 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

The stakeholders will be invited to participate in the process of developing an action plan for transport oriented development at Ytterby in the Local Municipality of Kungälv. This action plan will also give knowledge for the work of introducing a regional sustainable urban mobility plan. These plans are essential tools for implementing the agreements made in the policy document, "Sustainable Growth, goals and strategies focusing on regional structure". The stakeholders will be able to exchange their views and needs in cooperation with GR. The participation is intended to both secure that their perspectives are reflected in the plans as well as provide a platform for further dialogs. The goal is to achieve an integrated approach to transport planning and land use that involves not only a good plan in itself, but also active work to stimulate cooperation and understanding across the various stakeholders of interests.

929 / 1,500 characters

Draft

B.2.4 Policy instrument 4

B.2.4.1 Definition and Context

Definition

Please name the policy instrument addressed

The Finnish ERDF program Sustainable Growth and Jobs 2014-2020 (CCI 2014 FI 116M2OP001), Policy instrument 2. Utilizing and producing latest information and knowhow. Investment priority 3. Promoting research, innovations and use of low-carbon technology. Special target 3.2. Developing solutions...

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

The Finnish ERDF program supports the competitiveness of SMEs and employment and promotes low-carbon economy. The objectives are still on quite general level and the measures towards carbon neutrality are not very specific. It is important to transform the objectives into concrete and operational policies, which should be developed for the short and long term and also by giving new and good practical examples. This can be done for example by piloting new approaches.

470 / 1,500 characters

Is this policy instrument a Structural Funds operational programme (i.e. investment for growth and jobs or European territorial cooperation programme)?

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Helsinki-Uusimaa Regional Council (HURC)

40 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The project supports the objectives of both national and regional ERDF-programmes: the Sustainable Growth and Jobs Programme and Helsinki-Uusimaa Regional Programme, the climate targets and Low-Carbon roadmap in the Helsinki-Uusimaa Region, as well as with the national and regional land use objectives. The policy instrument will be improved through new innovative actions and sharing experience and good practices with other regions and partners of the project. The project will support in solidifying the objectives in existing urban structure through low-carbon piloting on station areas as part of the sustainable transportation target. The project also offers a test lab of business potential and innovations for the SMEs. New business and innovations based on low-carbon measures and open data will be created, use of renewable energy will be promoted, and as part of low-carbon transportation, energy and material efficiency will be piloted.

949 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Number of SMEs, which are located on low-carbon areas and which generate and bring sustainable, low-carbon based new product or service to the market (current value: 0)

168 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

national

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

Finland has high energy consumption and as a result, large amounts of greenhouse gas emissions, partly due to the long heating and lighting season. The EU's climate objectives require 20% emissions reduction, increase in renewable energy and increasing efficiency of energy use. National, and Helsinki-Uusimaa Metropolitan Area climate objectives require carbon neutrality by 2050. This means that the existing urban structure should be transformed into low-carbon area on a tight schedule, so that the climate objectives can be reached. A transition to low-carbon economy requires major changes, in the whole system and the existing infrastructure. According to HSY's GHG calculations the emissions have not been reduced sufficiently and therefore the existing measures have not been sufficient. The urban area is fragmented, urban sprawl is high and the number of private cars is high. The diversification of the economic structure and growing amount of innovative clean tech companies and SMEs are important factors in creating low-carbon economy. Use of open data needs to be enhanced.

1,089 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

Helsinki-Uusimaa Regional Programme and The smart specialization strategy of the Helsinki Metropolitan area are based on RIS3. In the smart specialization strategy, Urban cleantech is identified as one of the main areas for development. The programme also includes strategic policy guidelines "Smart everyday life" and "Smart and fluent transportation" aiming at carbon neutrality.

381 / 500 characters

B.2.4.2 Partner relevance for policy instrument 4

Partner

PP6 Helsinki Region Environmental Services Authority

What are the partner's competences and experiences in the issue addressed by this policy?

PP6 has a significant role in the Helsinki Metropolitan area developing climate change mitigation and adaptation strategies and implementing and monitoring their policies. PP6 has been involved in development process of the Low Carbon Roadmap coordinated by Helsinki Uusimaa Regional Council which shares climate targets of the Finnish ERDF. PP6 takes part in implementing regional low carbon policies and works to transform programme objectives into concrete and operational policies and actions.

497 / 500 characters

What is the capacity of the partner to influence policy instrument 1?

PP6 cooperates with Helsinki Uusimaa Regional Council (HURC), the regional authority responsible for implementation of the national ERDF program at the regional level. PP6 presents implementation examples and produces new regional information to support definition of regional development priorities and open calls, as well as the decision making processes of HURC. This supports HURC in assessing on how the climate targets of the OP are met (25% on low carbon objectives).

475 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?

By "Shaping low carbon station areas" PP6 can promote the new low carbon solutions and innovations, in transforming the existing urban structure towards carbon neutrality. PP6 can provide good practices for other regions, and learn from them through exchange of information and experiences. The project implements PP6's own strategy and improves regional cooperation and produces stronger networks in developing livelier low-carbon station areas.

447 / 500 characters

B.2.4.3 Stakeholder group relevant for policy instrument 4

Please provide the indicative list of stakeholders to be involved in the project

Helsinki-Uusimaa Regional Council (HURC)
Helsinki Region Transport Authority (HSL)
Helsinki Business HUB (Greater Helsinki Promotion Ltd)
Green Net Finland

157 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1?

Helsinki-Uusimaa Regional Council (HURC): is the IB of the addressed Regional ERDF OP and a key stakeholder in the project. The representative of the HURC will contribute the knowledge in the topic concerned to the project as well as to the ERDF coordination committee.

Helsinki Region Transport Authority (HSL): plans and organizes public transport in the region and improves its operating condition. HSL is responsible for the preparation and promoting of the Helsinki Region Transport System Plan (HLJ). HSL is a key stakeholder in the project. The representative of the HSL will contribute the knowledge in the topic concerned to the project.

Helsinki Business HUB (Greater Helsinki Promotion Ltd): is the regional development agency for the Helsinki metropolitan region. HBH promotes the growth and development of innovation-driven companies (ICT, smart and clean tech) in the region. HBH receives its funding from public sources (from the cities of Helsinki, Espoo, Vantaa and Kauniainen and Helsinki-Uusimaa Regional Council).

Green Net Finland: is a cleantech business network that brings together the expertise and resources of Finnish cleantech companies, scientific and educational institutions and public authorities. The majority of GNF's members are Finnish cleantech SMEs. The core activity is the development of Finnish environment sector expertise through the creation of environmental business networking partnerships.

1,437 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

Helsinki-Uusimaa Regional Council (HURC) is responsible for regional land use planning and can contribute to a low-carbon design, infill development and other land use measures in regional planning. HURC will contribute to the project, offering expertise and contacts with the metropolitan region pilot station area and in their land-use planning. HSL is a regional operator in the transport sector and is able to promote low-carbon mobility measures in station areas also regarding walking, cycling and feeder traffic. HSL procures regional transport services and can contribute to low-carbon experiments and fuel choices. The Helsinki Business Hub and Green Net Finland have extensive contacts with regional companies and will contribute in developing business network for low-carbon economy. Both organizations will help in contacting local SMEs and offering funding for new innovations and business. These stakeholders have multi-level expertise and contacts in e.g. transport, land use and new business and innovations. They will participate in the steering group of the project and other activities. A new innovation ecosystem for low-carbon economy will be built by bringing together the key regional actors and also offering open regional data for low-carbon business opportunities and innovations. The new measures and ideas can be tested using pilot projects, demos and other temporary experiments in station areas with local actors and SMEs.

1,455 / 1,500 characters

Draft

B.2.5 Policy instrument 5

B.2.5.1 Definition and Context

Definition

Please name the policy instrument addressed	Integrated Transport Development Operational Programme 2014-2020	
Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.	The Integrated Transport Development Operational Programme 2014-2020 (IKOP) consists of Hungarian transport development projects funded by the European Union. IKOP's 3th priority addresses sustainable urban transport development, with a strong focus on the development of track-bound transport modes, intermodal services, passenger information, e-ticketing, promotion of cycling and on-demand services. PP7 can contribute to the success of this policy instrument through the implementation of Budapest Transport Development Strategy (BMT) Balázs Mór-plan, which is Budapest's first SUMP-based strategic transport development plan. However, the lack of information about citizens' needs, preferences, environmental and economic issues related to infrastructure projects is a core issue in Budapest. Therefore BKK will define innovative communication tools to collect large amount of data in order to provide valuable feedback for the improvement of this financial instrument.	976 / 1,500 characters
Is this policy instrument a Structural Funds operational programme (i.e. Investment for growth and jobs or European territorial cooperation programme)?	Yes	
Is the body responsible for this policy instrument included in the partnership?	No	
Please name the responsible body and provide a support letter from this body	Ministry of National Development, Deputy State-Secretariat of Transport Operational Programmes, Managing Authority for Transport Programmes	139 / 300 characters
How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?	In relation to the infrastructure projects going to be funded by IKOP's 3th priority and related to BMT measures, PP7 will carry out wide-range public and institutional consultation during the project preparation phase and define innovative and efficient public and institutional communication tools. PP7 will carry out the following tasks in the first three years of Smart-MR: • Selection of one or more BMT related infrastructure development projects to be implemented between 2019 and 2020 by IKOP funding. • Definition and creation of tools and methodology for public and institutional consultation processes, as well as topics of the public and institutional consultation. • Completion of public and institutional consultation process regarding the selected infrastructure projects and evaluation of results. The expected result of PP7's action in SMART-MR is to define and create efficient tools and methodology for public and institutional consultation, which will be suitable for other infrastructure development projects as well. The increased amount and quality of data collected directly from citizens and institutional stakeholders will contribute to improved results of the chosen infrastructure projects. Based on the experience of the consultation process and the implementation of the infrastructure project, PP7 will prepare an action plan for IKOP.	1,366 / 1,500 characters
Proposed self-defined performance indicator (in relation to the policy instrument addressed)	Length of new or renewed tramway line (m)	41 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?	national	
What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?	Central Hungary is the largest Hungarian region with 2.9 million inhabitants, whereas Budapest—its most important social, industrial, economic and cultural centre—has 1.75 million inhabitants. In the city the modal split is 35% for private car usage resulting in severe economic, health and environmental problems, thus it should be decreased by 15% until 2030 by the development of public transport and active travel modes. IKOP, as the Hungarian Integrated Transport Development Operational Programme 2014-2020 provides funds for the whole country. The resources allocated to Central Hungary will facilitate the further development of Budapest but even the other regions in the country. The 3rd priority of IKOP focuses on sustainable urban transport development, with a strong focus on the development of track-bound transport modes, intermodal services, passenger information, e-ticketing, promotion of cycling and on-demand services. These fields of development are all involved in BMT measures and fit well to the goals and objectives of IKOP. Although Budapest has great institutional capacities for project planning and implementation, the lack of qualitative and quantitative information about citizen needs, preferences of economic stakeholders, local and regional investors, furthermore about environmental and economic issues related to current infrastructure projects is a core issue in Budapest. Through new innovative consultation methodology & tools BKK will be able to collect large amount of data directly from infrastructure users, economic stakeholders, local and regional investors, which will provide essential information for the enhanced implementation of transport development projects and services. As the main output of its activities, BKK will significantly contribute to the expansion of transport possibilities and increase of mobility and will support the economic growth indirectly by improving the regional, urban and suburban transport in line with IKOP objectives.	1,999 / 2,000 characters
Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?	No	

B.2.5.2 Partner relevance for policy instrument 5

Partner	PP7 BKK Centre of Budapest Transport	
What are the partner's competences and experiences in the issue addressed by this policy?	PP7 is the integrated mobility management authority of Budapest responsible for: <ul style="list-style-type: none"> • Transport strategy and development • Organizing public transport (Budapest & metropolitan area) • Determining routes, scheduling, traffic layouts • Passenger information service • Road Transport and traffic supervision • Road network operation and reconstruction management • Traffic management • Control and qualification of TAXI hire services • Parking management • Freight transport access management 	498 / 500 characters
What is the capacity of the partner to influence policy instrument 1?	IKOP is managed by the Ministry of National Development on national level and the Balázs Mór plan is the IKOP projects' fundamental strategic document. Thus PP7 has an indirect influence on the policy instrument. The BMT Balázs Mór-plan is in line with the National Transport Strategy, and with the transport development projects on national level. Furthermore PP7 constantly cooperates with all interested local, regional and national stakeholders in relation to infrastructure development projects.	500 / 500 characters
How will the partner contribute to the content of the cooperation and benefit from it?	PP7 will actively contribute to the 7 workshops organised within the project and bring its experience and good practices to the table. We will benefit from this cooperation the possibility of gaining improved experience in public and institutional consultation, which will lead to better results of infrastructure projects funded by IKOP. SMART-MR results will have a longer term influence on the preparation and evaluation process of infrastructure projects.	459 / 500 characters

B.2.5.3 Stakeholder group relevant for policy instrument 5

Please provide the indicative list of stakeholders to be involved in the project

Ministry of National Development (NFM)
 National Infrastructure Development Ltd. (NIF)
 Municipality of Budapest
 23 Districts of Budapest
 Municipalities of the Budapest agglomeration
 Public transport operators in Budapest
 Regional and national public transport operators
 BKK Közút

279 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1?

Ministry of National Development (NFM): is the managing authority of Integrated Transport Development Operational Programme 2014-2020 (IKOP).
 National Infrastructure Development Ltd. (NIF): is the owner of BKK Centre for Budapest Transport. BKK is empowered by the Municipality through public service contracting structure.
 Municipality of Budapest: is the owner of BKK Centre for Budapest Transport. BKK is empowered by the Municipality through public service contracting structure.
 23 Districts of Budapest: Budapest has a two-tier municipal system. Well-defined parking services and road services are direct tasks of the districts.
 Municipalities of the Budapest agglomeration: 800 000 inhabitants live in the agglomeration of Budapest in approximately 80 towns. The municipalities of these towns are responsible for local transportation duties.
 Public transport operators in Budapest: PP7 has service contracts with several public transport operators. They use the infrastructure of Budapest and establish direct relations with customers of PP7.
 Regional and national public transport operators: PP7 cooperates with MÁV and Volán the national rail and coach companies.
 BKK Közút: BKK Közút, as the subsidiary of PP7, is the operator of the road network owned by Budapest. This means the main road network and roads with public transport.

1,342 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

This group of stakeholders will be involved in the project, especially through regional stakeholder meetings, and will benefit from the interregional learning process, as they will both contribute with their experience and implement the solutions and good practices identified in the thematic seminars throughout the project. Some of them will have the chance to contribute actively in the debates of the workshops organized by each partner. They will also be involved through the new innovative tools and processes for institutional consultation. Furthermore, they will be engaged during the preparation of SMART-MR specific outputs, such as project newsletters, dissemination events, website and project guidance.

716 / 1,500 characters

B.2.6 Policy instrument 6

B.2.6.1 Definition and Context

Definition

Please name the policy instrument addressed 481 / 1,500 characters

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved. 481 / 1,500 characters

Is this policy instrument a Structural Funds operational programme (i.e. investment for growth and jobs or European territorial cooperation programme)?

Is the body responsible for this policy instrument included in the partnership?

Please name the responsible body and provide a support letter from this body 12 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)? 770 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed) 122 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation? 516 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

If yes, how? 304 / 500 characters

B.2.6.2 Partner relevance for policy instrument 6

Partner

Partner

What are the partner's competences and experiences in the issue addressed by this policy? 472 / 500 characters

What is the capacity of the partner to influence policy instrument 1? 499 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it? 419 / 500 characters

B.2.6.3 Stakeholder group relevant for policy instrument 6

Please provide the indicative list of stakeholders to be involved in the project 65 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1? 933 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

The stakeholder group will be involved in the project through thematic groups, meetings and exchange of digital information. First of all, the PP8 will foster collaboration and exchange with the Lazio Region in order to improve the integration between the Regional Mobility Plan and the Metropolitan Mobility Plan. Moreover, the PP8 will collaborate with the Lazio Region to draw up a plan that implements the integrated system of mobility (especially intermodal nodes) within action 4.6.1 of the Lazio Region Operational Programme. Cotral, nowadays the major Italian coach operator, will be involved to rearrange and implement the public transport service in the area to get an efficient intermodal transport system. This will help defining the most impacting solutions to be included in the mobility plan. Also existing passenger and freight mobility infrastructures (such as roads, railways, ports and airports) will be considered during this collaborative work. All stakeholders will be engaged in the thematic workshop, that will be held in Rome, and will contribute to the following activities:

- Preparing an inventory providing in-depth information about the topic that is going to be discussed;
- Presenting good practices, arranging site visits and group discussions;
- Preparing a report containing analytical studies, workshop results and selected good practices.

Stakeholders will also be engaged in contributing to the low-carbon economy internet platform.

1,476 / 1,500 characters

Draft

B.2.7 Policy instrument 7

B.2.7.1 Definition and Context

Definition

Please name the policy instrument addressed	North Region Operational Program (2014-2020) – North 2020	
Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.	<p>North 2020 is a financial instrument to support regional development, set on the current cycle of structural funds of the European Union. It is assumed as an important contribution to regional development strategy, based on a dual path of convergence with the European and national average. Its goal is to be able to produce goods and services that will recover the convergence trend at European level, ensuring a sustainability, yield increases and employment of the population. NORTH 2020 is organized into six thematic objectives. The goal, which is relevant for this project, is "Support the transition to low-carbon content in all sectors" with following objectives:</p> <ul style="list-style-type: none"> - Promotion of energy efficiency and renewable energy use in businesses; - Support for energy efficiency, intelligent energy management and renewable energy used in public infrastructures, including in public buildings and in the housing sector; - Promotion of low-carbon strategies for all types of territories, in particular urban areas, including the promotion of sustainable multimodal urban mobility and relevant adaptation measures. <p>The objectives of North2020 are important and central in transforming our society to a sustainable low-carbon economy. However, it is important to transform the objectives into concrete and operational policies and measures as well as to give new and good practical examples of how to move towards low-carbon society. This can be achieved by channeling knowledge and experience.</p>	1,494 / 1,500 characters
Is this policy instrument a Structural Funds operational programme (i.e. Investment for growth and jobs or European territorial cooperation programme)?	Yes	
Is the body responsible for this policy instrument included in the partnership?	No	
Please name the responsible body and provide a support letter from this body	Management Authority of the North Region Operational Program (2014-2020)	73 / 300 characters
How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?	<p>Over the past decades, Portugal's performance in sustainability and efficient use of resources has made significant progress, for which the contribution of EU funds proved decisive. However, realized investments have not yet allowed overcome all challenges in this regard. Thus, the investment in new projects is fundamental, as well as collaboration with partners who share the same goal. The aims of North 2020 are in line with the strategic objectives of Portugal and EU funds for 2020. To achieve these goals it is fundamental to develop projects in a full governance scenario and to benefit from the exchange of experience from projects already implemented, which have revealed the potentials of a low-carbon economy. The goals involve increasing energy efficiency and diversification in the public passenger transport sector, and the promotion of sustainable mobility and low-carbon emissions. They implicate the implementation of energy efficiency measures and rationalization of consumption in urban road and inland public passenger transport; sustainable mobility in public administration; and electric mobility. One of the aims of this instrument is to implement SUMP in the region, as important instrument to stimulate change in mobility behaviors. SMART-MR will help to ensure that good practices and the exchange of experience are integrated in the action plan of the PP6 SUMP, and will allow us to achieve North 2020 goals through innovative actions.</p>	1,467 / 1,500 characters
Proposed self-defined performance indicator (in relation to the policy instrument addressed)	Occupancy rate of light rail users in AMP in % (current value: 17 %)	68 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?	regional	
What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?	<p>Portugal pursues a path of sustainable growth based on a more competitive and resilient development model, with lower consumption of natural resources and energy, and at the same time generates new employment opportunities, creates wealth, and strengthens knowledge. The main constraints that Portugal faces are the energy intensity of its economy and inefficiency in the management of resources. However, one of the investment priorities of EU funds in 2020 will be the transition to a low-carbon economy, associated with the promotion of energy efficiency and to the production and distribution of renewable energies. In terms of the transport sector, given its specific relative weight in the national energy bill (more than 1/3 of total energy consumption), it is important to develop a consistent long-term strategy for alternative fuels that must meet the energy needs of all modes of transport and to be consistent with the EU 2020 Strategy, including decarbonisation. The North Region mobility and logistics system is marked by the inefficiencies that have been causing, particularly in urban areas, intensification in energy consumption and carbon emissions and, in rural areas, risk of unsustainability, a loss of social cohesion and economic and territorial equity. Therefore promoting a more sustainable urban mobility, with a rebalancing in favor of public transport and soft modes, improving its attractiveness, integration and interoperability, and encouraging the adoption of technologies and more sustainable energy sources and efficient is needed. In this context and with the purpose of increasing energy efficiency in the industry and their transition to cleaner energy technologies, investment in the area of mobility and transport should focus on technological development of infrastructure and promotion of electric mobility network as well as the conversion and modernization of collective passenger transport fleets.</p>	1,944 / 2,000 characters
Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?	Yes	
If yes, how?	<p>North 2020 has identified 8 priority areas of smart specialization, namely the industries of Mobility and Environment. The industrial base of the North Region includes medium technological intensity activities associated with the provision of a specialized automotive industry. The accumulation of human capital and scientific expertise in the fields of mechanics, electronics and metallurgy thus create opportunities to raise the added value of installed capacity in the region.</p>	481 / 500 characters

B.2.7.2 Partner relevance for policy instrument 7

Partner	PP9 Porto Metropolitan Area	
What are the partner's competences and experiences in the issue addressed by this policy?	<p>PP9 is the subregional authority of public transports, actively participating in the definition of planning policies, management of the economic development strategy, and social and environmental planning, particularly in transport and mobility. PP9 is responsible for launching the process of new public transport lines for private operators and is currently developing a metropolitan SUMP. PP9 has been engaged in various initiatives related to the Territorial Development Programme 2007-2013.</p>	496 / 500 characters
What is the capacity of the partner to influence policy instrument 1?	<p>PP9 has the competences of Regional Authority of public transports. It has the authority to participate in drafting plans and public investment programs focusing on the metropolitan area and to promote the planning and management of economic, social and environmental development strategy. Thus, it has an important role in defining public policy, namely in mobility and transport policies. It is empowered to directly influence the existing management tools and implement new projects.</p>	487 / 500 characters
How will the partner contribute to the content of the cooperation and benefit from it?	<p>PP9 will share and learn good practices from other regions, and participate in the exchange of information and experiences. This knowledge will allow to develop better action plans to build a low-carbon economy, and to promote sustainable and low-carbon mobility in all Europe.</p>	

B.2.7.3 Stakeholder group relevant for policy instrument 7

Please provide the indicative list of stakeholders to be involved in the project

17 municipalities in Porto Metropolitan Area
University of Porto
Sociedade de Transportes Colectivos do Porto, Metro do Porto
Private transport providers
Management Authority of the North Region Operational Program (2014-2020)

229 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1?

17 municipalities in Porto Metropolitan Area: municipalities have legal assignments to implement transport and mobility plans (according to the AMP SUMP).
University of Porto: the university has expertise in mobility that can help built the action plan.
Sociedade de Transportes Colectivos do Porto, Metro do Porto and private transport providers: the public and private transport providers are important agents in action plan implementation.
Management Authority of the North Region Operational Program (2014-2020): in charge of North 2020, contribute knowledge.

564 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

The listed stakeholders are a group of key actors in the region that can promote the policies and objectives of a sustainable multimodal urban mobility, and a sustainable low-carbon economy. They can help develop and implement the action plan. These stakeholders will be invited to participate in the entire process and exchange their views and needs amongst themselves. The goal is to build an integrated approach and also stimulate cooperation and understanding across the different bodies of interests.

506 / 1,500 characters

B.2.8 Policy instrument 8

B.2.8.1 Definition and Context

Definition

Please name the policy instrument addressed	Catalonia's ERDF Operational Programme 2014-2020, Specific objective 4.5.1	1,473 / 1,500 characters
Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.	<p>Catalonia's ERDF OP prioritises knowledge and innovation, entrepreneurship and green economy. Axis 4 promotes the transition towards a low-carbon economy, and one of its investment priorities is the promotion of carbon reduction strategies for all sectors. Axis 6 focuses on resource efficiency and the protection of the environment, and one of its priorities is improving the urban environment and revitalization of cities.</p> <p>PP10 can contribute to the goals set in this policy instrument through the development of an Urban Mobility Metropolitan Plan (PMMU). This plan is aimed at managing mobility in the metropolitan area of Barcelona with an integrated approach, and putting particular emphasis on sustainability, efficiency, accessibility and safety. The PMMU will address several aspects of mobility (public transport, private vehicles, pedestrians and bicycles, nodes, parking, environmental sustainability, etc.), and it can become one of the key measures for achieving the goals for sustainable urban mobility and climate adaptation set in the Catalan ERDF OP for 2014-2020. Nevertheless, it is important to note that funding from ERDF is not granted for this, as calls are not open yet at this stage of preparation for this Interreg Europe project. Through this cooperation, the policy tool can be improved thanks to the exchange of knowledge and experience from different European metropolises that face similar challenges when addressing their mobility plans.</p>	1,454 / 1,500 characters
Is this policy instrument a Structural Funds operational programme (i.e. Investment for growth and jobs or European territorial cooperation programme)?	Yes	
Is the body responsible for this policy instrument included in the partnership?	No	
Please name the responsible body and provide a support letter from this body	Generalitat de Catalunya	24 / 300 characters
How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?	<p>The project will contribute to the general objectives as well as the sustainability goals of the ERDF OP regarding sustainable development and environment (axis 4 and 6), i.e. reducing energy consumption and emissions, local air pollution, noise pollution, promoting green infrastructure and fostering a sustainable mobility system. Overall, it will help improve the environmental and mobility quality of the metropolitan region of Barcelona, develop a sustainable transport system, reduce GHG emissions and increase the number of users of public transport. In particular, it will foster a better and cleaner urban public transport system, the use of alternative transport (i.e. bike, electric vehicles), and a better commuting system. This experience will also back the results-oriented approach of the policy instrument with specific indicators that will allow measuring its impact. The strategic approach will be improved through sustainable urban mobility plans, in line with Catalonia's integrated strategy for low-carbon climate change. The good practices and solutions identified will be implemented through the Urban Mobility Metropolitan Plan of Barcelona Metropolitan Area. The coordination with other stakeholders will improve governance, bring innovative solutions to mobility planning, implement new models to improve PMMU sustainability goals and tools to achieve them, and help develop the economy as well as transport management systems.</p>	1,454 / 1,500 characters
Proposed self-defined performance indicator (in relation to the policy instrument addressed)	People exposed to pollution (NO2) Limits ZPE (%) (40µg/m3) (current value: 19 %)	80 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?	regional	
What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?	<p>Mobility has important implications on the economy, people's health and, in general, in citizens' quality of life. In fact, mobility is a relevant issue for all European cities that want to develop and improve their sustainable mobility strategies based on the promotion of efficiency and effectiveness. Catalonia is implementing an Energy and Climate Change Plan and a Strategy for Adaptation to Climate Change, with the commitment to meet the 20/20/20 targets and generate economic and employment opportunities, cost savings and efficiency measures to improve business competitiveness. Urban areas make up a high percentage of the population and account for about 80% of energy consumption and GHG emissions. Therefore, these objectives require improving environmental quality, urban and social mobility and accessibility in cities. Investments in the framework of this policy instrument will be part of integrated sustainable urban strategies. A group of municipalities in the Barcelona metropolitan area has been declared an atmosphere special protection area, and has serious problems meeting the European air quality standards for pollutants PM10 and NOx. In this context, an action plan to improve air quality has been adopted. Transport is the sector with a highest impact, representing a 36.67% of GHG and CO2 emissions, therefore developing a sustainable local public transport system is key to improving the environmental quality of urban agglomerations. In line with what is done in Europe, the Urban Mobility Metropolitan Plan, which is now at an early stage of diagnosis, works for a firm commitment to sustainable mobility. Thus, the plan will give priority to reducing air pollution and emissions caused by transport. In this sense, PP10 will develop policies to restrict the use of private transport, while promoting a more efficient metropolitan public transport.</p>	1,883 / 2,000 characters
Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?	Yes	
If yes, how?	<p>The RIS3 of Catalonia (RIS3CAT) recognizes that global challenges posed by climate change and the scarcity of natural resources demand a clear commitment to transform the Catalan economy towards a green economy (Sustainable mobility and energy efficiency are identified as key areas for improvement). The policy instrument will contribute directly to RIS3CAT adopting an integrated approach and bringing together stakeholders responsible for developing a sustainable mobility strategy.</p>	486 / 500 characters

B.2.8.2 Partner relevance for policy instrument 8

Partner	PP10 Barcelona Metropolitan Area	
What are the partner's competences and experiences in the issue addressed by this policy?	<p>PP10 is responsible for transport and mobility in the Metropolitan region, and has experience in collective urban public transport of passengers on the surface, provision of metro and underground public transport of passengers, regulation of the taxi service, approval of the Urban Mobility Metropolitan Plan, definition of the basic metropolitan road network and traffic management, management of passenger transportation with tourist purposes and management of the Barcelona ring roads.</p>	489 / 500 characters
What is the capacity of the partner to influence policy instrument 1?	<p>PP10 is in the management board of the Metropolitan Transport Authority, and is responsible for the definition and implementation of public transport in the region. PP10 is also responsible for mobility and the promotion of sustainable transport. The PMMU is the tool setting the strategy and general framework for mobility of the metropolitan area for 2015-2021. Being responsible for the elaboration and approval of this plan, the PP10 has direct capacity to influence this policy instrument.</p>	495 / 500 characters
How will the partner contribute to the content of the cooperation and benefit from it?	<p>PP10 will actively contribute to the 7 workshops organised within the project and bring its experience and good practices to the table. We will benefit from this cooperation by including lessons learned from the project in our sustainable mobility plans and, more broadly, in the achieving the strategic goals of the PMMU. The results of the project will also be perceived in the implementation of the PMMU in the region of Barcelona during the following years.</p>	

B.2.8.3 Stakeholder group relevant for policy instrument 8

Please provide the indicative list of stakeholders to be involved in the project

36 municipalities in Barcelona Metropolitan Area
 CETRAMSA (metropolitan centre of transport information and promotion)
 Transports Metropolitans de Barcelona (TMB)
 Autobuses de Horta, Baixbus, Nou Barris BCN, SGMT, Soler i Sauret, TCC, TUSGSAL and UTE Julià Travel-Marfina Bus
 Autoritat del Transport Metropolità (ATM)
 Generalitat de Catalunya

345 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1?

36 municipalities in Barcelona Metropolitan Area: will be end beneficiaries of the project. PP10 will disseminate the information and lessons learned, and will organise local seminars to facilitate exchange and promote the implementation of the project solutions in these cities.
 CETRAMSA (metropolitan centre of transport information and promotion): will benefit from the project and contribute to the dissemination of the information and lessons learned.
 Transports Metropolitans de Barcelona (TMB): the main operator for public transport will be a direct beneficiary of the project, as PP10 will share the information, lessons learned with the company.
 Autobuses de Horta, Baixbus, Nou Barris BCN, SGMT, Soler i Sauret, TCC, TUSGSAL and UTE Julià Travel-Marfina Bus: the eight companies or private groups that provide bus services in Barcelona Metropolitan Area will be beneficiaries of the project. As private stakeholders they will receive information and experience from lessons learned, and they will take part in the local seminars.
 Autoritat del Transport Metropolità (ATM): The Metropolitan Transport Authority will be one of the key beneficiaries of the project, as the good practices and solutions identified will be included in its decision making process that defines and implements the transport policy for the Barcelona region.
 Generalitat de Catalunya: managing authority for Catalonia's ERDF Operational Programme 2014-2020.

1,444 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

This group of stakeholders will directly be involved in the project and will benefit from the interregional learning process, as they will both contribute with their experience and implement the solutions and good practices identified in the thematic seminars throughout the project. All of them will take part in the local seminars organised by the Barcelona Metropolitan Area, and some of them will have the chance to contribute actively in the debates of the workshops organised by each partner.

498 / 1,500 characters

PART C – Project description

C.1 Brief history of the project

As mobility is one of the crucial issues for metropolitan regions, partners from Oslo-Akershus, Göteborg, Budapest, Ljubljana and Rome decided to continue their fruitful cooperation that started within the Catch-MR Interreg IV C project.

In September 2013 potential partners from Ljubljana, Oslo-Akershus, Göteborg, Berlin, Vienna and Budapest met at a preparatory meeting in Vienna, where the main partners' needs were identified. The same partners also attended the preparatory meeting that took place in Ljubljana in May 2014. At the meeting the partners defined the project name, its structure, and decided that the Scientific Research Centre of the Slovenian Academy of Sciences and Arts would be the lead partner.

As the potential partners from Vienna and Berlin were not able to join the project, we additionally invited Helsinki, Porto and Barcelona, all of whom joined the partnership. In June 2015 we had an additional preparatory meeting in Rome, attended by partners from Oslo-Akershus, Helsinki, Ljubljana and Rome, whereas the other partners were consulted by phone call. At the last meeting we specified all the project activities, assigned responsible partners and prepared the overall budget.

In terms of content, the metropolitan regions expressed a need for integrative strategic mobility planning that must reflect all different aspects such as intermodal nodes, transport management, participative transport and mobility planning, low-carbon modes of freight, and potentials posed by sharing economy. Apart from mobility plans the second crosscutting topic is transport resilience that is linked to creation of stable transport systems in challenging times of transition to a low-carbon economy. To interlink the partners' expectations in coherent project, preparatory process continued with preparation of detailed questionnaire, where the partners defined the good practices they can offer and the practices they would need for their own region. In this regard the following project structure was shaped:

1. GOVERNANCE AND PARTICIPATORY TRANSPORT PLANNING

Workshop 1: Participatory transport planning

2. REGIONAL MOBILITY PLANNING

Workshop 2: Creating a mobility plan

Workshop 3: Low-carbon logistics planning

3. URBAN TRANSIT ORIENTED DEVELOPMENT

Workshop 4: Development of and around transport nodes

Workshop 5: Shaping low-carbon areas

4. BUSSINESS MODELS IN MOBILITY

Workshop 6: Sharing economy

Workshop 7: Managing transportation.

After the opening of the first call, partners have provided partner details, description of their policy instruments, detailed budget and the required documents (Partner declarations and Letters of support). This way all the partners were actively engaged in project development, whereas all the information was collected and compiled by the lead partner. At the end, project partners have mutually prepare a final project description, used in the Application form.

2,948 / 3,000 characters

C.2 Issue addressed

Transportation in urban areas generates congestion and vast emissions and thus poses enormous challenges to authorities in providing healthy living conditions for inhabitants and a supportive environment to businesses. This challenge is particularly evident in metropolitan regions that are global production centers and where millions of commuters travel daily to their working places.

In the shift towards a low-carbon economy the transport sector must be one of the priorities. Comparatively to other sectors, transportation generates big share of green-house-gasses (24.4% in the EU 28, out of which 71.9% are generated by road transportation) and by using integrative planning and available innovative solutions this share could be considerably lowered.

In promoting a more resource-efficient, greener and more competitive economy (sustainable growth) metropolitan regions must modernize their transport systems and lower their dependence on fossil fuels to contribute to the overall "20/20/20" climate/energy target - reduction of emissions by 20%, increase of share of renewable energy sources in final energy consumption by 20%, and a 20% increase in energy efficiency as set by the Europe 2020 Strategy. In addition, they must comprehensively address mobility planning and use the opportunities given by new mobility related services, such as car and bike sharing and improved possibilities for deployment of low-carbon public transport systems.

To comprehensively tackle their transportation systems and improve their transport and mobility policies eight metropolitan regions and their respective authorities will share experience on sustainable mobility measures and draft Action Plans that indicate actions and investments to increase the use of low-carbon transport options that might be funded from Growth & Jobs programs or other regional programs. The policy learning will focus on comprehensive measures, primarily on development and implementation of sustainable urban mobility plans, development of transport related corridors, development of intermodal nodes, support to low-carbon logistics, sharing economy, and transport management. This way the metropolitan regions will improve and implement integrated regional low-carbon strategies and search for low-carbon alternatives for transport and mobility by introducing cleaner transport modes and systems, by promoting alternative mobility behavior, and by reducing the need for physical mobility. By following these activities, metropolitan regions will identify and exploit the most suitable, reliable and resilient systems in the transition towards a low-carbon economy.

Exchange of good practices and joint endeavors for more integrated transport solutions at the metropolitan regions level and beyond will help reduce disparities in development, growth and quality of life in European regions and contribute to more sustainable measures for resilient transportation in metropolitan regions. It will increase knowledge and awareness of existing practices and build up skills and capacities of professionals (partners' staff, other stakeholders) involved in the project activities. The lessons learnt will be integrated into regional policies and actions and disseminated to the Interreg Europe community through the Low-carbon economy communication platform. The use of participatory transport and mobility planning will empower citizens and decision makers and by taking the collective responsibility for a change the policies will be better accepted and more successful.

3,557 / 4,000 characters

C.3 Objectives

Programme priority specific objective the project will contribute to

Improve the implementation of regional development policies and programmes, in particular programmes for Investment for Growth and Jobs and, where relevant, ETC programmes, addressing the transition to a low-carbon economy

Overall objective and sub-objectives

Overall objective of the SMART-MR is to support Managing Authorities and respective local and regional authorities in improving transport policies and providing sustainable measures for achieving resilient low-carbon transportation and mobility in metropolitan regions. This will be reached by four sequential sub-objectives:

- providing methods and tools for a participatory transport planning;
- translating urban mobility plans to the metropolitan region level;
- developing solutions for low-carbon station areas as intermodal nodes and areas of low-carbon freight and services;
- supporting sharing economy and innovative transport management for new sustainable modes of people's mobility.

Objectives will be reached by exchanging and promoting good practices in the field of:

- governance and participatory transport planning;
- regional mobility planning and implementation;
- urban transit orientated development;
- new business models in mobility that support behavioral shift.

Good practices will be interregionally transferred and integrated into regional policies and actions by setting regional action plans (Phase 1), and implemented in the Phase 2, when the action plans will be carried out.

SMART-MR contributes to Europe 2020 goals, Cohesion Policy, and Interreg Europe Program by facilitating managing authorities, regional and local authorities in setting new transport and mobility policies. In particular, metropolitan regions will prepare and implement action plans to improve implementation of transport policies and respective policy instruments by:

- provision of integrated transport or sustainable urban mobility plans (PPs 1, 2, 3, 4, 7, 9, 10);
- deploying low-carbon urban transit oriented development in the form of intermodal nodes and urban station communities (PPs 3, 4, 5, 6, 8).

This way project will improve metropolitan regions' contribution to the Europe 2020 climate/energy targets and increase their capacities in transport planning and implementation.

1,998 / 2,000 characters

C.4 Project approach

Describe the project approach to achieve the project's objective and to produce the intended outputs and results.

SMART-MR supports the exchange and transfer of good practices on integrative transport and mobility planning in metropolitan regions and helps them improve transport policies and provide sustainable measures for achieving resilient low-carbon transportation. To achieve this objective and to develop action plans, 10 project partners representing 8 metropolitan regions from 8 European countries will share their experience among themselves, with stakeholders directly engaged in the project activities, and with the external public through participation in the low-carbon economy platform and by transferring the results of interregional learning process to the main regional stakeholders.

THE OVERALL APPROACH

To enable the discussion and exchange of experience in the four thematic fields and seven workshops' topics (see section C.1), one of the first steps in the project will be drafting of the Status report, which will collect all the relevant information about the transport-related issues in participating metropolitan regions. Status report will help partners and stakeholders in acquainting with all participating metropolitan regions and to understand their specifics. By having insight into metropolitan regions' situation and needs, all the further steps will be easier and more goal-oriented. Experience will be exchanged at seven thematic workshops, each of them organized by one of the metropolitan regions. In preparing the workshop, responsible partner(s) will compile an inventory to be filled in by all the metropolitan regions. The inventory will provide in-depth analysis on the workshop's topic and by getting it well before the workshop participants will have all the needed information for a constructive discussion and exchange of experience within the workshop. For the workshop facilitation the partners will use various participatory techniques and methods (e.g. World Café), each time adapted to a specific workshop topic. A study visit will also be an integral part of the workshops, presenting the most successful and most relevant good practices of the host metropolitan region. To strengthen the knowledge exchange, at least four participants from each metropolitan region will attend the workshop, where two of them will be representatives of partners and two of them stakeholders relevant for the implementation of the respective metropolitan region's policy instrument. Exchange of knowledge will be further strengthened by engagement of high-profile experts for each respective workshop topic. After the workshop, the responsible partner(s) will combine inventory, workshop results and identified good practices into workshop documentation, which will serve as analytical support for development of action plans, recommendations, newsletters, and chapters for the final guide. By using the same approach for all seven workshops, SMART-MR will provide a well-documented exchange of experience, that will at the end result in 8 action plans and respective policy improvements, policy recommendations for all the workshops' topics, compilation of good practices, and dissemination of all the results at the interregional level through low-carbon economy platform, and at the regional level through at least two regional stakeholder meetings in all participating metropolitan regions. The stakeholders identified in section B will actively participate on interregional workshops, political meeting and the final conference, and thus exchange their experience at the interregional level. Exchange of experience will be further held at the metropolitan region level by stakeholders' participation in regional stakeholders meetings. Dissemination activities will take place in form of project website, participation at low-carbon economy platform events, in the form of newsletters (one after each workshop), and regional stakeholder meetings. As each partner will be responsible for organizing one workshop (PP 10 will organize the final conference instead of the workshop) the workload will be balanced between the partners. The same approach is followed in other project tasks (e.g. organization of international steering group meetings, participation at low-carbon economy platform events, preparing a newsletter, etc.), where all metropolitan regions will share equal obligations. Partners also share the coordination activities. The lead partner is responsible for overall project management, PP6 coordinates "communication and dissemination" and PP3 coordinates "exchange of experiences". Kick-off meeting, political meeting (PP9) and additional international steering group meeting in semester 8 (PP7) are hosted by partners with the lowest organizational costs and provides the most cost effective organization of project events. Within the second phase of the project the action plans will be implemented and monitored. Results will be reported to the Joint Secretariat on the project and metropolitan region level.

4,969 / 5,000 characters

C.5 Communication strategy

Describe the communication strategy and the way it will contribute to achieving the project objectives. For each communication objective, summarise the main target group and the kinds of activities planned to reach it.

The main target of the project is to develop guidelines and principles for achieving resilient transportation in metropolitan regions and to engage the key target groups in different regions in mainstreaming the results in their policies and operations. The detailed communication strategy that will be made at the beginning of the project will support the process of reaching this objective. It will include strategy for internal and external communication, specifying communication actions, channels, target groups and preliminary scheduling as well as resources required and indicators for evaluation. It will ensure and enable the continuous cooperation and exchange of experience between project partners in different regions and target groups. It will guide the communication throughout the project so that the main results and outputs will be disseminated effectively to achieve the project's main objectives.

The main methods of communication between project partners and the stakeholders are regional meetings and international workshops on different themes of sustainable transport and spatial planning. For groups that will not attend joint events, other communication channels will be used.

The main objectives of the communication strategy are to:

- raise awareness about transition to low-carbon economy and sustainable mobility within target groups
- disseminate information about the project progress and it's results
- strengthen the multisectoral cooperation between the main actors by increasing the exchange of know-how and generating genuine dialogue
- increase the knowledge in general, persuade the main stakeholders via the increased knowledge change behavior and support the policy change.

The communication will be organized for internal and external target groups. The project will use modern electronic communication to reduce the carbon footprint. For internal communication an extranet will be established to store and disseminate relevant information.

1,989 / 2,000 characters

Objectives	Target group	Activities
<p>1. Raise awareness about transition to low carbon economy and sustainable mobility within target groups</p> <p>126 / 1,500 characters</p>	<p>Project partners</p> <p>Public authorities, responsible for transportation, spatial planning and low carbon economy</p> <p>Universities and R&D institutes/ experts in the field of transportation, spatial planning and low carbon economy</p> <p>Infrastructure and (public) service providers</p> <p>Business support organizations, SMEs</p> <p>Other interest groups (NGOs etc.)</p> <p>Media</p> <p>General public</p> <p>373 / 1,500 characters</p>	<p>Project brochure, kick off meeting, exchanging experiences and sharing good practices in international workshops, meetings, site visits and in the project extranet, final conference.</p> <p>Regional stakeholders meetings, electronic newsletter after each workshop, website, dissemination events, final conference, final publication.</p> <p>Regional stakeholders meetings, website, electronic newsletter after each workshop, dissemination events, social media, research papers.</p> <p>Regional stakeholders meetings, website, electronic newsletter after each workshop, dissemination events, social media.</p> <p>Regional stakeholders meetings, website, electronic newsletter after each workshop.</p> <p>Regional stakeholders meetings, website, electronic newsletter after each workshop, website.</p> <p>Press releases, social media, website.</p> <p>Website.</p> <p>816 / 1,500 characters</p>

Objectives	Target group	Activities
<p>2. To disseminate information about the project progress and it's results</p> <p>86 / 1,500 characters</p>	<p>Project partners</p> <p>Public authorities, interest groups, infrastructure and (public) service providers, NGOs</p> <p>Universities and R&D institutes</p> <p>Business support organizations, SMEs</p> <p>General public</p> <p>Media</p> <p>203 / 1,500 characters</p>	<p>Extranet for internal communication, newsletters, infoletters, project meetings, posters of the project in every partner office, meetings of the project steering group.</p> <p>Website, electronic newsletter after each workshop, social media, project brochure, final publication.</p> <p>Conference presentations, website, electronic newsletter after each workshop, social media, project brochure, final publication.</p> <p>Website, social media.</p> <p>Website.</p> <p>Press releases, social media, website.</p> <p>477 / 1,500 characters</p>
<p>3. To strengthen the multisectoral cooperation between the main actors and by increasing the exchange of knowhow and generate genuine dialogue</p> <p>146 / 1,500 characters</p>	<p>Project partners</p> <p>Public authorities, universities and R&D institutes; infrastructure and (public) service providers</p> <p>Business support organizations, SMEs, other interest groups</p> <p>178 / 1,500 characters</p>	<p>Kick off meeting, workshops, meetings of steering group.</p> <p>Dissemination events, regional stakeholders meetings.</p> <p>Regional stakeholders meetings.</p> <p>145 / 1,500 characters</p>
<p>4. To increase the knowledge in general, motivate the main stakeholders and via the increased knowledge change behavior</p> <p>127 / 1,500 characters</p>	<p>Project partners</p> <p>Public authorities</p> <p>Interest groups, universities and R&D institutes; infrastructure and (public) service providers, SMEs</p> <p>Media</p> <p>General public</p> <p>162 / 1,500 characters</p>	<p>Workshops, steering group meetings, political meeting.</p> <p>Dissemination events, newsletters, website.</p> <p>Regional stakeholders meetings, website, newsletters, personal contacts.</p> <p>Press releases, social media, website, personal contacts.</p> <p>Website.</p> <p>244 / 1,500 characters</p>
<p>5. Support the policy change</p> <p>37 / 1,500 characters</p>	<p>Project partners</p> <p>Public authorities</p> <p>Interest groups, universities and R&D institutes; infrastructure and (public) service providers, SMEs</p> <p>Media</p> <p>General public</p> <p>162 / 1,500 characters</p>	<p>Workshops, live and web-meetings, political meeting.</p> <p>Dissemination events, newsletters, website.</p> <p>Regional stakeholders meetings, website, newsletters, personal contacts.</p> <p>Press releases, social media, website, personal contacts.</p> <p>Website.</p> <p>242 / 1,500 characters</p>

C.6.1 Overview of the expected outputs and results

OUTPUTS:

- 1 status report on the 8 metropolitan regions;
- 7 inventories (in-depth analyses) on workshop topics;
- 7 interregional thematic workshops, combined with site visits (at least 32 participants each);
- 7 sets of workshop documentation (inventory + workshop results + good practices)
- at least 14 good practices identified and described (two per workshop topics);
- 8 policy instruments addressed (one per metropolitan region);
- 8 action plans (one per policy instrument);
- 1 political meeting (attended by 50 participants);
- 1 final conference (attended by 100 participants);
- 1 guide on sustainable measures for achieving resilient transportation in metropolitan regions (1000 copies);
- 1 project website (Interreg Europe);
- 10 partners subpages on the project;
- 1 project brochure (electronic version);
- 3 research papers;
- 7 newsletters (after each workshop, electronic version);
- 40 regional stakeholders meetings;
- 1 kick off meeting;
- 6 infoletters informing partners about management issues (electronic version);
- 11 international steering group meetings;
- 8 progress reports;
- 24 press releases.

RESULTS: The knowledge transfer and exchange of experience will increase capacities and capabilities of decision-makers, stakeholders and regional actors. On average, two staff members from the participating metropolitan regions will be involved actively in the 7 thematic workshops, as well as at least one stakeholder from each respective metropolitan region. Detailed insight into practical work on the topics will be provided and discussed among colleagues, good practice examples will be identified, and policy recommendations given, both in general and in specific given the situation of each region. The capacity of 50 staff members will be increased, resulting from the exchange of experience at the interregional event. At least 8 good practices will be successfully transferred and at least 8 policy instruments improved in the field of sustainable transport. By support of low-carbon economy platform, networks and associations project results will be promoted to a wider target group in Europe. The outputs will be spread through established networks. In particular, Ljubljana Urban Region will prepare the Integrative transport strategy for the region, Oslo and Akershus will develop a sustainable urban mobility plan, contribute to low-carbon freight development and provide necessary foundations for development of urban station communities. Göteborg Region, Helsinki Metropolitan Region and Metropolitan City of Capital Rome will foster transit-oriented development through urban station communities and development of intermodal nodes, BKK Centre for Budapest Transport will improve policies by consulting them with the relevant actors and the Porto Metropolitan Area and Barcelona Metropolitan Area will prepare and implement sustainable urban mobility plans.

2,892 / 3,000 characters

C.6.2 Indicators

Result indicators	Target
No. of Growth & Jobs or ETC programmes addressed by the project where measures inspired by the project will be implemented 100% of policy instruments addressed with structural funds link	6

Result indicators		Target
No. of other policy instruments addressed by the project where measures inspired by the project will be implemented 100% of policy instruments addressed without structural funds link		2
Estimated amount of Structural Funds (from Growth & Jobs and/ or ETC) influenced by the project (in EUR)		15000000
Estimated amount of other funds influenced (in EUR)		5000000

Policies	Self-defined performance indicators	Target
Policy 1	Number of P+R newly established	12
Policy 2	Reduction in car traffic measured by average daily number of vehicles passing the toll ring (2012 value: 312 175)	280000
Policy 3	Number of new dwellings established in the station community of Ytterby in the Kungälv Municipality	400
Policy 4	Number of SMEs, which are located on low-carbon areas and which generate and bring sustainable, low-carbon based new product or service to the market (current value: 0)	15
Policy 5	Length of new or renewed tramway line (m)	9500
Policy 6	Number of passengers carried by public transport in main administrative seats (Rome) per inhabitant (current value: 424,3)	480
Policy 7	Occupancy rate of light rail users in AMP in % (current value: 17 %)	21
Policy 8	People exposed to pollution (NO2) Limits ZPE (%) (40µg/m3) (current value: 19 %)	1

Output indicators		Target
No. of policy learning events organised		49
No. of good practices identified		14
No. of people with increased professional capacity due to their participation in interregional cooperation activities		50
No. of action plans developed		8
No. of appearances in media (e.g. press)		50
No. of new visitors to project website since last reporting period		150

C.6.3 Innovative character

The main innovative character of the SMART-MR is the addressing of the level of structural funds policy, which poses a special challenge for all the included metropolitan regions. Innovations will also come to the fore in terms of the most progressive practices the metropolitan regions try to transfer from one to another. From this perspective we could mention innovativeness of participatory-driven transport planning, mobility planning at the metropolitan region level, urban station communities as part of transit oriented development, and systematic deployment of sharing economy and innovative transport management as sustainable mobility tools. The project will build its exchange of knowledge on the expertise and existing good practices in the participating metropolitan regions, on contemporary studies on transport and low-carbon solutions in the transport field, and on the results of similar previous Interreg projects. As 7 project partners were already included into Catch-MR project, it will have an important influence on the SMART-MR in terms of project foundations. If the aim of the Catch-MR was to connect transport and spatial planning on one hand and metropolis and the region on the other, SMART-MR takes this fact for granted and departs from a metropolitan region and integrative planning perspective. Further on, the project tackles a completely new set of transport planning issues and includes 3 new metropolitan regions. Thus the added value of the SMART-MR will be the integrative transport planning translated into regional policies and measures, involvement of inhabitants, businesses and other actors in transportation planning in order to achieve behavioral shift and better acceptance of decisions taken, sustainable metropolitan region mobility plans, intermodal nodes in the form of urban station communities, etc. We will also use synergies with previous projects such as CAPRICE, PIMMS TRANSFER, PIMMS CAPITAL, SUM PROJECT, POLITE, MORECO, INVOLVE, etc.

1,996 / 2,000 characters

C.6.4 Durability of results

By transferring good practices from one region to another and by integrating them into structural funds related transport policies, the project will have a long-lasting effect not only for each respective metropolitan region, but also for other regions that share the same challenges and search for the adequate solutions. By joining the project the partners have committed themselves to put all their effort in the success of the project which will be assured through preparation and implementation of action plans and by using lessons learnt in the everyday planning practice. The action plans will address the most crucial and the most urgent issues of metropolitan regions and clearly define responsibilities of all the actors, which will result in a high level of implementation. Due to involvement of the stakeholders in the action plans' preparation and the entire learning process within the project, the plans will be better accepted and the stakeholders will be motivated in implementing them. When needed, the implementation of action plans will be financed by local or regional funds, and by application to structural funds' calls. Since the project activities are of crucial importance for the participating metropolitan regions, project partners are positive that they will achieve the set goals and implement the set plans. Furthermore, mobility and transport issue is an important priority in all participating metropolitan regions, so great share of the proposed action plans is expected to be funded: In Slovenian OP the total budget for transport related funding is €312 mil., in Norway approx. €557 mil, in Sweden €450 mil, in Finland €1.320 mil./year, in Hungary €631 mil., Italy €77 mil., €20 mil. exclusively for intermodal nodes, Portugal €650 mil., and Spain/Cataluña €2,600 mil./ €128.9 mil.

1,819 / 2,000 characters

C.7 Horizontal principles

Type of contribution	Description of the contribution
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Sustainable development	Positive effects	By shifting transport policies towards low-carbon alternatives and sustainable mobility patterns and by supporting low-carbon urban transit-oriented development the project will directly address sustainable development in terms of environmentally friendly transport solutions, in terms of densification of inhabitants and services around the public transportation corridors and by fostering new services for enabling better mobility in metropolitan regions. Improvement of transportation will decrease green-house-gas emissions and contribute to a healthier environment, reduce harmful exposure to the traffic-generated noise (Directive 2002/49/CE) and provide supportive environment for businesses. Project will address climate goals of the EU 2020 strategy (sustainable growth), but also smart growth by deployment of innovative solutions that might increase the economic sector, and inclusive growth by including entire functional areas and all related players into transport planning.	988 / 1,000 characters
Equal opportunities and non-discrimination	Neutral	The expected results of the projects will not directly address equal opportunities and non-discrimination principles although some positive improvements are expected because of better public services in transportation that might influence low-income communities in terms of better accessibility and mobility. Project activities will help to provide better accessibility, and thus the older people and kids in reaching their everyday services, such as shops, hospitals, schools, etc.	482 / 1,000 characters
Equality between men and women	Neutral	The project does not address the equity between men and women, so neither positive nor negative influences are expected.	120 / 1,000 characters
Digital agenda for Europe	Positive effects	By deploying intelligent transport systems the project directly addresses the Digital agenda for Europe in tackling the priority ICT-enabled benefits for EU society. In particular, effective mobility and transport management require up-to-date technologies, as well they are an important part of transport and mobility related services, such as provision of the WI-FI during the ride and within the waiting rooms, information boards at the stops, web-based information platforms, digital ticketing, etc.	503 / 1,000 characters

C.8.1 Management arrangements

STRATEGIC MANAGEMENT

The lead partner (LP) has the overall responsibility for the project and provides effective coordination of all project activities. To run the project the LP appoints a Project Manager and Financial Manager and Project partner 6 (PP6) appoints Communication Manager. They all will form a Project Management Group (PMG). PMG is responsible for ensuring clear, effective and rapid channels of communication within the project, and for establishing and maintaining contact with the Joint Secretariat (JS) and other external parties. The PMG will monitor compliance of project activities and objectives and ensure that the JS is fully and regularly apprised of the main developments and results of the project by submitting progress and financial reports every 6 months. PMG is supported by the project partners (PPs), and particularly the International Steering Group (ISG), composed of PMG members and of one member per PP. ISG will meet twice a year and take all the binding decisions. A partnership agreement will be set up to assure good coordination and dissemination. It will include the PPs' responsibilities and financial duties. Potential problems will be dealt with by the PMG and ISG in a timely and consensual manner.

DAY-TO-DAY MANAGEMENT

Day-to-day management will be one of the PMG tasks. It will work closely with the ISG to ensure the project's smooth implementation. Each PP will appoint a contact person responsible for activities, reports and daily contacts to the ISG. The PMG will oversee the progress of the project, report to the ISG and monitor all the activities. LP will be particularly supported by coordinators of the "communication and dissemination" (PP6) and "exchange of experience" (PP3), who will coordinate the mentioned activities and report to the PMG. All the PP will set their internal project, financial and communication management. To monitor all the project activities, internal monitoring system will be set up and all the relevant information will be issued in the form of an Infoletter at least twice a year.

FINANCIAL MANAGEMENT

In terms of reporting and accounting, SMART-MR will follow the rules of the INTERREG EUROPE program. The LP will take responsibility for maintaining cash flow and fulfilling the accountable body functions. In turn, each PP will be responsible for implementing their part of the activities and retaining the documentation required for the audit trail (invoices /timesheets, etc.). These documents will be collected by the LP in form of activity and auditing reports on a six month basis, and will be integrated in a combined Progress Report. After being confirmed by the first level controllers and JS, the LP will transfer the funds received from the paying authority to the PPs. Interim and final evaluation will be prepared by the PMG and submitted to PPs.

ROLES OF THE PARTNERS

Each PP will set its internal project management and appoint one member to the ISG. For each workshop in "exchange of experience" there will be one responsible metropolitan region, while all PPs equally provide their expertise to the various subjects within the working groups. The responsible metropolitan region of a workshop/final conference will produce workshop documentation, newsletter and a chapter for the final guide related to the workshop topic. To ensure consistent reporting and a smooth implementation of all activities, the PMG will develop a set of guidelines for the project and the financial management of the PPs.

INTERNAL AND EXTERNAL COMMUNICATION

The communication strategy will be designed to define internal and external communication. Internally, the main communication activities will be info-letters, e-mails, phone calls and e-platforms such as Skype. Externally, the results will be communicated through a project brochure, website, workshops, newsletters, press releases, social media, regional stakeholder meetings, political meeting, guide and the final conference.

3,994 / 4,000 characters

C.8.2 Project coordinator

Will project management be externalised?

C.8.3 Finance manager

Will financial management be externalised?

C.8.4 Communication manager

Will communication management be externalised?

PART D – Work plan

D.1 PHASE 1 ‘Interregional learning’ - Detailed work plan per period

Semester 1

04/2016 - 09/2016

a) Exchange of experience

The coordinator of "exchange of experience" related activities - PP3 and the lead partner will provide a consistent outline for the Status report, which will be filled in by all the metropolitan regions. The Status report describes metropolitan regions in terms of their current situation and explains their current planning issues regarding the seven workshop topics, which is of crucial importance for workshop participants to understand the situation and thus be ready for an exchange of practices. The Status report will be presented at the kick-off meeting in Ljubljana and published.

Partners from Ljubljana will draft the inventory on "Participatory transport planning", to be filled in by all the included metropolitan regions. A compiled version will be ready before the first workshop.

The first workshop on GOVERNANCE AND PARTICIPATORY TRANSPORT PLANNING, entitled "Participatory transport planning", will take place in Ljubljana. Its aim is to exchange experience in inclusive and integrative planning, by focusing on good practices for engaging all the territories, relevant sectors and social groups into the planning process. The first workshop will set a methodological framework for all other workshops and for the preparation of Action plans that must include public participation and inclusion of all the relevant actors. The first site-visit will also take place within the workshop. In the frame of the workshop, partners and the invited stakeholders (at least 1 per metropolitan region) will present their existing good practices and select the most relevant ones to be described in detail and presented to external public. Furthermore, partners will identify good practices that might be transferred to their regions. Workshop documentation will be issued after the workshop, containing inventory, workshop results, and good practice descriptions.

On the regional level, partners will regularly consult the stakeholders on the relevant issues and will set a framework for the preparation of the Action plan by connecting stakeholders into the project network. Relevant good practices will be presented to the stakeholders in order to find the most suitable ones to be transferred.

2,210 / 3,000 characters

b) Communication and dissemination

Communication and dissemination will be coordinated by the Communication manager (PP6), who will take the overall coordination of communication and dissemination activities. PP6 will prepare the Communication plan, the overall project layout and design of reports, presentations, brochures, newsletters, infoletters, participants' lists, etc. It will also establish the communication platform via web-page, Twitter, LinkedIn and other social media. The guidelines for communication and dissemination will be integrated in the Communication plan, defining the project design and partners' obligations regarding communication and dissemination. The aim of the Communication plan will be to address all possible communication and dissemination channels in order to present project results to the external public.

Partners will launch two press releases – one after the kick-off meeting and one at the first workshop.

Partners will create sub-pages on their homepages to provide most relevant information on the project in their national languages. Each partner will prepare and place a poster on the project respecting branding and visibility rules.

Before the first workshop PP6 coordinates the partners in preparing the project brochure with main information on the project and in establishing the mailing list for dissemination of all the projects' communication and dissemination outputs.

1,394 / 1,500 characters

c) Project management

Immediately after the project is selected the Lead partner will appoint a project manager, and a financial manager and PP6 will appoint a communication manager. Thus the Project Management Group will be established. At the same time, partners will establish their own managerial structures and appoint their International Steering Group (ISG) member. The draft Partnership Agreement will be prepared and circulated among partners. After discussing it at the ISG, the Partnership Agreement will be signed. The lead partner will organize the kick-off/ISG meeting in Ljubljana in March 2016 and draft guidelines for project and financial management at the partner level to be discussed at the meeting. The lead partner will also sign the subsidy contract.

The lead partner will also prepare a detailed monitoring plan based on the detailed Gantt chart with all the project outputs. The second ISG meeting will be held in Ljubljana in the framework of the first workshop. Before, the workshop lead partner will compose the first Infoletter based on partners' contributions to be discussed and improved at the ISG meeting. The meeting minutes will always take up the last chapter of the Infoletter and are compiled after each ISG meeting.

1,237 / 1,500 characters

Main Outputs

- 1 partnership agreement
- 1 subsidy contract
- 1 kick-off meeting
- 1 set of guidelines for project and financial management
- 1 infoletter
- 2 international steering group meeting
- 1 communication plan
- 1 website created/filled in (based on Interreg Europe platform)
- 10 partners' web pages
- 10 posters
- 1 project brochure
- 2 press releases
- 1 common status report
- 8 regional status reports
- 1 workshop
- 1 workshop documentation (inventory, workshop report, good practice description)

481 / 1,000 characters

Semester 2

10/2016 - 03/2017

a) Exchange of experience

The second workshop, dealing with REGIONAL MOBILITY PLANNING and entitled "Creating a mobility plan" will take place in Rome. PP8 will compile the partners' contributions for the inventory. The workshop will open the discussion on the drafting of sustainable urban mobility plans at the metropolitan regions' level and thus collect good practices and recommendations. Its goal is to improve accessibility at the metropolitan regions' level and to provide high-quality and sustainable mobility and transport to, through and within said metropolitan regions. It is of crucial importance for long-term development in terms of transport and spatial planning and particularly in terms of infrastructural systems and mobility services. In the shorter term it is of crucial importance to make strategic decisions and to set in place managerial structures that support long term visions.

A site visit will be organized together with the workshop; and the workshop documentation will provide all the necessary conclusions. Good practices will be identified and described.

As regards each individual partner, project partners will support PP8 in organizing the workshop and respective documentation. They will fill in the inventory and provide presentations for their good practices. They will invite the most relevant stakeholders to the workshop and, where needed, provide their expertise for the most successful implementation of the workshop. Project partners and the stakeholders will actively contribute to the exchange of experience at the workshop and where needed, provide detailed descriptions of the selected good practices. In particular they will focus on the transfer of good practices to their metropolitan regions. All the partners will organize regional stakeholder meetings in order to consolidate their regional cooperation network, to inform stakeholders on activities planned in the project and especially within their metropolitan regions, and to continue their discussion on a strategy for the action plan preparation.

PP3 will regularly monitor and evaluate exchange of experience in terms of the planned realization.

2,138 / 3,000 characters

b) Communication and dissemination

After the first workshop in Ljubljana the LP and PP2 will compose the first newsletter on "Participatory transport planning"; the second newsletter on the "Mobility plan creation" will be drafted after the workshop in Rome by the PP 8. The project website and partners' subpages will be regularly updated.

Press releases are disseminated after the workshop in Rome and after each regional stakeholders meeting (on the metropolitan regions' level). Partners regularly disseminate all the project results by using their mailing list and other communication channels defined in the Communication plan and present the results at suitable meetings and conferences.

PP6 will regularly monitor and evaluate all the communication and dissemination activities in terms of the planned realization.

793 / 1,500 characters

c) Project management

All the emerging management issues are resolved on a daily basis. The lead partner communicates the organizational issues with PP8 to hold a successful workshop and ISG meeting. All open issues are discussed within ISG. The ISG meeting takes place in Rome within the scope of the second workshop. Before the workshop the lead partner writes the second infoletter to be discussed and upgraded on the ISG meeting.

As regards the partners, they assure all the needed information (e.g. on planned regional activities, on budget spent, etc.) to the lead partner when required. Partners prepare partner reports and send data to the Lead partner, which then issues a progress report.

680 / 1,500 characters

Main Outputs

1 infoletter
1 international steering group meeting
1 progress report
website updates
2 newsletters
8 regional stakeholder meetings
8 regional stakeholder meeting reports
9 press releases
1 workshop
1 workshop documentation (inventory, workshop report, good practice description)

289 / 1,000 characters

Semester 3

04/2017 - 09/2017

a) Exchange of experience

The third workshop deals with "Low-carbon logistics planning" and is organized by PP3 and PP4. The inventory is compiled, good practices described and presented, and a site visit organized. The aim of the workshop is to improve REGIONAL MOBILITY PLANNING by introducing low-carbon logistics planning, and thus making all the transport systems more sustainable and energy efficient. Being global production centers, metropolitan regions face enormous exchange of goods that must be assured in a timely and environmentally friendly manner. Supply chain design, planning, and coordination can help reduce carbon emissions and the supply costs, which is important for both higher competitiveness of the economy and improved environmental conditions.

The exchange of experience that takes place within the workshops is always supported by the inventory on the workshop topic, which provides an in-depth description on the respective matter in all metropolitan regions. The second instrument for the exchange of experience is discussions at the workshops, where project participants (the partners and the stakeholders) share their knowledge by using various participatory methods (e.g. World Café). The exchange of experience at the workshops is further improved by experts' presentations on selected topics and presentation of project partners' good practices.

At the regional level, partners continue the dialogue with the stakeholders within the regional stakeholders meetings and search for the most suitable solutions to be transferred. The regions' search for the experience needed is firstly based on a good regional portrait that explicitly identifies the region's priorities and potential investments. After these priorities are identified and presented to the partners, they can provide their own experience on a given matter and, where relevant, present their good practices. This way the good practices presented at the workshop already fit the regions' needs. After the good practices are presented at the workshop, partners are acquainted with them and are thus able to select those practices that meet their own regions' specifics the best. At the end, regional priorities are reassessed in the light of available good practices and upon consensus reached, inserted into regional action plan.

PP3 will regularly monitor and evaluate exchange of experience in terms of the planned realization.

2,410 / 3,000 characters

b) Communication and dissemination

Project website and partners web pages are regularly updated.

PP3 and PP4 will prepare the third newsletter on "Low-carbon logistics planning" after the workshop in Oslo. The project partners prepare press release at the meeting in Oslo. Partners regularly disseminate all the project results by using mailing list, website, social media and other communication channels and present the results at regional, national and international meetings and conferences.

All the partners will assure effective dissemination of information within their regional cooperation network.

PP6 regularly monitors and evaluates the communication and dissemination activities in terms of the planned realization.

699 / 1,500 characters

c) Project management

All the emerging management issues are resolved on a daily basis. The lead partner communicates the organizational issues with PP3 and PP4 to hold a successful workshop and ISG meeting. All open issues are discussed within the ISG. The ISG meeting takes place in Oslo in the scope of the third workshop. Before the ISG meeting, the lead partner prepares the third Infoletter with relevant management information that is discussed and upgraded at the ISG meeting. Partners prepare partner reports and send data to the lead partner, which then drafts the progress report.

Each individual project partner continuously follows the application form and performs all the duties assigned to it or to all of the partners. In particular, it assures total compliance with the rules of the Interreg Europe program and provides for spending completely adequate to the activities conducted. Further on, it optimizes its own resources and activities to achieve the highest possible results, especially by close cooperation with all the stakeholders and by searching the synergies with other activities that took place in the region. Project partners make sure all the efforts are used for successful transfer of knowledge to the region and the region's knowledge to international level.

1,277 / 1,500 characters

Main Outputs

1 infoletter
1 international steering group meeting
1 progress report
website updates
8 regional stakeholder meetings
8 regional stakeholder meeting reports
1 press release
1 newsletter
1 workshop
1 workshop documentation (inventory, workshop report, good practice description)

288 / 1,000 characters

Semester 4

10/2017 - 03/2018

a) Exchange of experience

The fourth workshop, entitled "Development of and around transport nodes" will open the discussion on URBAN TRANSIT ORIENTED DEVELOPMENT. It will be organized in Göteborg. Partners will prepare contributions for inventories; PP5 will compile them into the single document. The discussion will address the intermodal nodes and provide existing good practices for the coordinated development of station areas. Intermodal nodes are crucial as they not only provide an important point for changing mode of transportation, but are also a key service provider in terms of daily supply. Partners will exchange good practices, check concrete example on the site visit and describe the most relevant practices to be transferred and disseminated. PP5 will draft the workshop documentation.

Project partners will support PP5 in organizing the workshop and respective documentation. They will fill in the inventory and provide presentations for good practices on intermodal nodes. They will invite the most relevant stakeholders to the workshop and, where needed, provide their expertise for the most successful possible implementation of the workshop. Project partners and the stakeholders will actively contribute to the exchange of experience at the workshop and, where needed, provide detailed descriptions of the selected good practices. In particular, they will focus on the transfer of good practices to their metropolitan regions.

The interregional discussion and exchange of practices will improve the regional dialogues on action plans by providing concrete examples and good practices that might be transferred and implemented. In particular, project partners will organize regional stakeholders meetings and assess the funding possibilities for the envisaged projects and finish the first parts of the action plan in order to be ready for eventual calls for proposals or in case regional funding will be provided.

PP3 will regularly monitor and evaluate exchange of experience in terms of the planned realization.

2,022 / 3,000 characters

b) Communication and dissemination

The fourth newsletter addresses the "Development of and around transport nodes" and is to be written by the PP5.

Project partners regularly update project and partner websites and disseminate project results using mailing lists and other channels. They also publish one press release at the meeting in Göteborg.

Partners define the structure of the Guide on sustainable measures for achieving resilient transportation in metropolitan regions and start preparing the first contributions. This process is coordinated by the lead partner.

Lead partner prepares a research paper to be published in one of the relevant scientific journals.

All the partners will assure effective dissemination of information and project results within their regional cooperation network.

PP6 regularly monitors and evaluates all the communication and dissemination activities in terms of the planned realization.

898 / 1,500 characters

c) Project management

All the emerging management issues are resolved on a daily basis. The lead partner communicates the organizational issues with PP5 to organize a successful workshop and ISG meeting. All open issues are discussed within the ISG. The ISG meeting takes place in Göteborg within the scope of the fourth workshop. Before the ISG meeting the lead partner drafts the fourth Infoletter with relevant management information that is discussed and built upon at the ISG meeting. Partners compose partner reports and send data to the lead partner, which drafts a progress report. All the project partners will evaluate the spending forecasts in line with the planned and implemented activities to optimize the resources for the further implementation.

738 / 1,500 characters

Main Outputs

- 1 infoletter
- 1 international steering group meeting
- 1 progress report
- website updates
- 8 regional stakeholder meetings
- 8 regional stakeholder meeting reports
- 1 press release
- 1 research paper
- 1 newsletter
- 1 workshop
- 1 workshop documentation (inventory, workshop report, good practice description)

305 / 1,000 characters

Semester 5

04/2018 - 09/2018

a) Exchange of experience

International exchange of experience will continue the discussion on URBAN TRANSIT ORIENTED DEVELOPMENT by organizing the fifth workshop on "Shaping low-carbon areas". The workshop will take place in Helsinki and will aim to foster the development of urban station communities as low-carbon areas, providing them with an additional dimension that is of crucial importance for coordinated and integrated low-carbon development. Provision of effective transport nodes and connected services, discussed in the fourth workshop, will be now improved with the principles of low-carbon economy by introducing low-carbon station areas and low-carbon services, and by accumulating services, jobs and inhabitants in such areas that might reduce the need for mobility. PP6 will outline the inventory to be completed by all the metropolitan regions; the partners will collect and describe good practices and assess their transferability to their regional context. A site visit will present a concrete example on how low-carbon communities could be shaped.

We will start discussing also the issue of the BUSINESS MODELS IN MOBILITY that are of crucial importance for setting more sustainable mobility plans and services. The sixth workshop entitled "Sharing economy" and organized by PP9, will address new ideas and systems in mobility, such as bike and car sharing, and, by promoting these new forms of mobility, contribute to the behavioral change of inhabitants. After the inventory is outlined, it will be filled in by all metropolitan regions. At the workshop, partners and the stakeholders will exchange experience, provide existing good practices and make a site visit. Selected good practices will be described and disseminated. PP9 will draft workshop documentation.

On a regional level, regional stakeholder meetings will be organized and the action plans will be constantly improved by introducing new investment activities and transferring new ideas from the interregional level. Partners will continue the dialogue with the stakeholders to strengthen their commitment for the anticipated activities.

PP3 will regularly monitor and evaluate exchange of experience in terms of the planned realization.

2,207 / 3,000 characters

b) Communication and dissemination

Partners will continue to update project website and partners' web pages and disseminate all the project results by using mailing list and other communication channels. PP6 will prepare the newsletter on "Shaping low-carbon areas", whereas the other partners continue preparing chapters for the guide. The guide will follow the structure of the project and thus partners will write chapters related to the each respective workshop topic. Each chapter will conclude main results of the single workshop, selected good practices and policy recommendations for international, national, regional and local authorities.

Press releases are drafted at the meeting in Helsinki and Porto.

All the partners will assure effective communication within their regional cooperation network.

Lead partner prepares a research paper to be published in one of the relevant scientific journals.

All the communication and dissemination activities are regularly monitored and evaluated in terms of the planned realization.

1,007 / 1,500 characters

c) Project management

All the emerging management issues are resolved on a daily basis. The lead partner communicates the organizational issues with Finnish and Portuguese partners to organize successful workshops and ISG meetings. All open issues are discussed within the ISG. ISG meetings take place in Helsinki and Porto in the scope of the fifth and the sixth workshop. Before the ISG meeting in Helsinki the lead partner drafts the fifth Infoletter with relevant management information that is discussed and improved

upon at the ISG meeting. Partners draft partner reports and send data to the lead partner, which in turn writes a progress report.

630 / 1,500 characters

Main Outputs

- 1 infoletter
- 2 international steering group meetings
- 1 progress report
- website updates
- 8 regional stakeholder meetings
- 8 regional stakeholder meeting reports
- 2 press releases
- 1 research paper
- 1 newsletter
- 2 workshops
- 1 workshop documentation (inventory, workshop report, good practice description)

309 / 1,000 characters

Semester 6

10/2018 - 03/2019

a) Exchange of experience

The exchange of experience will be concluded by the last workshop on NEW BUSINESS MODELS IN MOBILITY, entitled "Managing transportation", which will address the existing transport providers and support them in adapting their services to low-carbon principles. The workshop will be organized by the PP7, who will outline and edit the inventory and hold a site visit, whereas partners will collect and present the existing good practices. Selected good practices will be described and disseminated. Implementation of action plans that systematically tackle mobility planning imposes high expectations on transport providers, which are expected to optimize their services to be more effective and environmentally friendly without decreasing the level of accessibility for inhabitants. This requires a transition to renewable energy sources and towards interlinked transport systems providing well-calibrated services.

All the results will be collected within the workshop documentation. Additionally, partners will prepare all the remaining information to be included into the guide, in terms of providing background, main transport related issues, selected good practices and policy recommendations.

At the regional level the partners will organize regional stakeholder meetings, finalize their action plans and prepare necessary institutional settings for entering the implementation phase. By presenting the results on the regional stakeholder meetings, partners will assure the project results reach the public addressed, and by discussing the remaining open questions the partner and the stakeholders will provide the most feasible action plan to be implemented at the regional level.

All the action plans will be translated into English and discussed among the partners in order to reinforce the transfer of good practices between the regions and to achieve more integrated and resilient transport policies and measures.

The coordinator of the "exchange and experience" activities - PP3 will compile all the action plans into one final document and regularly monitor and evaluate exchange of experience in terms of the planned realization.

2,152 / 3,000 characters

b) Communication and dissemination

This semester presents one of the peaks in communication activities. PP9 will present the fifth newsletter on "Sharing economy" and PP7 the newsletter on "Managing transportation". Partners will organize the regional stakeholder meetings in order to present the results achieved in the first part of the project and particularly their respective action plans. This will be an entry step to the second phase that will be dedicated to the implementation of action plans. The final chapters for the guide will be collected; the lead partner will make editorial work and provide for desk-top publishing, while the PP6 will take care of printing (1000 copies).

Project partners will issue 9 press releases – one at the meeting in Budapest and one after the each regional stakeholder meeting at the metropolitan regions' level.

PP9 will organize international political meeting for 50 participants, mainly policy makers from the included metropolitan regions.

Websites will be regularly updated and all the crucial actors will be informed about the relevant project activities. Partners will present their results on various regional, national and international meetings and conferences.

Lead partner prepares a research paper to be published in one of the relevant scientific journals.

All the communication and dissemination activities are regularly monitored and evaluated in terms of the planned realization.

1,416 / 1,500 characters

c) Project management

All the emerging management issues are resolved on a daily basis. Lead partner communicates the organizational issues with PP7 to organize a successful workshop and ISG meeting. All open issues are discussed within ISG. The ISG meeting takes place in Budapest within the scope of the 7th workshop. Before the ISG meeting the lead partner drafts the 6th Infoletter with relevant management information that is discussed and improved at the ISG meeting. Partners draft partner reports and send data to the lead partner, which writes a progress report. The lead partner and the partners sketch an outline for the cooperation in the second project phase, focusing on action plans' implementation and respective monitoring and reporting principles. Project partners will elaborate the list of specific indicators for their action plans and set a timeframe when the anticipated values will be met. In doing this the partners will follow the activities defined in phase two, so the milestones will be set according to the reporting periods. Partners will also determine the exact protocol on how and when the implementation results are to be presented to the partner and external public. In addition, the partners will maintain the stakeholders' network in order to provide a long-lasting knowledge exchange platform, enabling stakeholders and partners permanent access to the results and partners' experience. This way project will provide mechanisms for long-term interregional cooperation.

1,485 / 1,500 characters

Main Outputs

- 1 infoletter
- 1 international steering group meeting
- 1 progress report
- website updates
- 1 research paper
- 2 newsletters
- 8 regional stakeholder meetings
- 1 political meeting
- 1 workshop
- 2 workshop documentations (inventory, workshop report, good practice description)
- 1 guide
- 8 action plans
- 1 action plan compilation

322 / 1,000 characters

D.2 PHASE 2 - Detailed work plan per period

Semester 7

04/2019 - 09/2019

a) Action plan implementation follow-up

Each region starts the implementation of its action plan. The relevant stakeholders for the implementation are mobilised.

b) Communication and dissemination	The partners ensure regular updates of the project website with information on the action plans implementation.
c) Project management	
Main Outputs	Website updates
Semester 8	
10/2019 - 03/2020	
a) Action plan implementation follow-up	Each partner monitors the action plan implementation by contacting the stakeholders and beneficiaries of the different actions. All partners meet to learn from each other by exchanging on the success and difficulties met in the implementation of their action plan.
b) Communication and dissemination	The partners ensure regular updates of the project website with information on the action plans implementation.
c) Project management	Each partner reports the progress made in implementing the action plan. The lead partner compiles the information and prepares the report for the joint secretariat.
Main Outputs	1 project meeting Website updates 1 annual progress report
Semester 9	
04/2020 - 09/2020	
a) Action plan implementation follow-up	Each partner continues monitoring the action plan implementation and is in regular contacts with the stakeholders and beneficiaries of the different actions.
b) Communication and dissemination	The partners organise a final dissemination event gathering executives and policy makers from the regions and from other relevant institutions. The aim is to promote the project achievements and to disseminate the results of the action plans implementation to a large audience. The project website is updated accordingly.
c) Project management	
Main Outputs	1 high-level political dissemination event Website updates
Semester 10	
10/2020 - 03/2021	
a) Action plan implementation follow-up	Each partner finalise the monitoring of the action plan implementation. Each partner discuss the results of this implementation with the relevant regional stakeholders and beneficiaries. All partners meet to exchange and draw conclusions on the two years of action plan implementation.
b) Communication and dissemination	The partners ensure regular updates of the project website with information on the action plans implementation.
c) Project management	Each partner summarises the level of achievement of their action plan. The lead partner compiles the information and prepares the final report for the joint secretariat.
Main Outputs	1 project meeting Website updates 1 annual progress report 1 final project report

PART E – Project budget

E.1 Budget breakdown per budget line and partner

Partner	Preparation costs	Staff costs	Office and administration	Travel and accommodation	External expertise and services	Equipment	Revenues	Total partner budget
1. Scientific Research Centre of the Slovenian Academy of Sciences and Arts	15,000	268,500	40,275	59,500	27,200	0	0	410,475
2. Regional Development Agency of Ljubljana Urban Region	0	60,220	9,033	18,500	27,250	0	0	115,003
3. The City of Oslo, The Agency of Urban Environment	0	72,340	10,851	14,500	47,000	0	0	144,691
4. Akershus County Council	0	60,840	9,126	11,500	35,000	0	0	116,466
5. The Göteborg Region Association of Local Authorities	0	159,000	23,850	20,470	30,300	0	0	233,620
6. Helsinki Region Environmental Services Authority	0	156,720	23,508	16,400	84,000	0	0	280,628
7. BKK Centre of Budapest Transport	0	117,020	17,553	17,500	67,000	0	0	219,073
8. Metropolitan City of Capital Rome	0	114,780	17,217	14,900	85,000	0	0	231,897
9. Porto Metropolitan Area	0	94,000	14,100	15,400	108,500	0	0	232,000
10. Barcelona Metropolitan Area	0	90,940	13,641	18,042	109,090	0	0	231,713
	0.68 %	53.91 %	8.09 %	9.33 %	28.00 %	0.00 %	0.00 %	
Total	15,000	1,194,360	179,154	206,712	620,340	0	0	2,215,566

Net revenues after project end

Will any of the partners receiving funding from the programme generate net revenues from the project after the project has ended?

No

E.2 External expertise and services

Type of costs	Description	Contracting partner	Amount
Meeting costs: partner meeting	1 steering group kick off meeting with approx. 2 participants per partner organization (Phase 1, Semester 1) 108 / 500 characters	1. Scientific Research Centre of the Slovenian Academy of Sciences and Arts	5,000
Meeting costs: stakeholder group	2 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	1. Scientific Research Centre of the Slovenian Academy of Sciences and Arts	1,000
Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel and accommodation for 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 159 / 500 characters	1. Scientific Research Centre of the Slovenian Academy of Sciences and Arts	7,200
Publication and dissemination costs	Translations, proofreading and DTP - Final publication/Guide on sustainable measures (Phase 1, Semester 5 and 6), translation of Action plan (Phase 1, Semester 6) 162 / 500 characters	1. Scientific Research Centre of the Slovenian Academy of Sciences and Arts	14,000
Meeting costs: partner meeting	1 steering group meeting with approx. 2 participants per partner (Phase 1, Semester 1) and 1 workshop with app. 4 persons per partner (Phase 1, Semester 1) 155 / 500 characters	2. Regional Development Agency of Ljubljana Urban Region	4,500
Meeting costs: stakeholder group	3 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	2. Regional Development Agency of Ljubljana Urban Region	1,000
Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel and accommodation for 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 159 / 500 characters	2. Regional Development Agency of Ljubljana Urban Region	7,750
Publication and dissemination costs	Preparation and translation of newsletter (Phase 1, Semester 2) 63 / 500 characters	2. Regional Development Agency of Ljubljana Urban Region	2,000

Type of costs	Description	Contracting partner	Amount
9 External support for the exchange of experience process, in particular the development of the regional action plan	External expertise helping in preparation of action plan (Phase 1, Semester 2 - 6) 83 / 500 characters	2. Regional Development Agency of Ljubljana Urban Region	12,000
10 FLC costs	FLC costs 9 / 500 characters	3. The City of Oslo, The Agency of Urban Environment	9,000
11 Project and/or financial and/or communication management	Project secretary that will help with project management, reports and knowledge production for the action plan (Phase 1, Semester 1-6) 134 / 500 characters	3. The City of Oslo, The Agency of Urban Environment	12,000
12 Meeting costs: partner meeting	1 steering group meeting with approx. 2 participants per partner (Phase 1, Semester 3), 1 workshop with app. 4 persons per partner (Phase 1, Semester 3) 152 / 500 characters	3. The City of Oslo, The Agency of Urban Environment	16,000
13 Meeting costs: stakeholder group	2 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	3. The City of Oslo, The Agency of Urban Environment	2,000
14 Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel and accommodation for 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 159 / 500 characters	3. The City of Oslo, The Agency of Urban Environment	8,000
15 FLC costs	FLC costs 9 / 500 characters	4. Akershus County Council	9,000
16 Meeting costs: partner meeting	1 steering group meeting with approx. 2 participants per partner (Phase 1, Semester 3), 1 workshop with app. 4 persons per partner (Phase 1, Semester 3) 152 / 500 characters	4. Akershus County Council	16,000
17 Meeting costs: stakeholder group	3 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	4. Akershus County Council	2,000
18 Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel and accommodation for 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 159 / 500 characters	4. Akershus County Council	8,000
19 Meeting costs: partner meeting	1 steering group meeting with approx. 2 participants per partner (Phase 1, Semester 4), 1 workshop with app. 4 persons per partner (Phase 1, Semester 4) 152 / 500 characters	5. The Göteborg Region Association of Local Authorities	5,500
20 Meeting costs: stakeholder group	5 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	5. The Göteborg Region Association of Local Authorities	6,000
21 Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel and accommodation for at least 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 168 / 500 characters	5. The Göteborg Region Association of Local Authorities	14,800
22 Publication and dissemination costs	Preparation and translation of newsletter (Semester 4), translations for final publication/guide and action plan (Semester 6) 124 / 500 characters	5. The Göteborg Region Association of Local Authorities	4,000
23 FLC costs	FLC costs 9 / 500 characters	6. Helsinki Region Environmental Services Authority	8,000
24 Meeting costs: partner meeting	1 steering group meeting with approx. 2 participants per partner (Phase 1, Semester 5), 1 workshop with app. 4 persons per partner (Phase 1, Semester 5) 152 / 500 characters	6. Helsinki Region Environmental Services Authority	14,200
25 External support for the exchange of experience process, in particular the development of the regional action plan	External expertise for the development of materials for the action plan and guide on sustainable measures (Semester 1 to 6) 123 / 500 characters	6. Helsinki Region Environmental Services Authority	10,700
26 Meeting costs: stakeholder group	5 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	6. Helsinki Region Environmental Services Authority	1,000
27 Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel and accommodation for at least 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 168 / 500 characters	6. Helsinki Region Environmental Services Authority	7,500

Type of costs	Description	Contracting partner	Amount
28	Publication and dissemination costs External support for communication leader for updating website (whole duration of the project), project brochure (Semester 1), newsletters (Semester 5), CGP (Semesters 1-2), social networks (Semester 1-10), preparation and printing of Final publication/Guide on sustainable measures (Semester 5-6), roll-ups (Semester 1 and 5). 328 / 500 characters	6. Helsinki Region Environmental Services Authority	42,600
29	Meeting costs: partner meeting 2 steering group meetings with approx. 2 participants per partner organisation (Phase 1, Semester 6; Phase 2, Semester 8), in Semester 6 there will also be 1 workshop with app. 4 persons per partner (Phase 1, Semester 6) 220 / 500 characters	7. BKK Centre of Budapest Transport	4,000
30	Meeting costs: stakeholder group 2 regional meetings with stakeholders (Phase 1, Semester 2 and 6) 65 / 500 characters	7. BKK Centre of Budapest Transport	2,000
31	Meeting costs: dissemination event 4 additional regional dissemination events and meeting with stakeholders (Phase 1, Semester 1, 3, 4, 5) 103 / 500 characters	7. BKK Centre of Budapest Transport	6,000
32	Travel & accommodation costs: members of the stakeholder groups and other external bodies Travel and accommodation for app. 2 stakeholders per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 165 / 500 characters	7. BKK Centre of Budapest Transport	14,000
33	Publication and dissemination costs Translations, editing and printing (Brochure - Semester 2, Newsletter - Semester 6, Guide on sustainable measures - Semester 6) 127 / 500 characters	7. BKK Centre of Budapest Transport	6,000
34	External support for the exchange of experience process, in particular the development of the regional action plan External expertise support for the development of action plan (Phase 1, Semester 1 - 6) including IT experts - development of new communication tools - online questionnaire, data collection and evaluation system (Phase 1, Semester 4) 233 / 500 characters	7. BKK Centre of Budapest Transport	35,000
35	Meeting costs: partner meeting 1 steering group meeting with approx. 2 participants per partner organization (Phase 1, Semester 2), 1 workshop with app. 4 persons per partner (Phase 1, Semester 2) 165 / 500 characters	8. Metropolitan City of Capital Rome	6,000
36	Meeting costs: stakeholder group 5 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	8. Metropolitan City of Capital Rome	5,000
37	Travel & accommodation costs: members of the stakeholder groups and other external bodies Travel and accommodation for at least 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 168 / 500 characters	8. Metropolitan City of Capital Rome	11,400
38	Publication and dissemination costs Translation of newsletter (Semester 2) and text for the guide (Semester 6), printing of brochure, dissemination materials and roll up for 1st regional conference (Semester 2) 174 / 500 characters	8. Metropolitan City of Capital Rome	2,600
39	External support for the exchange of experience process, in particular the development of the regional action plan External expertise support for the development of the action plan (Semester 1 to 6) 83 / 500 characters	8. Metropolitan City of Capital Rome	35,000
40	Project and/or financial and/or communication management External expertise support - daily technical assistance for communication and dissemination activities (content of newsletter, poster, update of web pages, social media, design, preparation of content for conferences, newspapers etc.) (Semester 1 - 10) 254 / 500 characters	8. Metropolitan City of Capital Rome	25,000
41	FLC costs FLC costs 9 / 500 characters	9. Porto Metropolitan Area	4,000
42	Meeting costs: partner meeting 1 steering group meeting with approx. 2 participants per partner organization (Phase 1, Semester 5), 1 workshop with app. 4 persons per partner (Phase 1, Semester 5) 165 / 500 characters	9. Porto Metropolitan Area	3,000
43	Meeting costs: dissemination event Special meeting for policy makers (Phase 1, Semester 6) 55 / 500 characters	9. Porto Metropolitan Area	5,500
44	Meeting costs: stakeholder group 5 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	9. Porto Metropolitan Area	2,000
45	Travel & accommodation costs: members of the stakeholder groups and other external bodies Travel and accommodation for at least 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 168 / 500 characters	9. Porto Metropolitan Area	11,500
46	Publication and dissemination costs Preparations and translations of 6th workshop newsletter, publishing articles in the media, preparation of documentation for the workshop. Translation of text for Guide on sustainable measures (Phase 1, Semester 5) 214 / 500 characters	9. Porto Metropolitan Area	7,500

Type of costs	Description	Contracting partner	Amount
47 External support for the exchange of experience process, in particular the development of the regional action plan	Development of the regional action plan and support for the exchange of experience process (Semester 1 to 6). 109 / 500 characters	9. Porto Metropolitan Area	75,000
48 FLC costs	FLC costs 9 / 500 characters	10. Barcelona Metropolitan Area	12,800
49 Meeting costs: partner meeting	1 steering group meeting with approx. 2 participants per partner organization (Phase 2, Semester 10) 100 / 500 characters	10. Barcelona Metropolitan Area	2,000
50 Meeting costs: dissemination event	1 final conference (Phase 2, Semester 9) 40 / 500 characters	10. Barcelona Metropolitan Area	29,000
51 Meeting costs: stakeholder group	5 regional meetings with stakeholders (Phase 1, Semester 2-6) 61 / 500 characters	10. Barcelona Metropolitan Area	10,000
52 Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel and accommodation for at least 1 stakeholder per workshop (6) (Phase 1), travel and accommodation for stakeholders for the final conference (Phase 2, Semester 9) 168 / 500 characters	10. Barcelona Metropolitan Area	9,790
53 Publication and dissemination costs	Translation and publication of project brochure (Semester 2), roll ups, final conclusions and other dissemination materials (Semester 1 - 6). 141 / 500 characters	10. Barcelona Metropolitan Area	6,000
54 External support for the exchange of experience process, in particular the development of the regional action plan	Development of regional action plan and support for the exchange of experience process (Phase 1, Semester 1 to 6). 114 / 500 characters	10. Barcelona Metropolitan Area	39,500
Total			620,340.00

E.3 Equipment

Type of costs	Description	Partner	Amount
Total			0.00

E.4 Budget breakdown per source of funding and partner

Partner	Country	TOTAL	Programme funds			Partner contribution		
			ERDF	ERDF rate (%)	Norwegian	Partner contribution from public sources	Partner contribution from private sources	Total partner contribution
1. Scientific Research Centre of the Slovenian Academy of Sciences and Arts	SI	410,475.00	348,903.75	85.00 %	0.00	61,571.25	0.00	61,571.25
2. Regional Development Agency of Ljubljana Urban Region	SI	115,003.00	97,752.55	85.00 %	0.00	17,250.45	0.00	17,250.45
3. The City of Oslo, The Agency of Urban Environment	NO	144,691.00	0.00	0.00 %	72,345.50	72,345.50	0.00	72,345.50
4. Akershus County Council	NO	116,466.00	0.00	0.00 %	58,233.00	58,233.00	0.00	58,233.00
5. The Göteborg Region Association of Local Authorities	SE	233,620.00	198,577.00	85.00 %	0.00	35,043.00	0.00	35,043.00
6. Helsinki Region Environmental Services Authority	FI	280,628.00	238,533.80	85.00 %	0.00	42,094.20	0.00	42,094.20
7. BKK Centre of Budapest Transport	HU	219,073.00	186,212.05	85.00 %	0.00	32,860.95	0.00	32,860.95
8. Metropolitan City of Capital Rome	IT	231,897.00	197,112.45	85.00 %	0.00	34,784.55	0.00	34,784.55
9. Porto Metropolitan Area	PT	232,000.00	197,200.00	85.00 %	0.00	34,800.00	0.00	34,800.00
10. Barcelona Metropolitan Area	ES	231,713.00	196,956.05	85.00 %	0.00	34,756.95	0.00	34,756.95
Total		2,215,566.00	1,661,247.65		130,578.50	423,739.85	0.00	423,739.85

E.5 Spending plan

Phase 1

Partner	Preparation	Semester 1	Semester 2	Semester 3	Semester 4	Semester 5	Semester 6
1. Scientific Research Centre of the Slovenian Academy of Sciences and Arts	15,000	42,690	45,006	46,463	49,775	71,697	61,774
2. Regional Development Agency of Ljubljana Urban Region	0	12,642	15,965	17,440	19,260	21,259	12,924
3. The City of Oslo, The Agency of Urban Environment	0	15,757	17,182	38,629	16,326	19,591	17,004
4. Akershus County Council	0	11,762	12,365	34,789	11,917	15,067	12,181
5. The Göteborg Region Association of Local Authorities	0	14,526	19,625	21,208	58,091	44,434	42,083
6. Helsinki Region Environmental Services Authority	0	47,441	58,111	31,129	31,029	42,529	33,624
7. BKK Centre of Budapest Transport	0	16,264	19,455	25,503	46,694	40,910	48,815
8. Metropolitan City of Capital Rome	0	16,587	36,213	21,131	29,777	36,546	46,387
9. Porto Metropolitan Area	0	31,725	32,786	32,691	32,553	44,088	38,409
10. Barcelona Metropolitan Area	0	22,167	34,186	29,687	30,409	30,795	34,629
Total	15,000.00	231,561.00	290,894.00	298,670.00	325,831.00	366,916.00	347,830.00
% of Total	0.68 %	10.45 %	13.13 %	13.48 %	14.71 %	16.56 %	15.70 %

Phase 2					
Partner	Semester 7	Semester 8	Semester 9	Semester 10	Total
1. Scientific Research Centre of the Slovenian Academy of Sciences and Arts	10,619	21,966	21,201	24,284	410,475.00
2. Regional Development Agency of Ljubljana Urban Region	2,139	3,524	6,096	3,754	115,003.00
3. The City of Oslo, The Agency of Urban Environment	1,058	4,620	8,438	6,086	144,691.00
4. Akershus County Council	1,081	3,700	8,208	5,396	116,466.00
5. The Göteborg Region Association of Local Authorities	2,208	5,634	16,037	9,774	233,620.00
6. Helsinki Region Environmental Services Authority	6,994	7,652	10,810	11,309	280,628.00
7. BKK Centre of Budapest Transport	3,358	3,691	7,691	6,692	219,073.00
8. Metropolitan City of Capital Rome	7,291	12,704	11,514	13,747	231,897.00
9. Porto Metropolitan Area	2,553	5,305	7,469	4,421	232,000.00
10. Barcelona Metropolitan Area	2,300	5,832	34,198	7,510	231,713.00
Total	39,601.00	74,628.00	131,662.00	92,973.00	2,215,566.00
% of Total	1.79 %	3.37 %	5.94 %	4.20 %	100.00 %