1. Identification

Call	Date of submission
C1	26/04/2022

1.1. Full name of the project

Network of Smart Commuting Alliances

36 / 250 characters

1.2. Short name of the project

NESCA

5 / 20 characters

1.3. Programme priority

3. Climate-neutral societies

1.4. Programme objective

3.3 Smart green mobility

1.6. Project duration

Contracting start	22/09/2022	**Contracting end**	31/12/2022
Implementation start	01/01/2023	**Implementation end**	31/12/2025
		Duration of implementation phase (months)	36
Closure start	01/01/2026	**Closure end**	31/03/2026

1.7. Project summary

Commuter traffic in urban agglomerations in the BSR is a not only a big environmental and infrastructural challenge but, also means an unparalleled waste of time and resources for the commuters. Accordingly, innovative solutions for a sustainable commuter mobility, which also consider the effects and lessons learned of the Covid-19 pandemic, are in demand. NESCA will develop such solutions, first of all, by supporting local authorities and companies to collaborate on the development and testing of green commuting solutions tailored to the specific needs of each region, workplace and its employees.
Thereby, the project directly targets the two key stakeholders that can shape these solutions: transport departments in local public authorities and employers. These actors will be provided with a framework concept to collaborate on solutions for Corporate Mobility Management (CMM), which can be eventually transferred to other BSR regions and cities.
NESCA will produce a toolbox, which allows to analyse the local challenges, specific needs and concrete solutions to be implemented. It will also include recommendations and examples of possible measures, based on the pilot projects realised during the project's lifetime. The toolbox will guide workplaces towards developing sustainable, integrated CMM plans and will focus on measures encouraging active mobility. Its transfer to other organisations in the BSR will be facilitated by activities tailored to each of the NESCA target groups.

1,499 / 1,500 characters

1.8. Summary of the partnership

The NESCA partnership covers six countries in the BSR. The participating ten partner organisations are active in the field of sustainable and climate-friendly mobility and have the competences to develop smart and sustainable mobility solutions. Some already collaborated in Interreg projects and established good working relationships.

The project partners represent the following target groups: local public authorities (five partners), regional public authority, higher education, sectoral agency, NGO and business support organisation (each one partner). The remaining target groups of the project (infrastructure and public service providers, large enterprises, small and medium enterprises, and hospital and medical centre) are represented as associated organisations in the NESCA consortium.

The composition of the consortium provides a bandwidth of comparable perspectives to test the NESCA solution. For this purpose, partners were drawn from various types of cities and regions: lead partner Hamburg-Altona is a borough through which commuters transit on their way in and out of the metropolis, while the Riga Planning Region and the municipality of Gladsaxe encounter the specific commuting challenges of a national capital and its hinterland. Krakow, Växjö and Porvoo are cities of varying size and urban structures with differing needs and mobility issues, from economic activity zones only reachable by car to lack of infrastructure for cyclists or a non-integrated mobility information system. All pilot cities have in common a large urban centre and economic zones at their outskirts which generate a high level of commuter traffic. The selected pilots bring into action comparable as well as different testing options for the NESCA toolbox. Aalto University joins the transnational partnership as a higher education and research institution especially due to its expertise and competence in developing approachable solutions. The Union of the Baltic Cities is the leading network of cities in the BSR, being an essential partner for dissemination and transferring results on a national and international scale.

The associated organisations, many of them employers interested in testing CMM solutions, will actively participate in NESCA. This will be achieved as some pilot projects will be realised on their company facilities and also due to the fact that they will act as intermediary between public authorities and their employees, who are the beneficiaries of the NESCA project activities.

Lead partner Borough of Altona in Hamburg, Germany, initiated the development of NESCA, as they noticed the necessity to build on former transnational exchange and projects dealing with commuting topics by developing and testing solutions enabling the collaboration of public authorities and employers to solve the problem of unsustainable commuter traffic. Due to this special role, Hamburg-Altona also leads WP2 and several groups of activities.

2,965 / 3,000 characters

1.11. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	2,983,607.36
	Own contribution ERDF	0.00	745,901.84
	ERDF budget	0.00	3,729,509.20
NO	NO co-financing	0.00	0.00
	Own contribution NO	0.00	0.00
	NO budget	0.00	0.00
NDICI	NDICI co-financing	0.00	0.00
	Own contribution NDICI	0.00	0.00
	NDICI budget	0.00	0.00
RU	RU co-financing	0.00	0.00
	Own contribution RU	0.00	0.00
	RU budget	0.00	0.00
TOTAL	**Total Programme co-financing**	0.00	2,983,607.36
	Total own contribution	0.00	745,901.84
	Total budget	0.00	3,729,509.20

2. Partnership

2.1. Overview: Project Partnership

2.1.1 Project Partners

No.	LP/PP	Organisation (English)	Organisation (Original)	Country	Type of partner	Legal status	Partner budget in the project	Active/inactive	
								Status	from
1	LP	Free and Hanseatic City of Hamburg - Borough of Altona	Freie und Hansestadt Hamburg - Bezirksamt Altona	DE	Local public authority	a)	877,584.00 €	Active	22/09/2022
2	PP	Aalto University Foundation sr	Aalto-korkeakoulusäätiö sr	FI	Higher education and research institution	a)	275,000.00 €	Active	22/09/2022
3	PP	Union of the Baltic Cities Sustainable Cities Commission c/o City of Turku	Itämeren kaupunkien liitto, kestävien kaupunkien komissio, Turun kaupunki	FI	Local public authority	a)	565,273.60 €	Active	22/09/2022
4	PP	Posintra Ltd.	Posintra Oy	FI	Business support organisation	a)	401,950.00 €	Active	22/09/2022
5	PP	Växjö municipality	Växjö kommun	SE	Local public authority	a)	395,059.00 €	Active	22/09/2022
6	PP	Energy Agency for Southeast Sweden	Energikontor Sydost AB	SE	Sectoral agency	a)	182,650.00 €	Active	22/09/2022
7	PP	Municipality of Krakow	Gmina Miejska Kraków	PL	Local public authority	a)	223,100.00 €	Active	22/09/2022
8	PP	Municipality of Gladsaxe	Gladsaxe Kommune	DK	Local public authority	a)	304,890.00 €	Active	22/09/2022
9	PP	Gate 21	Gate 21	DK	NGO	a)	194,725.00 €	Active	22/09/2022
10	PP	Riga Planning Region	Rīgas plānošanas reģions	LV	Regional public authority	a)	309,277.60 €	Active	22/09/2022

2.1.2 Associated Organisations

No.	Organisation (English)	Organisation (Original)	Country	Type of Partner
AO 1	Children's Hospital Altona	Altonaer Kinderkrankenhaus	DE	Hospital and medical centre
AO 2	Airbus	Airbus	DE	Large enterprise
AO 3	City of Porvoo	Porvoon kaupunki	FI	Local public authority
AO 4	Medikettu Ltd.	Medikettu Oy	FI	Small and medium enterprise
AO 5	VT Hotels Ltd.	VT Hotels Oy	FI	Small and medium enterprise
AO 6	Porvoon Yrityslaskenta Ltd.	Porvoon Yrityslaskenta Oy	FI	Small and medium enterprise
AO 7	Länstrafiken Kronoberg	Länstrafiken Kronoberg	SE	Infrastructure and public service provider
AO 8	University Hospital in Krakow	Samodzielny Publiczny Zakład Opieki Zdrowotnej Szpital Uniwersytecki w Krakowie	PL	Hospital and medical centre
AO 9	Gladsaxe Business Corporation	Gladsaxe Erhvervsby	DK	Sectoral agency
AO 10	PPG Coatings Denmark	PPG Coatings	DK	Large enterprise
AO 11	Adazi municipality	Ādažu novada pašvaldība	LV	Local public authority
AO 12	Orkla Latvija	Orkla Latvija	LV	Large enterprise

2.2 Project Partner Details - Partner 1

LP/PP	Lead Partner

Partner Status	Active		
Active from	22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Freie und Hansestadt Hamburg - Bezirksamt Altona (48 / 250 characters)
Organisation in English	Free and Hanseatic City of Hamburg - Borough of Altona (54 / 250 characters)
Department in original language	Dezernat Wirtschaft, Bauen und Umwelt (37 / 250 characters)
Department in English	Department of Economic Development, Planning, Public Works and Consumer Affairs (79 / 250 characters)

Partner location and website:

Address	Jessenstr. 1-3 (14 / 250 characters)	**Country**	Germany
Postal Code	22767 (5 / 250 characters)	**NUTS1 code**	Hamburg
Town	Hamburg (7 / 250 characters)	**NUTS2 code**	Hamburg
Website	www.hamburg.de/altona/ (22 / 100 characters)	**NUTS3 code**	Hamburg

Partner ID:

Organisation ID type	Tax (identification) number (Steuer(identifikations)nummer)
Organisation ID	DE118509725 (11 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	N/A ☐ DE118509725 (11 / 50 characters)
PIC	998928602 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	No

Financial data	**Reference period**	01/01/2019	–	31/12/2019
	Staff headcount [in annual work units (AWU)]			1,300.0
	Employees [in AWU]			1,300.0
	Persons working for the organisation being subordinated to it and considered to be employees under national law [in AWU]			0.0
	Owner-managers [in AWU]			0.0
	Partners engaged in a regular activity in the organisation and benefiting from financial advantages from the organisation [in AWU]			0.0
	Annual turnover [in EUR]			54,284,000.00
	Annual balance sheet total [in EUR]			0.00
	Operating profit [in EUR]			-119,742,000.00

Role of the partner organisation in this project:

Hamburg's Borough of Altona is the Lead Partner and initiator of the NESCA project.

Hamburg-Altona will assume several tasks in NESCA and lead the project, WP2 and the following Groups of Activities:
• GoA 1.1 Fusion Mobility Workshop Series
• GoA 1.4 and 2.5: as Lead Partner, Hamburg-Altona will coordinate the activities directly related to the project's solution
• GoA 2.2 Activities at company sites.

As all partners which are implementing NESCA pilot projects, they will also realise their pilot activities together with the concerned Associated Organisations (AO1 and AO2) in GoA 2.1, 2.2 and 2.4, and they will engage their local stakeholder networks via local workshops. Furthermore, they will participate in the monitoring of the indi-cators required for the NESCA Toolbox.

786 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 2

LP/PP	Project Partner		
Partner Status	Active		
Active from	22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Aalto-korkeakoulusäätiö sr
	26 / 250 characters
Organisation in English	Aalto University Foundation sr
	38 / 250 characters
Department in original language	Tuotantotalouden laitos
	23 / 250 characters
Department in English	Department of Industrial Engineering and Management
	59 / 250 characters

Partner location and website:

Address	P.O. Box 11000	**Country**	Finland
	21 / 250 characters		

Postal Code	00076 5 / 250 characters	**NUTS1 code**	Manner-Suomi
Town	Aalto 5 / 250 characters	**NUTS2 code**	Helsinki-Uusimaa
Website	www.aalto.fi/en 23 / 100 characters	**NUTS3 code**	Helsinki-Uusimaa

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	2228357-4
VAT Number Format	FI + 8 digits
VAT Number	**N/A** ☐ FI22283574 10 / 50 characters
PIC	991256096 9 / 9 characters

Partner type:

Legal status	a) Public	
Type of partner	Higher education and research instituti	University faculty, college, research institution, RTD facility, research cluster, etc.
Sector (NACE)	85.42 - Tertiary education	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? No

Role of the partner organisation in this project:

The Department of Industrial Engineering and Management of Aalto University will lead the following NESCA activities:
• Work Package 1, Preparing solutions
• GoA 1.2, Corporate Mobility Management Reader.

Aalto DIEM has experience as both a lead partner and WP lead in previous Interreg BSR projects. As WP1 lead, it will make sure that the preparation activities are implemented according plan and that the project partners deliver the outputs and deliverables described in the application.

In NESCA, Aalto University will share its knowledge on the project's topic while also learning new relevant prac-tical knowledge together with cities. This will in turn benefit the university in focusing future research on relevant topics. It will also assist project partners in finding and collecting information to support their tasks.
It will contribute to WP2, as part of the Output O 2.5 is an updated CMM Guideline that reflects on the feedback received on the pilot projects implemented in WP2.

997 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

State aid relevance

For the partner type selected, the Programme sees a medium to high risk for implementing State aid relevant activities. If the partner is of the opinion that its activities are not State aid relevant, it can ask the MA/JS for a plausibility check on the State aid relevance. Does the partner want to do this?

○ Yes ○ No

2.2 Project Partner Details - Partner 3

LP/PP	Project Partner

Partner Status	Active		
Active from	22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Itämeren kaupunkien liitto, kestävien kaupunkien komissio, Turun kaupunki (73 / 250 characters)
Organisation in English	Union of the Baltic Cities Sustainable Cities Commission c/o City of Turku (74 / 250 characters)
Department in original language	- (1 / 250 characters)
Department in English	- (1 / 250 characters)

Partner location and website:

Address	Vanha Suurtori 7 (25 / 250 characters)	**Country**	Finland
Postal Code	20500 (5 / 250 characters)	**NUTS1 code**	Manner-Suomi
Town	Turku (5 / 250 characters)	**NUTS2 code**	Etelä-Suomi
Website	www.ubc-sustainable.net/ (32 / 100 characters)	**NUTS3 code**	Varsinais-Suomi

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	0204819-8
VAT Number Format	FI + 8 digits
VAT Number	N/A ☐ FI02048198 (10 / 50 characters)
PIC	993966082 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	99.00 - Activities of extraterritorial organisations and bodies	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	Yes

Role of the partner organisation in this project:

The Sustainable Cities Commission of the Union of the Baltic Cities, will bring to NESCA its expertise on sustainable urban mobility policy and its network of over 60 cities all over the Baltic Sea Region.
UBC will lead following NESCA activities:
• Work Package 3, Replicating solutions
• GoA 3.1, Promotion and dissemination of evaluated pilots
• GoA 3.3, Uptake and transfer of NESCA Toolbox reloaded

In NESCA, itsexperience in engaging networks and addressing target groups will guarantee that the dissemination tools are appropriate for the different audiences they are intended for, in order for the practical and long-lasting uptake of the project's solution (the NESCA Toolbox) at a local and regional level.

The UBC will start its activities at the very beginning of the project and will help the project partners throughout WP1 and WP2 with the elaboration of local dissemination plans. It will also work closely with the NESCA Communication Manager to promote the project activities.

999 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 4

LP/PP Project Partner

Partner Status Active

Active from 22/09/2022 **Inactive from**

Partner name:

Organisation in original language Posintra Oy

11 / 250 characters

Organisation in English Posintra Ltd.

13 / 250 characters

Department in original language /

1 / 250 characters

Department in English /

1 / 250 characters

Partner location and website:

Address Lundinkatu 8

12 / 250 characters

Postal Code 06100

5 / 250 characters

Town Porvoo

6 / 250 characters

Website www.posintra.fi

15 / 100 characters

Country Finland

NUTS1 code Manner-Suomi

NUTS2 code Helsinki-Uusimaa

NUTS3 code Helsinki-Uusimaa

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	1481499-6
VAT Number Format	FI + 8 digits
VAT Number	N/A ☐ FI14814996 (10 / 50 characters)
PIC	990600085 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Business support organisation	Chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.
Sector (NACE)	70.22 - Business and other management consultancy activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Yes

Role of the partner organisation in this project:

Posintra Oy will lead the following NESCA activity:
• GoA 1.3, Preparation of monitoring

The Porvoo-based Posintra Ltd will be in charge of carrying out the NESCA pilot projects together with the City of Porvoo (AO03). As such, they will participate in activities in the GoA 2.1 (Activities in public spaces) with the flexible bus routes and movable e-bike charging stations, as well as GoA 2.2 (Activities at company sites) with their oper-ating model for shared electric bikes at hotels / offices / shops

Posintra will also lead the GoA 1.3, Preparation of Monitoring. They will coordinate the data collection through-out the project, provide a framework for the project's impact assessment and work alongside the project partners with the data monitoring in their pilots and develop the impact evaluation report, which contributes to the deliverable in GoA 3.2 Fusion Mobility Transfer

891 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 5

LP/PP	Project Partner		
Partner Status	Active		
	Active from 22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Växjö kommun (12 / 250 characters)
Organisation in English	Växjö municipality (18 / 250 characters)
Department in original language	Samhällsbyggnadsförvaltningen (29 / 250 characters)

Department in English Urban Planning and Infrastructure Administration

48 / 250 characters

Partner location and website:

Address Box 1222

8 / 250 characters

Postal Code 35112

5 / 250 characters

Town Växjö

5 / 250 characters

Website www.vaxjo.se

12 / 100 characters

Country Sweden

NUTS1 code Södra Sverige

NUTS2 code Småland med öarna

NUTS3 code Kronobergs län

Partner ID:

Organisation ID type Organisation number (Organisationsnummer)

Organisation ID 212000-0662

VAT Number Format SE + 12 digits

VAT Number N/A ☐ SE212000066201

14 / 50 characters

PIC 998591818

9 / 9 characters

Partner type:

Legal status a) Public

Type of partner Local public authority — Municipality, city, etc.

Sector (NACE) 84.13 - Regulation of and contribution to more efficient operation of businesses

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Yes

Role of the partner organisation in this project:

Växjö municipality will lead the NESCA GoA 2.1, Activites in Public spaces.

Växjö will be in charge of carrying out the local Mobility Hub pilot project (GoA 2.1), in cooperation with the Energy Agency for Southeast Sweden. As the local public authority, they will the contact point for employers regarding the future development of Corporate Mobility Management solutions. In NESCA, they will build the pilot mobility hub in the Arenastaden area and actively engage the local stakeholders in the project activities.

Växjö municipality will take part in the horizontal project activities such as the local Fusion Mobility Workshops, data collection and monitoring in its pilot project and transfer activities (GoA 3.3 and 3.4).
As Lead of the GoA 2.1, Växjö will coordinate D 2.1, Feedback report on realised activities in public space, and make sure that the project partners carry out the activities related to their pilot projects.

938 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 6

LP/PP	Project Partner
Partner Status	Active
Active from	22/09/2022
Inactive from	

Partner name:

Organisation in original language	Energikontor Sydost AB (22 / 250 characters)
Organisation in English	Energy Agency for Southeast Sweden (34 / 250 characters)
Department in original language	/ (1 / 250 characters)
Department in English	/ (1 / 250 characters)

Partner location and website:

Address	Smedjegatan 37 (14 / 250 characters)	**Country**	Sweden
Postal Code	35246 (5 / 250 characters)	**NUTS1 code**	Södra Sverige
Town	Växjö (5 / 250 characters)	**NUTS2 code**	Småland med öarna
Website	www.energikontorsydost.se (25 / 100 characters)	**NUTS3 code**	Kronobergs län

Partner ID:

Organisation ID type	Organisation number (Organisationsnummer)
Organisation ID	556713-0116
VAT Number Format	SE + 12 digits
VAT Number	N/A ☐ SE556713011601 (14 / 50 characters)
PIC	965838119 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Sectoral agency	Local or regional development agency, environmental agency, energy agency, employment agency, etc.
Sector (NACE)	71.12 - Engineering activities and related technical consultancy	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	No

Role of the partner organisation in this project:

The Energy Agency for Southeast Sweden will support PP05, Växjö municipality, in carrying out the Mobility Hub pilot in Växjö (GoA 2.1) and investigate conditions for implementing mobility hubs in other municipalities in Kronoberg.
As a sectoral agency at a regional level, and expert in mobility, its role in NESCA will be strongly focused on replication and dissemination activities (WP3) and mobility hub investigations and preparations (WP1). More specifically, it will focus in engaging local stakeholders such as the associated organisation Länstrafik Kronoberg from the beginning on, and regional actors such as the Kronoberg County, municipalities in Kronoberg in the uptake of the project's solution.

712 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

State aid relevance

For the partner type selected, the Programme sees a medium to high risk for implementing State aid relevant activities. If the partner is of the opinion that its activities are not State aid relevant, it can ask the MA/JS for a plausibility check on the State aid relevance. Does the partner want to do this?

○ Yes ○ No

2.2 Project Partner Details - Partner 7

LP/PP	Project Partner		
Partner Status	Active		
Active from	22/09/2022	**Inactive from**	

Partner name:

Organisation in original language: Gmina Miejska Kraków
20 / 250 characters

Organisation in English: Municipality of Krakow
22 / 250 characters

Department in original language: Zarząd Transportu Publicznego w Krakowie
42 / 250 characters

Department in English: Krakow Transport Authority
26 / 250 characters

Partner location and website:

Address: Plac Wszystkich Świętych 3-4
29 / 250 characters

Postal Code: 31-004
6 / 250 characters

Town: Krakow
6 / 250 characters

Website: www.bip.krakow.pl
17 / 100 characters

Country: Poland

NUTS1 code: Makroregion południowy

NUTS2 code: Małopolskie

NUTS3 code: Miasto Kraków

Partner ID:

Organisation ID type	Tax identification number (NIP)
Organisation ID	6761013717
VAT Number Format	PL + 10 digits
VAT Number	N/A ☐ PL6761013717 (12 / 50 characters)
PIC	984168306 (9 / 9 characters)

Partner type:

Legal status	a) Public
Type of partner	Local public authority — Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Partly

VAT explanation

The right to deduct input tax applies only to those expenses which directly or indirectly, in whole or in part, relate to public transport - bus and tram. In the case where the expenditure relates entirely to public transport, the right to deduct the input tax in 2022 is 98% of amount of the input VAT, and in the case of expenditure relating partly to public transport, the right to deduct in 2022 is 26%.
The value of the above deductions is calculated based on the so-called VAT pre-coefficient (within the meaning of Article 86 (2a) of the Act on tax on goods and services), determined separately for each year. If the value of the pre-coefficient in individual years changes, the value of the deducted input tax is subject to adjustment, including a multi-year adjustment (10-year adjustment in the case of real estate expenditure and 5-year adjustment in the case of other fixed assets, acc. to the principles set out in Art. 91 of the Act on Value Added Tax).

970 / 1,000 characters

Role of the partner organisation in this project:

The Krakow Transport Authority will lead the GoA 2.4, Activities for mobility providers. As such, it will coordinate D 2.4, Feedback report on realised activities by mobility providers, and make sure that the project partners carry out the activities related to their pilot projects.

It will be in charge of the pilot project in Krakow, together with the Krakow University Hospital. It will also analyse the current Fusion Mobility state for the Nowa Huta site. It will carry out activities in the GoA 2.3 with their awareness campaign for stakeholders and target groups, and the GoA 2.4 with the digital tool for planning trips to the hospital.

The Krakow Transport Authority will take part in the horizontal project activities such as the local Fusion Mobility Workshops, data collection and monitoring in its pilot project and transfer activities (GoA 3.3 and 3.4). It will also focus on engaging local stakeholders and other Polish actors in the uptake of the project's solution.

992 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 8

LP/PP	Project Partner
Partner Status	Active
Active from	22/09/2022 — **Inactive from**

Partner name:

Organisation in original language	Gladsaxe Kommune (16 / 250 characters)

Organisation in English	Municipality of Gladsaxe (24 / 250 characters)
Department in original language	By- og Miljøforvaltningen (25 / 250 characters)
Department in English	City and Environment (20 / 250 characters)

Partner location and website:

Address	Rådhus Allé 7 (14 / 250 characters)	**Country**	Denmark
Postal Code	2860 (4 / 250 characters)	**NUTS1 code**	Danmark
Town	Søborg (6 / 250 characters)	**NUTS2 code**	Hovedstaden
Website	www.gladsaxe.dk (15 / 100 characters)	**NUTS3 code**	Københavns omegn

Partner ID:

Organisation ID type	Civil registration number (CPR)
Organisation ID	62761113
VAT Number Format	DK + 8 digits
VAT Number	**N/A** ☐ DK62 76 11 13 (13 / 50 characters)
PIC	90145116 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Local public authority	Municipality, city, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	Yes

Role of the partner organisation in this project:

As a local public authority, the municipality of Gladsaxe will lead the GoA 2.3, Activities for public authorities. It will coordinate D 2.3, Feedback report on realised activities by public authorities, and make sure that the other project partners involved involved in this GoA (Krakow Transport Authority and Riga Planning Region) carry out the activities related to their pilot projects.

Together with project partner 9, Gate 21, they will be in charge of the implementation of the pilot activities in Gladsaxe and will be involved in GoA 2.1, 2.2 and 2.3. In addition to promoting the municipality's bicycle routes, the municipality of Gladsaxe will actively engage local companies, represented by Gladsaxe Business Corpora-tion in the NESCA project activities.

The municipality of Gladsaxe will take part in the horizontal project activities such as the local Fusion Mobility Workshops, data collection and monitoring in its pilot project and transfer activities (GoA 3.3 and 3.4).

990 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 9

LP/PP Project Partner

Partner Status Active

Active from 22/09/2022 **Inactive from**

Partner name:

Organisation in original language Gate 21

7 / 250 characters

Organisation in English Gate 21

7 / 250 characters

Department in original language Bæredygtig Mobilitet

20 / 250 characters

Department in English Sustainable Mobility

20 / 250 characters

Partner location and website:

Address Liljens Kvarter 2

17 / 250 characters

Postal Code 2620

4 / 250 characters

Town Albertslund

11 / 250 characters

Website www.gate21.dk/

14 / 100 characters

Country Denmark

NUTS1 code Danmark

NUTS2 code Hovedstaden

NUTS3 code Københavns omegn

Partner ID:

Organisation ID type	Civil registration number (CPR)
Organisation ID	32112846
VAT Number Format	DK + 8 digits
VAT Number	**N/A** ☐ DK32 11 28 46 (13 / 50 characters)
PIC	966028433 (9 / 9 characters)

Partner type:

Legal status	a) Public
Type of partner	NGO — Non-governmental organisations, such as Greenpeace, WWF, etc.
Sector (NACE)	94.99 - Activities of other membership organisations n.e.c.

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? Yes

Role of the partner organisation in this project:

Gate 21 will take part in the NESCA project activities in Denmark alongside the municipality of Gladsaxe. As a partnership network of local authorities, its main focus will be on the WP3 activities and engaging further Danish municipalities and relevant actors in the NESCA local stakeholder group.

Gate 21 will also contribute to NESCA with its expertise on green solutions for municipalities, regions and businesses, and will participate in the project's peer review process and knowledge exchange.

503 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

○ Yes ○ No

2.2 Project Partner Details - Partner 10

LP/PP	Project Partner		
Partner Status	Active		
	Active from 22/09/2022	**Inactive from**	

Partner name:

Organisation in original language	Rīgas plānošanas reģions (24 / 250 characters)
Organisation in English	Riga Planning Region (20 / 250 characters)
Department in original language	/ (1 / 250 characters)
Department in English	/ (1 / 250 characters)

Partner location and website:

Address	Zigfrida Annas Meierovica blvd. 18 (36 / 250 characters)	**Country**	Latvia
Postal Code	LV-1050 (7 / 250 characters)	**NUTS1 code**	Latvija
Town	Riga (4 / 250 characters)	**NUTS2 code**	Latvija
Website	www.rpr.gov.lv (15 / 100 characters)	**NUTS3 code**	Pierīga

Partner ID:

Organisation ID type	Unified registration number (Vienotais reģistrācijas numurs)
Organisation ID	90002222018
VAT Number Format	LV + 11 digits
VAT Number	N/A ☑ (0 / 50 characters)
PIC	970538448 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Regional public authority	Regional council, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? No

Role of the partner organisation in this project:

The Riga Planning Region will lead the GoA 3.4, Pilot replication feasibility workshops. It will ensure that project partners implementing pilot projects organise local workshops for local stakeholders and target groups. It will also coordinate the Deliverable 3.4, Transfer packages tailored to each target group and replication packages for each pilot.

The Riga Planning Region will coordinate the NESCA pilot project in the Ādaži municipality (AO), together with Orkla Latvija (AO). As such, they will be involved in the GoA 2.3, Activities for public authorities.

The Riga Planning Region will also take part in the horizontal project activities such as the local Fusion Mobility Workshops, data collection and monitoring in its pilot project and transfer activities.

775 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

◉ Yes ○ No

2.3 Associated Organisation Details - AO 1

Associated organisation name and type:

Organisation in original language
Altonaer Kinderkrankenhaus
35 / 250 characters

Organisation in English
Children's Hospital Altona
34 / 250 characters

Department in original language
/
1 / 250 characters

Department in English
/
1 / 250 characters

Legal status
b) Private

Type of associated organisation
Hospital and medical centre
Hospital, medical centre, other health care centres and facilities, etc.

Associated organisation location and website:

Address
Bleickenallee 28
24 / 250 characters

Country
Germany

Postal Code
22763
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.kinderkrankenhaus.net
33 / 100 characters

Role of the associated organisation in this project:

The Altona Children's Hospital, a historical building located in a residential neighbourhood with a lack of parking spaces, will participate in the following Groups of Activities, alongside PP01:
• GoA 2.1, Activities in public spaces: installation of technically improved bike parking closest to the hos-pital, to promote active mobility
• GoA 2.4, Activities for mobility providers: testing of a priority parking system for car-pooling as a sup-port to reach public transport changing points more conveniently, linked to the overall topic of car-sharing campaigns.

567 / 1,000 characters

2.3 Associated Organisation Details - AO 2

Associated organisation name and type:

Organisation in original language: Airbus (6 / 250 characters)

Organisation in English: Airbus (6 / 250 characters)

Department in original language: Airbus Operations - Management support (38 / 250 characters)

Department in English: Airbus Operations - Management support (38 / 250 characters)

Legal status: b) Private

Type of associated organisation: Large enterprise | ≥ 250 employees

Associated organisation location and website:

Address: Kreetslag 10 (20 / 250 characters)

Country: Germany

Postal Code: 21129 (5 / 250 characters)

Town: Hamburg (7 / 250 characters)

Website: www.airbus.com (22 / 100 characters)

Role of the associated organisation in this project:

Airbus, Europe's largest aviation company, has a large production site in Hamburg-Finkenwerder, across the river Elbe from Altona, causing many workers to commute through Alona on their way to and from work.
In NESCA, Airbus will be involved in the GoA 2.2, Activities at company sites, and test following measures:
• provision of e-bikes (together with PP01) for employees between spring and autumn, to promote ac-tive mobility;
• "Trainee-E-Bike" scheme for young trainees that normally use cars to commute.

512 / 1,000 characters

2.3 Associated Organisation Details - AO 3

Associated organisation name and type:

Organisation in original language
Porvoon kaupunki
25 / 250 characters

Organisation in English
City of Porvoo
14 / 250 characters

Department in original language
Kuntatekniikka
23 / 250 characters

Department in English
Municipal Engineering
29 / 250 characters

Legal status
a) Public

Type of associated organisation
Local public authority
Municipality, city, etc.

Associated organisation location and website:

Address
Raatihuoneenkatu 9
26 / 250 characters

Country
Finland

Postal Code
06100
5 / 250 characters

Town
Porvoo
6 / 250 characters

Website
www.porvoo.fi
21 / 100 characters

Role of the associated organisation in this project:

The City of Porvoo will be in charge of carrying out the NESCA pilot projects together with Posintra Ltd (PP04). Particularly, the City of Porvoo will participate in activities in the GoA 2.1 (Activities in public spaces) with the flexible bus routes and movable e-bike charging station.
288 / 1,000 characters

2.3 Associated Organisation Details - AO 4

Associated organisation name and type:

Organisation in original language
Medikettu Oy
20 / 250 characters

Organisation in English
Medikettu Ltd.
14 / 250 characters

Department in original language
/
1 / 250 characters

Department in English
/
1 / 250 characters

Legal status
b) Private

Type of associated organisation
Small and medium enterprise

Micro, small, medium enterprises < 250 employees, ≤ EUR 50 million turnover or ≤ EUR 43 million balance sheet total

Associated organisation location and website:

Address
Piispankatu 22
22 / 250 characters

Country
Finland

Postal Code
06100
5 / 250 characters

Town
Porvoo
6 / 250 characters

Website
www.laakarikeskusfenix.fi/
35 / 100 characters

Role of the associated organisation in this project:

Medikettu Oy (Lääkärikeskus Fenix) medical center will participate activities in the GoA 2.2 (Activities at company sites). The company is one of the three employers in Porvoo who has shown their interest of piloting and testing the e-bike sharing model developed in NESCA project.
281 / 1,000 characters

2.3 Associated Organisation Details - AO 5

Associated organisation name and type:

Organisation in original language
VT Hotels Oy
20 / 250 characters

Organisation in English
VT Hotels Ltd.
19 / 250 characters

Department in original language
/
1 / 250 characters

Department in English
/
1 / 250 characters

Legal status
b) Private

Type of associated organisation
Small and medium enterprise

Micro, small, medium enterprises < 250 employees, ≤ EUR 50 million turnover or ≤ EUR 43 million balance sheet total

Associated organisation location and website:

Address
Rihkamakatu 4
21 / 250 characters

Country
Finland

Postal Code
06100
5 / 250 characters

Town
Porvoo
6 / 250 characters

Website
www.runohotel.com/
27 / 100 characters

Role of the associated organisation in this project:

VT Hotels Oy (RUNO Hotel Porvoo) will participate activities in the GoA 2.2 (Activities at company sites). The company is one of the three employers in Porvoo who has shown their interest of piloting and testing the e-bike sharing model developed in NESCA project.
264 / 1,000 characters

2.3 Associated Organisation Details - AO 6

Associated organisation name and type:

Organisation in original language
Porvoon Yrityslaskenta Oy
33 / 250 characters

Organisation in English
Porvoon Yrityslaskenta Ltd.
32 / 250 characters

Department in original language
/
1 / 250 characters

Department in English
/
1 / 250 characters

Legal status
b) Private

Type of associated organisation
Small and medium enterprise

Micro, small, medium enterprises < 250 employees, ≤ EUR 50 million turnover or ≤ EUR 43 million balance sheet total

Associated organisation location and website:

Address
Piispankatu 34
22 / 250 characters

Country
Finland

Postal Code
06100
5 / 250 characters

Town
Porvoo
6 / 250 characters

Website
www.yrityslaskenta.fi/
31 / 100 characters

Role of the associated organisation in this project:

Porvoon Yrityslaskenta Oy will participate activities in the GoA 2.2 (Activities at company sites). The company is one of the three employers in Porvoo who has shown their interest of piloting and testing the e-bike sharing model developed in NESCA project.
257 / 1,000 characters

2.3 Associated Organisation Details - AO 7

Associated organisation name and type:

Organisation in original language
Länstrafiken Kronoberg
29 / 250 characters

Organisation in English
Länstrafiken Kronoberg
28 / 250 characters

Department in original language
/
1 / 250 characters

Department in English
/
1 / 250 characters

Legal status
a) Public

Type of associated organisation
Infrastructure and public service provi
Public transport, utility company (water supply, electricity supply, sewage, gas, waste collection, airport, port, railway, etc.)

Associated organisation location and website:

Address
Region Kronoberg, Länstrafiken
31 / 250 characters

Country
Sweden

Postal Code
351 88
6 / 250 characters

Town
Växjö
5 / 250 characters

Website
www.lanstrafikenkron.se
31 / 100 characters

Role of the associated organisation in this project:

The Länstrafiken Kronoberg will develop, test and use the mobility hub in Växjö, in combination with public transport. It will participate in the Fusion Moblity-related activites and will contribute to disseminate the pro-ject's approach and solution in the Kronoberg region.
276 / 1,000 characters

2.3 Associated Organisation Details - AO 8

Associated organisation name and type:

Organisation in original language: Samodzielny Publiczny Zakład Opieki Zdrowotnej Szpital Uniwersytecki w Krakowie
87 / 250 characters

Organisation in English: University Hospital in Krakow
37 / 250 characters

Department in original language: Sekcja ds. Dzialności Komercyjnej i Nowych Projektów
58 / 250 characters

Department in English: Section for Commercial Activity and New Projects
56 / 250 characters

Legal status: a) Public

Type of associated organisation: Hospital and medical centre

Hospital, medical centre, other health care centres and facilities, etc.

Associated organisation location and website:

Address: ul. Kopernika 36
24 / 250 characters

Country: Poland

Postal Code: 31-501
6 / 250 characters

Town: Krakow
6 / 250 characters

Website: www.su.krakow.pl
24 / 100 characters

Role of the associated organisation in this project:

The University Hospital in Krakow will be involved in planning, implementation and evaluation of the one of the pliot actions in Krakow, aimed at encouraging the hospital community (staff, patients, students) to change travel behaviour towards travelling by the sustainable and smart mobility forms. The hospital will support the city by enabling survey research and support in the implementation of information and education activities by provid-ing information channels through which messages can be distributed.

516 / 1,000 characters

2.3 Associated Organisation Details - AO 9

Associated organisation name and type:

Organisation in original language
Gladsaxe Erhvervsby
27 / 250 characters

Organisation in English
Gladsaxe Business Corporation
37 / 250 characters

Department in original language
Gladsaxe Erhvervsby, sekretariat
40 / 250 characters

Department in English
Gladsaxe Business Corporation secretariat
50 / 250 characters

Legal status
b) Private

Type of associated organisation
Sectoral agency
Local or regional development agency, environmental agency, energy agency, employment agency, etc.

Associated organisation location and website:

Address
Rådhus Alle 7
21 / 250 characters

Country
Denmark

Postal Code
2860
4 / 250 characters

Town
Søborg
14 / 250 characters

Website
www.erhvervsby.dk
27 / 100 characters

Role of the associated organisation in this project:

Gladsaxe Erhvervsby/Gladsaxe Business Corporation is a network organisation for businesses located in Gladsaxe Municipality. Gladsaxe Erhvervsby will together with two local businesses enter into a binding partnership with the Municipality of Gladsaxe (PP08) and undertake to enter into pilot trials, test it in practice with their employees via for instance HR policy, information and campaigns for employees and installation of facilities such as bicycle parking close to the entrance, electric bicycles and ordinary bicycles, testing of digital platforms, etc. at work.

581 / 1,000 characters

2.3 Associated Organisation Details - AO 10

Associated organisation name and type:

Organisation in original language: PPG Coatings (12 / 250 characters)

Organisation in English: PPG Coatings Denmark (20 / 250 characters)

Department in original language: Management (10 / 250 characters)

Department in English: Management (10 / 250 characters)

Legal status: b) Private

Type of associated organisation: Large enterprise | ≥ 250 employees

Associated organisation location and website:

Address: Gladsaxevej 300 (15 / 250 characters)

Country: Denmark

Postal Code: DK-2860 (7 / 250 characters)

Town: Søborg (6 / 250 characters)

Website: www.ppg.com (11 / 100 characters)

Role of the associated organisation in this project:

PPG Coating is one of two businesses that will enter into a binding partnership with the Municipality of Gladsaxe and undertake to enter into pilot trials, test it in practice with their employees via for instance HR policy, information and campaigns for employees and installation of facilities, such as bicycle parking close to the entrance, electric bicycles and ordinary bicycles, testing of digital platforms, etc. at work.

428 / 1,000 characters

2.3 Associated Organisation Details - AO 11

Associated organisation name and type:

Organisation in original language: Ādažu novada pašvaldība (31 / 250 characters)

Organisation in English: Adazi municipality (26 / 250 characters)

Department in original language: - (1 / 250 characters)

Department in English: - (1 / 250 characters)

Legal status: a) Public

Type of associated organisation: Local public authority — Municipality, city, etc.

Associated organisation location and website:

Address: Gaujas street 33A (25 / 250 characters)

Country: Latvia

Postal Code: LV-2164 (15 / 250 characters)

Town: Adazi (5 / 250 characters)

Website: www.adazi.lv (21 / 100 characters)

Role of the associated organisation in this project:

Ādaži Municipality will participate in GoA 2.3 activities related to pilot project in Ādaži together with Orkla Latvija. Activities include testing perspective use of full potential of existing and new mobility infrastructure in Ādaži municipality and commuting range of employees in whole Riga metropolitan area based on results of monitoring of commuting habits and employee's daily routes mapping. Ādaži municipality will also participate in GoA 3.4 - Pilot replication feasibility workshops.

496 / 1,000 characters

2.3 Associated Organisation Details - AO 12

Associated organisation name and type:

Organisation in original language: Orkla Latvija (13 / 250 characters)

Organisation in English: Orkla Latvija (13 / 250 characters)

Department in original language: / (1 / 250 characters)

Department in English: / (1 / 250 characters)

Legal status: b) Private

Type of associated organisation: Large enterprise — ≥ 250 employees

Associated organisation location and website:

Address: Miera street 22 (21 / 250 characters)

Country: Latvia

Postal Code: LV-1001 (7 / 250 characters)

Town: Riga (4 / 250 characters)

Website: www.orkla.lv (21 / 100 characters)

Role of the associated organisation in this project:

The company Orka Latvija will participate in GoA 2.3 activities related to pilot project at the company's site lo-cated in Adazi municipality. Activities include monitoring of commuting habits in Riga metropolitan area by Orkla Latvija case study to find replicable solution and mindset change progress in the region.
Activities include mapping employee's daily routes to work, home, stops - school, shop etc.; analysis of available public transport services and cycling infrastructure; identifying where there is room for improvements, new solutions; and facilitating mind-set change about commuting habits. They will also participate in GoA 3.4, pilot replication feasibility workshops.

689 / 1,000 characters

3. Relevance

3.1 Context and challenge

In the BSR, millions of people are on the move everyday – locally, regionally, and internationally. This leads to high traffic volumes, especially during rush hours. As a result, communities and residents suffer from congestion, high CO2 emissions, pollution and noise, while workers arrive at their workplace tired and stressed. Commuting has a significant impact on the metropolitan environment and to reach their climate goals, cities must activate more employers to offer “Corporate Mobility Management (CMM)” solutions. Public authorities can provide these solutions, as previous BSR projects have shown. But, there is currently no harmonisation of infrastructural measures between public authorities and employers.

During the Covid-19 pandemic, the number of people working from home has increased and mobility patterns have changed back towards motorised individual transport. However, the temporary effect of reduced traffic in general is already disappearing. At the same time, while there is an increasing shift towards remote work certain professions require an on-site presence. This includes shift work, where a lot of employees have to arrive at fixed times. Gender also plays in this case a special role in the choice of transport; that women, for example, have a greater need for means of transportation perceived as safe during special times of the day.

Public and corporate efforts and activities are not matched and therefore are dysfunctional. NESCA provides a solution to this challenge: a toolbox for public authorities and employers to jointly activate a CMM system to benefit from their cooperation. The foundation is a collectively developed guideline based on the concept of Fusion Mobility, which all NESCA partners use as the starting point of their measures. The NESCA solution enables CMM with the involvement of the relevant target groups: local public authorities, mobility suppliers, workplaces and commuters.

1,946 / 2,000 characters

3.2 Transnational value of the project

The NESCA partnership engages public authorities, transportation providers and employers in six different countries to facilitate strategic dialogues on corporate mobility solutions with accompanied partners. All NESCA partner cities are united by a decline in public transport and an increased car use, worsened by the pandemic situation. This is also a challenge in other cities in the BSR (and beyond) and asks for successful solution models. NESCA will support regional and local public authorities in six BSR cities to develop, test, and deploy green and intermodal mobility offers for employers as an integrated service. This shall lead to fostering the development of smart green CMM solutions across the BSR, and a change of mobility behaviours in the long-term.

One main challenge is that metropolitan areas around the BSR have a different understanding of a holistic, sustainable mobility approach. The potentials of AM concepts are thus not fully exploited. A common development is crucial for the solutions tested in NESCA to be replicable across the region. To achieve this, the project will test the holistic and innovative concept of Fusion Mobility (FM), a tool which enables positive effects on AM-based concepts for inclusive cities, in the participating partner cities.

The first task of NESCA thus is to fill the different knowledge gaps and create a common understanding at the transnational level which is easily implementable at the practical level. The transnational work is especially important to test and demonstrate different forms of CMM and how to foster cooperation’s in various contexts. The results of NESCA will help other municipalities all around the BSR to improve corporate mobility and the cooperation with different stakeholders. NESCA will foster activities that enhance the cooperation of public authorities, public transport providers and employers to introduce green and smart mobility solutions to reduce pollution in cities and their hinterland.

1,995 / 2,000 characters

3.3 Target groups

Target group	Sector and geographical coverage	Its role and needs
Local public authority	Municipalities, departments for mobility/transport, sustainability and/or urban planning. Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE.	Local public authorities are the central actors of NESCA and their active participation in the project is crucial. They have an overview of and access to all local actors. Their position as governing bodies means that they are able to engage those actors and shape holistic (mobility) policies together with them. The NESCA Toolbox enables them to actively organise and structure the collaboration with public transport operators and workplaces on CMM solutions. It will make the task of engaging further actors easier, as the Toolbox itemises the steps to take to elaborate and implement CMM measures. New forms of cooperation with private actors increase the scope of urban planning, as new spaces for the development of mobility and transport are opened up.
	243 / 500 characters	762 / 1,000 characters

Target group	Sector and geographical coverage	Its role and needs
Infrastructure and public service provid	Transportation sector (public transport). Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE. 195 / 500 characters	Infrastructure and public service providers, specifically public transport operators, are an important target group for NESCA as they are organisations directly involved in providing mobility solutions to the end users. Their collaboration with public authorities and workplaces will lead to the elaboration and implementation of mobility offers and solutions adapted to the local needs and integrated in the pre-existing mobility landscape. They are an essential interface between public and private stakeholders and will also benefit from new forms of mobility services. To do so, they need to be included in the dialogue between public authorities and workplaces during the elaboration of Corporate Mobility Management strategies and solutions. 750 / 1,000 characters
Large enterprise	Aviation sector; Oil and gas industry; Food industry; Consumer good production; Pharmaceutical sector. Geographical coverage: Northern Germany, DE; Riga Planning Region, LV; Capital Region, DK. 196 / 500 characters	Large enterprises are a specific kind of workplace, as they are the source of relevant numbers of commuters, sometimes outside typical working hours be-cause of shift work. By working hand-in-hand with local public authorities and public transport operators, while including their employees in the dialogue, they will be able to develop, implement and benefit from CMM solutions adapted to the specific needs of their staff. Their company size also entails that they can look into large-scale innovative solutions, and NESCA can benefit from insight on the measures suitable for other target groups. The NESCA Toolbox will be a very useful asset for them, as it will assist them in the process of identifying the needs and implementing individual, smart and green CMM solutions. 779 / 1,000 characters
Hospital and medical centre	Healthcare: children's hospital, university hospital, medical centre. Geographical coverage: Northern Germany, DE; Lesser Poland, PL; Uusima region, FI. 154 / 500 characters	Hospitals and medical centres are very particular workplaces. Their staff is numerous and diverse regarding qualifications, from doctors to management, nurses, technicians and cleaners; they operate around the clock, in shifts; and they also welcome visitors (e.g. families and relatives of the patients) and external specialists during the day. They are also often publicly funded, at least partially. All these elements contribute to a need for especially smart mobility solutions tailored for hospitals. 509 / 1,000 characters

Target group	Sector and geographical coverage	Its role and needs
Small and medium enterprise	Hospitality sector; Financial management and accounting. Geographical coverage: Uusima region, FI; Capital Region, DK; South-East Sweden, SE.	Small and medium enterprises are an important target group when it comes to commuting, even though it may not appear so at a first glance, as the commuter flows they generate are not as important as the ones of large enterprises. NESCA chooses to address this target group because several SMEs with-in a geographical area, or working similar hours, could benefit of common CMM solutions that would make the commute of their workers easier and more sustainable. SMEs can develop into fast growing companies (startups) and is therefore a target group that can be influenced. They can be hard to reach and engage, and it is important that the project partners activate the local SMEs already during the preparatory phase of the project, in order for the future uptake of the NESCA Toolbox to be successful with

144 / 500 characters

3.4 Project objective

Your project objective should contribute to:

Smart green mobility

NESCA contributes to a smarter and greener mobility in the Baltic Sea Region by strengthening the collaboration of local public authorities and public transport operators and the one hand, and employers, specifically large enterprises and SMEs from different economic sectors as well as hospitals, on the other hand. At the same time, it also contributes to the reduction of individual motorised transport for commuting purposes by promoting and providing active mobility solutions.

NESCA will assist its target groups in developing and implementing corporate mobility management strategies in a collaborative manner, that are tailored to the specific needs of the involved workplaces, accompanied by concrete measures. This collaboration of local authorities and employers, particularly in the sectors of commerce, industry and healthcare, will influence future urban planning, especially in suburban areas and economic activity zones which currently are heavily reliant on private cars.

The concept of Fusion Mobility, that promotes a holistic approach of mobility and favours active mobility solutions, lies at the core of NESCA. As a result, the concrete mobility solutions in NESCA will promote sustainable mobility behaviours by developing and implementing joint approaches to solutions. Green mobility is often smart. Some of the NESCA solutions focus on Mobility as a Service (MaaS), with flexible bus routes or preferential parking spots reserved for car-pooling employees. These offers are aimed in particular at the deviating working hours, for example shift work.

Through the project activities, cities and the respective companies can gain a lowered carbon footprint, while employees will benefit from a healthier form of commuting to their workplaces, with a better cost-benefit ratio.

1,803 / 2,000 characters

3.5 Project's contribution to the EU Strategy for the Baltic Sea Region

Please indicate whether your project contributes to the implementation of the Action Plan of the EU Strategy for the Baltic Sea Region (EUSBSR).

(•) Yes ( ) No

Please select which Policy Area of the EUSBSR your project contributes to most.

PA Transport

Please list the action of this Policy Area that your project contributes to and explain how.

The NESCA project activities will mostly contribute to action 2 of the Transport Policy Area of the EUSBSR, Development of measures towards climate-neutral and zero pollution transport. The development and implementation of CMM plans at workplaces, in partnership with local authorities, aims to reduce workers' use of individual motorised transport for their commute. By providing smart solutions for employees that are less or not polluting and encouraging a behavioural shift, the project activities will contribute to the reduction of greenhouse gas emissions, as well as of noise pollution. The NESCA activities particularly fit under the strategic priorities v (development of regulatory framework for sustainable transport actions, considering border–crossing transport as well maritime and land–based transport) and vi (developing and enabling of harmonised platforms to facilitate digital data exchange between public and private organisations).

Several of the NESCA pilot projects will also contribute to action 3, Facilitate innovative technologies & solutions in the Baltic Sea region, by testing integrated solutions that consider all modes of transport to offer the best commuting options to workers.

1,215 / 1,500 characters

If applicable, please describe which other Policy Areas of the EUSBSR your project contributes to and how.

NESCA also contributes to action 1 of the PA Spatial Planning, Strengthening territorial cohesion in the BSR through land-based spatial planning. The NESCA Toolbox will allow public authorities and employers to plan the future development of cities while considering the specific necessities of commuters employed in different types of workplaces. It will ensure that holistic and innovative solutions are taken into account for greener, coherent territories, especially when it comes to the relationship between cities and their hinterland.

Health is another policy area that NESCA will contribute to, namely its action 2, Promoting a Health in all policies approach with focus on the impact of environmental factors, and especially climate change on human health. By promoting Active Mobility-friendly solutions, the project helps fight the growing sedentary lifestyle of urban and suburban populations. Furthermore, it aims at reducing the use of individual motorised transport, which will have an impact on greenhouse gas emissions, leading to lower pollution levels and an overall healthier environment.

1,109 / 1,500 characters

3.6 Other political and strategic background of the project

Strategic documents
NESCA contributes to the European Green Deal in “accelerating the shift to sustainable and smart mobility”. It supports the development of a multimodal and integrated transport sector through the promotion of active modes of mobility. The piloted measures will provide commuters with green mobility solutions; the involved companies that will act as multipliers, as they will continue to offer those solutions beyond the project’s lifetime. (441 / 500 characters)
NESCA contributes to the 'European Smart and Sustainable Mobility Strategy' by increasing the modal shares of collective transport, walking and cycling, as well as connected and multimodal mobility and improving the health and well-being of people. NESCA supports these activities by creating new intermodality offers and making them accessible in different regions and for passengers including those with reduced mobility and making the sector more attractive for workers/commuters. (483 / 500 characters)
NESCA will support the EU action on SUMPs (Sustainable Urban Mobility Plans) by focusing on solutions that are sustainable, smart and tailored to the cities and workplaces they are implemented in. The project’s holistic approach aligns with the eight SUMP principles. By working towards the institutionalisation of Corporate Mobility Management initiatives, they will be able to be considered when elaborating or adapting future SUMPs. (435 / 500 characters)

3.7 Seed money support

Please indicate whether your project is based on a seed money project implemented in the Interreg Baltic Sea Region Programme 2014-2020.

○ Yes ◉ No

3.8 Other projects: use of results and planned cooperation

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
Sustainable urban mobility and commuting in Baltic cities (SUMBA) (65 / 200 characters)	European Regional Development Fund (Interreg Baltic Sea Region) (63 / 200 characters)	The SUMBA project ran between October 2017 until March 2021 and focused on sustainable and green commuting. It demonstrated how to effectively change suburban-city commuting towards more sustainable and intermodal patterns in 10 pilot regions. The project’s outputs were the participatory development of commuting master plans and accompanying action plans in the pilot regions, as well as the development of tools that help urban and transport planners to assess, plan, and integrate intermodal mobility solutions into transport plans and policies of their cities and municipalities. NESCA goes a relevant step further than SUMBA, as it aims at finding and testing sustainable solutions for commuting by involving the source of commuters, workplaces, and asking them to take part in shaping the solutions offered to their workers by taking their specific needs into account. Three of the NESCA partners already cooperated during SUMBA (Hamburg-Altona, City of Växjö, Riga Planning Region). (993 / 1,000 characters)

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
Sustainable urban mobility and commuting in practice (SUMBA+) 61 / 200 characters	European Regional Development Fund (Interreg Baltic Sea Region) 63 / 200 characters	The SUMBA+ project continued the work started in SUMBA and ran from April till December 2021. Its main objective was to support the implementation of measures planned in the commuting master plans developed in the SUMBA project, via: - working on specific measures laid down in the commuting master plans, - further providing data-evidence from transport models and - lobbying for political and financial support on local, regional and national level. NESCA will use what was learnt during the SUMBA+ project and build upon that to ensure the uptake and replication of the project's solution at a local and regional level. Two of the NESCA partners already cooperated during SUMBA+ (Hamburg-Altona and City of Växjö). 723 / 1,000 characters
HUPMOBILE – Holistic urban and periurban mobility solutions 59 / 200 characters	European Regional Development Fund (Interreg Baltic Sea Region) 63 / 200 characters	The Hupmobile project ran between January 2019 and December 2021. It focused on providing a holistic approach to the planning, implementation, optimisation and management of integrated, sustainable mobility solutions in Baltic Sea port cities for both people and goods. It addressed innovations such as greener urban logistics and combinations of goods- and passenger traffic, intelligent traffic systems-based services, tools for stakeholder participation, and new tools for transportation mobility management and Mobility-as-a-Service (MaaS). Three of the NESCA partners already cooperated during Hupmobile (Aalto University, Hamburg-Altona and Union of the Baltic Cities). 679 / 1,000 characters

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
Smart Commuting 17 / 200 characters	ERA-NET (ENSCC) with co funding from FP7 40 / 200 characters	Smart Commuting project explored new concepts to support sustainable CO2-free commuting As the mobility of the workforce before pandemic was increasing due to technology development, commuting and the nature of work, cities also have to address commuting when planning technical solutions and developing their services. Therefore, the objectives of this project was to identify the changing needs of mobile workers for transport and to support the implementation of sustainable and intelligent transport services that meet these needs. The project was done as a collaboration between researchers and company partners from Austria, Finland, and Switzerland. The company and regional partners were: Virta Ltd. (Liikennevirta Oy), AC2SG Software Oy, Kyyti Group Ltd. (Tuup Oy), ISTmobil GmbH, Growth Corridor Finland (GCF), and the Office of Mobility in the Canton of Basel-Stadt. 879 / 1,000 characters
MOBI – Mobility Influencer, Joining Forces to Transform Urban Mobility BATS - Baltic Sea region Active Mobility Solutions – in darkness and all weather conditions. 165 / 200 characters	Interreg Baltic Sea Region (2021 – 2027) Project applications to be submitted in the first call of the new programming period 127 / 200 characters	The MOBI project, which has been developed in parallel to the NESCA project under the lead of the district Eimsbüttel in Hamburg (DE), aims to activate forces for climate-friendly mobility by identifying those stakeholders that are “mobility influencers” and currently active in the field of green urban mobility. Joint solutions shall be developed and the efforts of mobility influencers combined within urban initiatives, esp. projects initiated by the municipal transport authorities. BATS aims to improve Active Mobility conditions in dark weather situations. Its activities and outcomes contribute to add value to safety aspects in transport and traffic and support needs of citizens on different levels. The demarcation to NESCA is related to its difference in target groups and activities and attitudes of citizens needs and perceived aspects of safety If implemented, synergies within these projects are expected and a regular exchange on experiences and achievements is ensured. 989 / 1,000 characters

3.10 Horizontal principles

Horizontal principles	Projects's direct impact
Sustainable development	positive
Non-discrimination including accessibility	positive
Equality between men and women	positive

4. Management

Allocated budget 15%

4.1 Project management

☑ **Please confirm that the lead partner and all project partners will comply with the rules for the project management as described in the Programme Manual.**

If relevant, please indicate any other important aspects of the project management, e.g. external entity supporting the lead partner in the management of the project, advisory board, steering committee, any other relevant working groups, etc.

To ensure a professional and smooth coordination of the project, the LP will assign an external project management (PM) with profound experience in EU-funded cooperation projects.

Monitoring and decision-making body is the transnational steering group (TSG), with one representative of each PP. The TSG meets at least once per semester.

The performance of project lead and management in the context of the overall achievement of project goals is reviewed by the PPs via a mid-term evaluation.

495 / 500 characters

4.2 Project financial management

☑ **Please confirm that the lead partner and all project partners will comply with the rules for the financial management and control as described in the Programme Manual.**

If relevant, please indicate any other important aspects of the financial management, e.g. external entity supporting the lead partner, positions planned for financial management, involvement of special financial experts (e.g. for public procurement), etc.

To guarantee a professional financial management (FM) of the overall project, the LP will assign an external FM with profound knowledge of Interreg funding regulations and procedures.

184 / 500 characters

4.3 Input to Programme communication

☑ **Please confirm that you are aware of the obligatory inputs to Programme communication that must be submitted along the pre-defined progress reports, as described in the Programme Manual.**

If relevant, please describe other important aspects of project communication that you plan to introduce, e.g. a communication plan, opening and closing events, social media channel(s) etc.

NESCA will kick-off in Hamburg (hosted by the LP) and the closing event will take place in Finland (hosted by PP04). In addition, four partner meetings are planned to take place semi-annually.

To ensure adequate communication and information on the project aims and achievements, separate communication packages are developed for each project partner in GoA 3.1. In order to communicate the experiences from the NESCA pilots, promotional videos that visualise a “smart way to work” will be produced.

500 / 500 characters

4.4 Cooperation criteria

Please select the cooperation criteria that apply to your project. In your project you need to apply at least three cooperation criteria. Joint development and joint implementation are the obligatory ones you need to fulfill in your project.

Cooperation criteria	
Joint Development	☑
Joint Implementation	☑
Joint Staffing	☐
Joint Financing	☑

5. Work Plan

Number	Work Package Name
1	Preparing solutions

Number	Group of Activity Name
1.1	Fusion Mobility Workshop Series
1.2	Corporate Mobility Management Reader
1.3	Preparation of monitoring
1.4	Development of the NESCA toolbox

Number	Work Package Name
2	WP2 Piloting and evaluating solutions

Number	Group of Activity Name
2.1	Activities in public space
2.2	Activities at company sites
2.3	Activities for public authorities
2.4	Activities for mobility providers
2.5	NESCA toolbox reloaded

Number	Work Package Name
3	WP3 Transferring solutions

Number	Group of Activity Name
3.1	Promotion and dissemination of evaluated pilots
3.2	Fusion Mobility Transfer
3.3	Uptake and Transfer of NESCA toolbox reloaded
3.4	Pilot Replication Feasibility Workshops

Work plan overview

Period:	1	2	3	4	5	6	Leader
WP.1: Preparing solutions							**PP2**
A.1.1: Fusion Mobility Workshop Series							PP1
D.1.1: Fusion Mobility tools	D	D					
A.1.2: Corporate Mobility Management Reader							PP2
D.1.2: Corporate Mobility Management - Guidelines and effective solutions			D				
A.1.3: Preparation of monitoring							PP4
D.1.3: Datasheet for the pilot case for monitoring		D		D			
A.1.4: Development of the NESCA toolbox							PP1
O.1.4: NESCA toolbox			O				
WP.2: WP2 Piloting and evaluating solutions							**PP1**
A.2.1: Activities in public space							PP5
D.2.1: Feedback report on realised activities in public space					D		
A.2.2: Activities at company sites							PP1
D.2.2: Feedback report on realised activities in companies / at company sites					D		
A.2.3: Activities for public authorities							PP8
D.2.3: Feedback report on realised activities by public authorities					D		
A.2.4: Activities for mobility providers							PP7
D.2.4: Feedback report on realised activities for mobility providers					D		
A.2.5: NESCA toolbox reloaded							PP1
O.2.5: NESCA toolbox reloaded					O		
WP.3: WP3 Transferring solutions							**PP3**
A.3.1: Promotion and dissemination of evaluated pilots							PP3
D.3.1: Local communication and dissemination plans		D				D	
A.3.2: Fusion Mobility Transfer							PP1
D.3.2: Fusion Mobility Flagship Report					D		
A.3.3: Uptake and Transfer of NESCA toolbox reloaded							PP3
D.3.3: Promotional Campaign “NESCA toolbox reloaded”						D	
A.3.4: Pilot Replication Feasibility Workshops							PP10
D.3.4: Replication package per pilot site						D	

Outputs and deliverables overview

Code	Title	Description	Contribution to the output	Output/ deliverable contains an investment
D 1.1	Fusion Mobility tools	The deliverable of the GoA 1.1 is the application and active implementation of the predefined five Fusion Mobility tools in each pilot site. They are: 1. FM analytical tool - basic assessment of current mobilities. 2. FM participatory tool - basic structure for any collaboration and participation. 3. FM creativity tool - a morphological stimulation onto new solutions. 4. FM evaluation tools - for all project phases, measuring work-in-progress. 5. The smart FM tool - planning and controlling digital instruments and consequences. The experiences and results from the application of the FM tools gained through the FM workshop series will enable the addressed target groups to organise the data collection and discuss which efforts will be needed by whom (especially which kind of data is needed to steer future measures). This will contribute to the monitoring activities in GoA 1.3. Public authorities are the key target group of the activities and will apply the FM tools in their working routine to analyse the current state of mobility offers and identify potential measures for the chosen pilot / company site. The deliverable helps public authorities transfer the common understanding to the stakeholders and provide sustainable mobility perspectives and a common project structure. The participating workplaces will benefit from the analysis results of the deliverable. The use of FM tools requires a regular exchange with the public authorities - it will create a new communication stream and promote regular contact. At the same time, the actors will get provisional ideas regarding which project activities to concretise and how. This deliverable contributes mainly to the systematic tailoring of the pilot sites, an important step forward to serve the partners' ambitions for piloting in WP2. The application of the FM Tools by the public authorities will help to analyse the current situation and potential for cities, municipalities and associated workplaces.	O 1.4 NESCA toolbox	
D 1.2	Corporate Mobility Management - Guidelines and effective solutions	The "Corporate Mobility Management reader" is a written deliverable with a focus on the transferability of practical solutions and how to implement them. This will be a living document throughout the project, with the first version (Period 2) aimed at presenting the general guidelines in CMM with the collected best practices as supporting examples in the document. The focus in this first version is already on more general guidelines suitable for municipalities and other stakeholders (for example, public transport providers, SME etc.) and transnational in nature, highlighting the aspects that need to be taken into account in different operating conditions. The first version will be incorporated into the NESCA toolbox (GoA 1.4). The final version will be formatted to fit better to the final NESCA output and NESCA themes already in period 3. Still, the theme will carry out throughout the project, as a series of seminars is planned together with local authorities and UBC (GoA 3.4), targeting stakeholders from the national level to the operational level (SMEs, Infrastructure & public service providers) in WP3 to test the applicability of the guidelines. The CMM reader will be published in a digital and printed version (A4 format, ca. 30-40 pages) and widely used in the participating administrative units of the municipalities, transport authorities as well on the side of the employers as a foundation for action.	O 1.4 NESCA toolbox	
D 1.3	Datasheet for the pilot case for monitoring	The deliverable of the GoA 1.3 will be a simple user-friendly digital datasheet which prepares the monitoring of the pilot activities implemented in NESCA. Datasheets will be individualised for each pilot case. The datasheet helps to identify the change and set the indicators to support the monitoring and evaluation. Furthermore, the datasheet is a tool to identify the characteristics of each pilot case. During the project, datasheets serve as a platform for monitoring of the change. In the later stages, a well-prepared monitoring enables the verification of the results of the pilot cases, as well as the communication and sharing of the project results. The datasheet will be developed and used in English, but will be given to the project partners in an editable format which allows translation into the national languages. The datasheet will be part of the NESCA toolbox and supports the presentation of empirical data as part of the NESCA Flagship report (GoA 3.2).	O 1.4 NESCA toolbox, O 2.5 NESCA toolbox reloaded	

O 1.4	NESCA toolbox	The NESCA toolbox is the output of WP1 which contains the key solution for successfully implementing and communicating on CMM in workplaces across the BSR. Based on the concept of Fusion Mobility, this toolbox will foster alliances of local public authorities, workplaces (companies, universities, hospitals etc.) and their policy associations (chambers of commerce etc.) for the development of CMM strategies and solutions. It will contribute to the post-pandemic recovery of public transport and promote Active Mobility (AM). The toolbox is a digital package consisting of: 1) A guide to the implementation of the Fusion Mobility tools for public authorities, public service providers and employers. This includes information on the model, its structure and application in companies. The FM tools contain analytical, participatory, and creative as well as evaluation and adapting tools. With this knowledge the complex structure of mobility systems will become more transparent and understandable for everybody. This will enable participation and foster societal coherence. Decision makers for public and private investments can follow the ongoing progress due to the work-in-progress principle of the toolbox (feedback loops), and FM enables an ongoing evaluation process. This will enable more dynamic investment strategies, transparent controlling and inherent incentives of smart & green investments – essential for all Green Deal approaches and efforts for example. 2) The Corporate Mobility Management reader as an easily accessible and practical guide for addressing different target groups (mainly companies and work places). 3) A predefined datasheet for monitoring. In order to be able to measure results, the datasheets for preparing the data collection and evaluation also become part of the toolbox. These are used to structure indicators and data collection methods and to assist users in the monitoring process. The procedural transparency is an asset of the future transferability of the toolbox to other cities and regions, and their business districts, companies, chambers and associations – benefiting their people and societies. The toolbox will be developed fully in the early stage of WP1 and contain a set of different instruments that result from the deliverables of GoA 1.1 - 1.3.		
D 2.1	Feedback report on realised activities in public space	The GoA leader, the municipality of Växjö, which supervises the realisation of the activities in public space will develop a feedback report. It will have a volume of around 30 pages and depict the realised activities as well as document the feedback from the various pilot sites and the involved target groups. The report focuses on measures that have been implemented in public space. These will mainly encompass the activities realised in GoA 2.1 but may also cover further aspects discovered in the course of the NESCA implementation especially with regard to synergies or overlaps of the other GoAs. The report contains detailed information on the implementation of the individual measures, such as location, costs, installation process and other relevant issues. In addition, it includes a detailed description on the experiences made during the implementation process, and how the activities are being received by the target groups and the beneficiaries. The feedback report will answer among others the following questions: Are the implemented measures attractive for users and if so why/why not? Do the measures increase the use of active mobility or public transport? Are there positive/negative reactions on the part of the users or providers? Do the measures cause conflicts in the street/traffic zone or on the other side, do the measures help resolve existing ones? How do the measures affect the surrounding companies and workplaces? The GoA lead is responsible to coordinate the surveys with the project partners and their pilot sites to gather relevant information and experiences. The results are collected and transferred into a prepared feedback report which is already developed in WP 1 (GoA 1.4.) together with the findings from GoA 1.2 (published by Aalto University). The conclusions from the feedback report will directly enter the NESCA toolbox and its adaptation in GoA 2.5.	O 2.5 NESCA toolbox reloaded	Yes
D 2.2	Feedback report on realised activities in companies / at company sites	The GoA leader, The Borough of Hamburg Altona, which supervises the realisation of the activities at company sites will develop a feedback report. This report of ca. 30 pages describes carried out activities and feedback from the various pilot sites and its target groups. The report focuses on measures that have been implemented at company sites. These will mainly encompass the activities realised in GoA 2.2 but may also cover further aspects discovered in the course of the NESCA implementation especially with regard to synergies or overlaps of the GoAs - such as the findings from GoA 1.2. The report contains detailed information on the implementation of the individual measures, such as costs, installation process, subsidy by public or transport authorities, cooperation with mobility providers or the like. In addition, there is a detailed description on the experiences from the implementation process and how the activities are being received, especially by the employees which are the main users of the measures. The feedback report will answer among others the following questions: Are the implemented measures attractive for employees and if so why/why not? Do the measures increase the use of active mobility or public transport? Are there positive/negative reactions on the part of the employees or the employers? Do the offers have an impact on the employees' motivation? How has the cooperation between the municipality and the company been organised? How is this evaluated? Were further projects initiated? The GoA lead is responsible to coordinate the surveys with the project partners and their pilot sites to gather relevant information and experiences. The results are collected and transferred into a prepared feedback report which is already developed in WP 1 (GoA 1.4.). The conclusions from the feedback report will directly enter the NESCA toolbox and its adaptation in GoA 2.5.	O 2.5 NESCA toolbox reloaded	

D 2.3	Feedback report on realised activities by public authorities	The GoA leader, the municipality of Gladsaxe, which supervises the realisation of the activities for public authorities will develop a feedback report. It will have a volume of around 30 pages and depict the realised activities as well as document the feedback from the various pilot sites and the involved target groups. The report focuses on measures that have been implemented by the participating public authorities. These will mainly encompass the activities realised in GoA 2.1 but may also cover further aspects discovered in the course of the NESCA implementation especially with regard to synergies or overlaps of the GoAs. The report contains detailed information on the implementation of the individual measures, such as requirements, process and implementation, actors involved, cooperation partners and publicity measures or the like. In addition, there is a detailed description on the experiences on how the implementation of the activities worked out. The feedback report will give among others answer the following questions: what measures were the participating municipalities able to implement? Who was involved? How far-reaching are the results? What impact did these measures have on further project developments? Was it possible to promote new cooperations with companies? The GoA lead is responsible for coordinating surveys with the project partners and their pilot sites to gather the relevant information and experiences. The results are collected and transferred into a prepared feedback report which is already prepared during WP 1 (GoA 1.4.). The conclusions from the feedback report will directly contribute to the NESCA toolbox and its adaptation in GoA 2.5.	O 2.5 NESCA toolbox reloaded	
D 2.4	Feedback report on realised activities for mobility providers	The GoA leader, the Krakow Transport Authority, which supervises the realisation of the activities for public authorities will develop a feedback report. It will have a volume of around 30 pages and depict the realised activities as well as document the feedback from the various pilot sites and the involved target groups. The report focuses on measures that target mobility providers. These will mainly encompass the activities realised in GoA 2.4 but may also cover further aspects discovered in the course of the NESCA implementation especially with regard to synergies or overlaps of the GoAs. The report contains detailed information on the implementation of the individual measures as the application models, deployment and development process, cost of development, collaboration with mobility service providers or the like. In addition, there is a detailed description on the experiences on how the implementation of the activities worked out. The feedback report will answer among others the following questions: How did the cooperation with mobility service providers proceed? How can these offers be linked to specific companies? Which incentives worked well, which not so much? How were the offers accepted by the employees? Do they contribute to more sustainable commuting? The GoA lead is responsible for coordinating surveys with the project partners and their pilot sites to gather the relevant information and experiences. The results are collected and transferred into a prepared feedback report which is already prepared during WP 1 (GoA 1.4.). The conclusions from the feedback report will directly contribute to the NESCA toolbox and its adaptation in GoA 2.5.	O 2.5 NESCA toolbox reloaded	
O 2.5	NESCA toolbox reloaded	The developed output of the WP2 is the adapted version of the Output 1.1 from WP1. The toolbox aims to foster alliances of cities, mobility providers, workplaces (companies, universities, hospitals etc.) and their policy associations (chambers of commerce etc.) for the development of CMM strategies and solutions. It will contribute to the post-pandemic recovery of public transport and promote Fusion Mobility (FM). The toolbox reloaded will be developed throughout WP 2 and include experiences and results from different parts of ongoing activities (GoA 2.1 – 2.4, peer reports, results of monitoring). The NESCA toolbox reloaded will still be a digital package. It will consist of the following components: 1) A guide to the implementation of the Fusion Mobility tools for public authorities, public service providers and employers. This includes information on the model, its structure and application in workplaces based on Fusion Mobility (Fusion Mobility Flagship report, GoA 3.2) 2)The updated Corporate Mobility Management reader as an easily accessible and practical guide for addressing different target groups 3) A predefined monitoring datasheet for collecting, compiling and evaluating quantitative data, that will guarantee the transferability of the data. The nature, usability, uptake by the target groups and durablity of the NESCA toolbox reloaded does not differ the the one of the first version of the toolbox (O 1.4). As such, the answers to the following questions are repeated from or directly refer to Output 1.4.		
D 3.1	Local communication and dissemination plans	To ensure appropriate and adequate communication and information, separate communication packages are developed for each project partner. Especially in view of the fact that NESCA cooperates with and targets at different workplaces in terms of type, size, sector, location in the city, etc., the corresponding target groups and stakeholders must be considered in the communication channels. The success of the dissemination activities is based on the establishment of continuous relations with the key stakeholders and target groups throughout and beyond the project lifetime. The project partners aim to achieve press coverage and gain prominent media attention as the national and local media act as multipliers to reach out to the stakeholders. As the impact of the project is not only on the local communities but also on the national and international level, it is expected that the media channels on different scales may be approached if possible by all project partners. Structured dissemination and communication is important in the context of transnational exchange of information and experience. The individual communication packages help the project partners to implement and coordinate their activities. Communication and dissemination also help promote the NESCA toolbox and provide information about it on an ongoing basis. This is done at local, regional and international level and requires professional supervision, guaranteed by the GoA lead UBC and the NESCA communication management	O 2.5 NESCA toolbox reloaded	

D 3.2	Fusion Mobility Flagship Report	All the experience, values, results and data collected will be incorporated into a flagship report on Fusion Mobility which clearly stands in the context of NESCA. The flagship report compiles the shared information about the work of NESCA and addresses, next to the project's target groups, the public, groups of interest, policy-makers, researchers, implementers, and other practitioners. It is a key instrument in promoting developed ideas addressing current gaps or challenges regarding CMM in relation to Fusion Mobility. The re-port stimulates thinking and the debate on priority topics identified by stakeholders in NESCA's field of action. The flagship report will consist of 60-80 A4 pages and include empirical data from the monitoring activities (WP 1.3), the summary of piloted results and an evaluation for each piloting project alongside the FM analysis tools. This deliverable contributes to the adaption of the NESCA toolbox by providing fundamental experiences and results on its application.	O 2.5 NESCA toolbox reloaded	
D 3.3	Promotional Campaign "NESCA toolbox reloaded"	The promotional campaign is a marketing campaign tailored to the pilots and target groups. It contains a series of marketing actions aimed at the dissemination of the NESCA toolbox reloaded. These operations include different types of actions and are realised over a longer period or take place simultaneously. Marketing measures will primarily include digital promotion and distribution. In addition, the campaign needs to be targeted at the user groups and tailored to each of them; it will not be a high-profile campaign. A specific care will be brought to how the NESCA target groups are addressed (local public authorities, public service providers, large enterprises, SMEs and hospitals).	O 2.5 NESCA toolbox reloaded	
D 3.4	Replication package per pilot site	The deliverable consists of one six replication packages, one per pilot site. Each replication package will be tailored to the pilot site and its stakeholders. It includes the pilot area profile, an overview of the identified relevant potential replication cases and territories, and the concept and organisation for a replication feasibility workshop with local stakeholders. The workshops and their replication packages help to strengthen the work on the local level, especially local public authorities. The surrounding regions may also benefit from the replication potential. Through the conception and organisation of the local workshops "from outside" by the GoA and WP lead, transnational aspects are introduced. Although the individual workshops focus on local situations and stakeholders, structures and key results can be derived and transferred for the BSR.	O 2.5 NESCA toolbox reloaded	

Work package 1

5.1 Preparing solutions

5.2 Aim of the work package

The aim of this work package is to prepare solutions to help address the identified challenge. You can either develop entirely new solutions or adapt existing solutions to the needs of your target groups. Prepare your solutions in a way that you can pilot them in Work Package 2. Consider how you involve your target groups in preparation of the solutions.
Organise your activities in up to five groups of activities to present the actions you plan to implement. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1 PP 2 - Aalto University Foundation sr

Work package leader 2 Please select

5.4 Work package budget

Work package budget 25%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Municipalities, departments for mobility/transport, sustainability and/or urban planning. Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE. 243 / 500 characters	Involved from the application phase in defining the activities and NESCA solution (GoA 1.4) to be used in the project. Four are represented in the consortium, and five are active in defining the activities and closely monitoring the results. There will be two full partner meetings in WP1. In addition, regular project meetings will take place between the partners to plan joint activities. Public authorities are also highly engaged in the Fusion Mobility workshop series, which will be on site. Regular update requests directed to the consortium will be used as a communication channel for information exchange and to provide materials for the external channels. Together with the Union of the Baltic Cities, public authorities will plan different communication measures such as workshops, campaigns, smaller events etc. with the aim of increasing local engagement regarding the piloting for the local stakeholders. 919 / 1,000 characters
2	Infrastructure and public service provider Transportation sector (public transport). Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE. 195 / 500 characters	Public service providers will also be part of the data collection phase of WP 1 (GoA 1.3) and in the national workshop events (GoA 1.1), to define the data collection needs and provide the relevant results from the data collection of their region later in the project. Contacts and cooperations with public transport providers already exist via the participating local public authorities. They will be included in regular project meetings with the municipalities to plan the joint activities. Public service providers are also involved in the preparation of the pilot sites and its planned measures which are going to be realised in WP2. 637 / 1,000 characters
3	Large enterprise Aviation sector; Oil and gas industry; Food industry; Consumer good production; Pharmaceutical sector. Geographical coverage: Northern Germany, DE; Riga Planning Region, LV; Capital Region, DK. 196 / 500 characters	Large enterprises are participating as associated partners and are for example involved in the data collection in GoA 1.3 and a target for activities. These activities are workshops and exchange formats in GoA 1.1. The primary interaction methods are regular physical or virtual meetings with the representatives of the workplaces with the aim of either collecting insights on CMM (GoA 1.2), the benefits of Fusion Mobility (GoA 1.1), or disseminating the results of current mobility habits and possibilities to change them (GoA 3.4). If possible, these workplaces will be used as a proxy for commuting, in general, to spread the results to other large enterprises in the region. 679 / 1,000 characters
4	Hospital and medical centre Healthcare: children's hospital, university hospital, medical centre. Geographical coverage: Northern Germany, DE; Lesser Poland, PL; Uusima region, FI. 154 / 500 characters	Two hospitals are participating as associated partners and will be directly involved in piloting. They will be involved in data collection in GoA 1.3 and target groups for activities (mainly workshops) in GoA 1.1. The primary interaction is via regular physical or virtual meetings with representatives of the work places with the aim of either collecting insights on CMM (GoA 1.2), discuss the application of Fusion Mobility (GoA 1.1), or disseminating the results of current mobility habits and possibilities to change them (GoA 3.4). These hospitals as a workplace will be used as a proxy for commuting in general. The results can be spread to other hospitals or medical and healthcare centres in the region with similar mobility challenges. They will also provide insights on supporting Fusion Mobility in other work communities characterised by shift work, or regions where public transport is not regular. 912 / 1,000 characters
5	Small and medium enterprise Hospitality sector; Financial management and accounting. Geographical coverage: Uusima region, FI; Capital Region, DK; South-East Sweden, SE. 144 / 500 characters	Various small and medium enterprises are involved in piloting and participate as associated partners in the consortium. However, this is the leading target group of GoA 1.2, with the deliverable and the dissemination activities (seminars) planned for disseminating guidelines suitable for this target group. The primary interaction is via regular physical or virtual meetings with the representatives of the work places with the aim of either collecting insights on the possibilities of CMM (GoA 1.2), discuss the application of Fusion Mobility (GoA 1.1), or disseminating the results of current mobility habits and possibilities to change them (GoA 3.4). 655 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
1.1	**Fusion Mobility Workshop Series**
1.2	**Corporate Mobility Management Reader**
1.3	**Preparation of monitoring**
1.4	**Development of the NESCA toolbox**

WP 1 Group of activities 1.1

5.6.1 Group of activities leader

Group of activities leader PP 1 - Free and Hanseatic City of Hamburg - Borough of Altona

A 1.1

5.6.2 Title of the group of activities

Fusion Mobility Workshop Series

32 / 100 characters

5.6.3 Description of the group of activities

This GoA serves to establish and apply the Fusion Mobility concept and prepare the activities at the different pilot sites. Fusion Mobility (FM) is an Active Mobility-based concept for intermodality and inclusive cities. A common understanding of sustainable, green mobility is crucial for the solution tested in NESCA to be replicable and to foster transnational cooperation strategies. To achieve this, FM was acknowledged by all partners to provide a mutual structure for NESCA – and thus lays the ground for exchange and developing strategies.

The Fusion Mobility tools follow a holistic and systemic approach, which allow cities to evaluate the current situation, analyse the opportunities for new sustainable mobilities and trigger smart solutions. Therefore, one to two Workshops per pilot site will be held in the first stage of the project to involve identified target groups and apply a common project structure. The workshops are designed together with Aalto University and Posintra Ltd, the implementation lies with the GoA lead. The workshops not only serve to generate an understanding of the model applied on the specific workplace, but also to identify obstacles and barriers for implementation among the participants. These workshops will underline how public authorities and employers work together on local corporate mobility planning and how it benefits not only the environment but also individual users, in this case, the commuters.

Part of the first activities for each NESCA partner and their associated organisation is to build up FM. This means facilitating a joint basic approach, using the same frames and categories, working alongside a comparable success matrix and being able to share the results within NESCA and later on externally. This general introduction at the different workplaces is foreseen with several feedback loops involving actors of the partner cities, the collaborating workplaces as well as those involved as beneficiaries of NESCA, in particular commuters. In WP1, the first exploration starts with the core-teams of each local partner which use the FM structure and parameters they got acquainted with.

FM is available to get introduced fast on a first level of understanding. The tools are based on a (digital) information brochure, so the contents and application are clearly specified. This basis can be understood as a guide on how to implement the tools independently.
This results in activities in GoA 1.1. that help discovering the impact of the subsystems (so called Building Blocks), their interactions and how this will pay off; getting a first idea of how to adapt the general approach on-site in the partner cities and a first overview and understanding of all FM tools. These tools contain analytical, participatory, and creative as well as evaluation and adapting tools. The application of these different tools is a defined deliverable and contributes significantly to the preparation of the overall solution, the NESCA toolbox.

2,999 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 1.1

Title of the deliverable

Fusion Mobility tools

21 / 100 characters

Description of the deliverable

The deliverable of the GoA 1.1 is the application and active implementation of the predefined five Fusion Mobility tools in each pilot site. They are:

1. FM analytical tool - basic assessment of current mobilities.
2. FM participatory tool - basic structure for any collaboration and participation.
3. FM creativity tool - a morphological stimulation onto new solutions.
4. FM evaluation tools - for all project phases, measuring work-in-progress.
5. The smart FM tool - planning and controlling digital instruments and consequences.

The experiences and results from the application of the FM tools gained through the FM workshop series will enable the addressed target groups to organise the data collection and discuss which efforts will be needed by whom (especially which kind of data is needed to steer future measures). This will contribute to the monitoring activities in GoA 1.3.

Public authorities are the key target group of the activities and will apply the FM tools in their working routine to analyse the current state of mobility offers and identify potential measures for the chosen pilot / company site. The deliverable helps public authorities transfer the common understanding to the stakeholders and provide sustainable mobility perspectives and a common project structure.

The participating workplaces will benefit from the analysis results of the deliverable. The use of FM tools requires a regular exchange with the public authorities - it will create a new communication stream and promote regular contact. At the same time, the actors will get provisional ideas regarding which project activities to concretise and how.

This deliverable contributes mainly to the systematic tailoring of the pilot sites, an important step forward to serve the partners' ambitions for piloting in WP2. The application of the FM Tools by the public authorities will help to analyse the current situation and potential for cities, municipalities and associated workplaces.

1,985 / 2,000 characters

Which output does this deliverable contribute to?

O 1.4 NESCA toolbox

19 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.1: Fusion Mobility Workshop Series						
D.1.1: Fusion Mobility tools						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.2

5.6.1 Group of activities leader

Group of activities leader PP 2 - Aalto University Foundation sr

A 1.2

5.6.2 Title of the group of activities

Corporate Mobility Management Reader

36 / 100 characters

5.6.3 Description of the group of activities

This GoA serves to support the piloting in WP2 and contribute to the main solution, the NESCA toolbox (GoA 1.4.) by creating a deliverable for the toolbox. The activities are planned to happen in three stages, which will be reflected in the deliverable as well:

Firstly, initial ideas for the piloting cities and work places will be documented to guide the activities in this GoA. The main activity is sharing the best practices in CMM identified elsewhere but resembling the needs of each participating work community. The aim is to combine as much best-practice material as possible in an easy-to-understand format for the piloting work communities and cities. These best practices aim to challenge and improve the plans during the preparatory phase of the piloting cities. Thus, the focus will be on the knowledge that will be ready on time, but having some innovative or another aspect that challenges the current status and ideas of the planned pilots. This knowledge will be disseminated in the form of infographics or similar format that will also have a transnational value. If needed, the information collected will also be presented in a workshop for the piloting work community connected with Fusion Mobility workshops (GoA 1.1) to ground Fusion Mobility tools with concrete CMM examples.

The second stage consists of developing more general guidelines for CMM in the BSR region and developing the first version of the deliverable. As NESCA has have several types of workplaces as target groups for these activities (large enterprises, SMEs, and hospitals and medical centres), these guidelines will be disseminated in a series of online seminars (GoA 3.4) in period two targeted to different regions based on the mobility management culture in each region.

The third stage aims to collect initial experiences from the piloting sites for the final version of the deliverable and develop the deliverable in a suitable format for the finalised NESCA Toolbox.

1,970 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

✔

D 1.2

Title of the deliverable

Corporate Mobility Management - Guidelines and effective solutions

66 / 100 characters

Description of the deliverable

The “Corporate Mobility Management reader" is a written deliverable with a focus on the transferability of practical solutions and how to implement them. This will be a living document throughout the project, with the first version (Period 2) aimed at presenting the general guidelines in CMM with the collected best practices as supporting examples in the document. The focus in this first version is already on more general guidelines suitable for municipalities and other stakeholders (for example, public transport providers, SME etc.) and transnational in nature, highlighting the aspects that need to be taken into account in different operating conditions. The first version will be incorporated into the NESCA toolbox (GoA 1.4). The final version will be formatted to fit better to the final NESCA output and NESCA themes already in period 3. Still, the theme will carry out throughout the project, as a series of seminars is planned together with local authorities and UBC (GoA 3.4), targeting stakeholders from the national level to the operational level (SMEs, Infrastructure & public service providers) in WP3 to test the applicability of the guidelines.

The CMM reader will be published in a digital and printed version (A4 format, ca. 30-40 pages) and widely used in the participating administrative units of the municipalities, transport authorities as well on the side of the employers as a foundation for action.

1,430 / 2,000 characters

Which output does this deliverable contribute to?

O 1.4 NESCA toolbox

19 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.2: Corporate Mobility Management Reader						
D.1.2: Corporate Mobility Management - Guidelines and effective solutions						

5.6.7 This deliverable/output contains productive or infrastructure investment

WP 1 Group of activities 1.3

5.6.1 Group of activities leader

Group of activities leader PP 4 - Posintra Ltd.

A 1.3

5.6.2 Title of the group of activities

Preparation of monitoring

25 / 100 characters

5.6.3 Description of the group of activities

The GoA 1.3 serves to prepare the monitoring. This helps the pilot cases to identify and describe the aimed change, the evaluation methods and the indicators. Each pilot city determines the starting points of their cases by themselves and identifies the measures aimed for the change. This provides the relevant starting point for monitoring at each pilot site to evaluate changes focusing on the specified actions taken by each pilot site in the NESCA project. The appropriate indicators will be set in collaboration with the local stakeholders identified by the partner local authorities. Later on, the identified starting point of each pilot case provides the basis for the WP2 and for the measurement and evaluation of the implementation of the different pilot cases.

The GoA 1.3. leader, Posintra Ltd., coordinates the data collection of all piloting partners throughout the project and is therefore involved in the activities of each pilot site. The data collection is carried out by each partner and workplace locally. After the piloting, the results of the monitoring (e.g. information on the in-crease or decrease in the use of transport means) are compiled. The WP lead also supervises and supports the piloting cities to identify the baselines, change approaches as well as the targeted impacts. The first phase on preparation of monitoring will be carried out in cooperation with GoA 1.1 as part of the local Fusion Mobility Workshop Series.
The included activities will support the international dimension by showing the different background factors influencing the sustainable mobility framework in terms of the different pilot cases. In addition, the international project framework supports and increases the peer learning between project partners. Well-organized preparation of monitoring creates added value for the successful dissemination of project results as part of the WP3 implementation.

The preparation of monitoring starts at the very beginning of the project. During the period 1 the basic knowledge about the monitoring and evaluation has been built among the project partners and the aimed changes of the pilot cases has been identified. Simultaneously the datasheets will be created and tested and will be finalized in the beginning of period 2. During the periods 2–4 the implementations of the pilot cases are ongoing and the datasheets have been set into use. In the end of the period 4 the datasheets will be gathered and will be provided for WP3.

2,485 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 1.3

Title of the deliverable

Datasheet for the pilot case for monitoring

45 / 100 characters

Description of the deliverable

The deliverable of the GoA 1.3 will be a simple user-friendly digital datasheet which prepares the monitoring of the pilot activities implemented in NESCA. Datasheets will be individualised for each pilot case. The datasheet helps to identify the change and set the indicators to support the monitoring and evaluation. Furthermore, the datasheet is a tool to identify the characteristics of each pilot case. During the project, datasheets serve as a platform for monitoring of the change. In the later stages, a well-prepared monitoring enables the verification of the results of the pilot cases, as well as the communication and sharing of the project results. The datasheet will be developed and used in English, but will be given to the project partners in an editable format which allows translation into the national languages. The datasheet will be part of the NESCA toolbox and supports the presentation of empirical data as part of the NESCA Flagship report (GoA 3.2).

976 / 2,000 characters

Which output does this deliverable contribute to?

O 1.4 NESCA toolbox, O 2.5 NESCA toolbox reloaded

50 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.3: Preparation of monitoring						
D.1.3: Datasheet for the pilot case for monitoring						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.4

5.6.1 Group of activities leader

Group of activities leader PP 1 - Free and Hanseatic City of Hamburg - Borough of Altona

A 1.4

5.6.2 Title of the group of activities

Development of the NESCA toolbox

32 / 100 characters

5.6.3 Description of the group of activities

GoA 1.4 focuses on preparing the NESCA toolbox with its components. Public authorities can provide sustainable commuting solutions as many projects in the BSR have shown. NESCA tackles the problem that employers are struggling to provide sustainable mobility options for their employees and only few companies take advantage of opportunities offered by public authorities to collaborate. Therefore, NESCA provides a toolbox for public authorities and employers to activate a CMM system and benefit from a joint cooperation. The foundation is a collectively developed toolbox based on the principle of Fusion Mobility, which all NESCA partners use as the starting point for their planned activities in WP2.

NESCA aims to do that by taking into consideration new, smart and sustainable approaches that present effective solutions for commuting and benefits cities, employers and its workers. Therefore, NESCA will put together a combined set of tools to promote the activation of corporate mobility management in companies and workplaces. This results in the NESCA toolbox, which is the main output of WP 1 and a solution to be tested in the everyday work of the defined target groups.

The activities to prepare the toolbox are running in parallel with the developments in the other GoAs of WP1. The aim is to develop an independently functioning toolbox by the end of WP1, which can be actively tested in the implementation phase in WP2.

Besides the development of the solution, the preparation of the pilot projects is an important part of the GoA. In this phase, the collection of feedback in WP2 is already being prepared, so that templates are designed to identify successes and experience values of the use of the toolbox. A concrete activity is the preparation of a feedback report template for WP2 deliverables. Also, the conceptualization of activities in the pilot sites and realisation of necessary measures (approvals, preparation of the pilot sites and their activities) belong to the activities in this GoA.

2,025 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ☐

O 1.4

Title of the output

NESCA toolbox

13 / 100 characters

Description of the output

The NESCA toolbox is the output of WP1 which contains the key solution for successfully implementing and communicating on CMM in workplaces across the BSR. Based on the concept of Fusion Mobility, this toolbox will foster alliances of local public authorities, workplaces (companies, universities, hospitals etc.) and their policy associations (chambers of commerce etc.) for the development of CMM strategies and solutions. It will contribute to the post-pandemic recovery of public transport and promote Active Mobility (AM).

The toolbox is a digital package consisting of:

1) A guide to the implementation of the Fusion Mobility tools for public authorities, public service providers and employers. This includes information on the model, its structure and application in companies. The FM tools contain analytical, participatory, and creative as well as evaluation and adapting tools. With this knowledge the complex structure of mobility systems will become more transparent and understandable for everybody. This will enable participation and foster societal coherence. Decision makers for public and private investments can follow the ongoing progress due to the work-in-progress principle of the toolbox (feedback loops), and FM enables an ongoing evaluation process. This will enable more dynamic investment strategies, transparent controlling and inherent incentives of smart & green investments – essential for all Green Deal approaches and efforts for example.

2) The Corporate Mobility Management reader as an easily accessible and practical guide for addressing different target groups (mainly companies and work places).

3) A predefined datasheet for monitoring. In order to be able to measure results, the datasheets for preparing the data collection and evaluation also become part of the toolbox. These are used to structure indicators and data collection methods and to assist users in the monitoring process. The procedural transparency is an asset of the future transferability of the toolbox to other cities and regions, and their business districts, companies, chambers and associations – benefiting their people and societies.

The toolbox will be developed fully in the early stage of WP1 and contain a set of different instruments that result from the deliverables of GoA 1.1 - 1.3.

2,315 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority Municipalities, departments for mobility/transport, sustainability and/or urban planning. Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE.	As a digital toolbox, the output or NESCA solution is easily accessible at any time. The toolbox consists of informative and directly usable applications for daily work situations. In particular, the data collection and evaluation tools can be used on a regular basis to document changes and quantify solutions. The dissemination of the toolbox or its individual components is uncomplicated due to its digital nature and the fact that it is easily accessible for the interested public. This means it can be easily distributed to other local or regional authorities. Public authorities will be invited by the project partners to access and use the toolbox via a digital platform/website. The platform provides the target group with a pool of information, the guidelines and tools that will support them in the planning, management and further development of their CMM. 870 / 1,000 characters
Target group 2 Infrastructure and public service provider Transportation sector (public transport). Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE.	Public transport providers are invited by the project partners to access and use the toolbox via a digital platform/website. The platform provides a pool of information, the guidelines and tools that will support them in the planning, management and further development of corporate mobility management. The toolbox can be accessed easily and its components can be used in the daily work routine when necessary. They especially come into play when new projects or corporate mobility management issues are brought into consideration and new cooperations are to be initiated. 574 / 1,000 characters
Target group 3 Large enterprise Aviation sector; Oil and gas industry; Food industry; Consumer good production; Pharmaceutical sector. Geographical coverage: Northern Germany, DE; Riga Planning Region, LV; Capital Region, DK.	Large enterprises are approached and invited by the project partners to access and use the toolbox via a digital platform/website. It will be explained, how its components are to be used in the daily work routine when appropriate and/or necessary. The material will be supported by concrete examples of the challenges in similar work communities. They especially come into play when new projects or corporate mobility management issues are brought into consideration and new cooperations are to be initiated. 508 / 1,000 characters
Target group 4 Hospital and medical centre Healthcare: children's hospital, university hospital, medical centre. Geographical coverage: Northern Germany, DE; Lesser Poland, PL; Uusima region, FI.	Small and medium enterprises are also invited by the project partners to access and use the toolbox via a digital platform/website. The toolbox can be accessed there and its components used in the daily work routine when necessary. This target groups is a special attention in the deliverable 1.1 as they are important actors in terms of employment and in supporting their employees in sustainable commuting with usually less resources compared to other target groups .They especially come into play when new projects or corporate mobility management issues are brought into consideration and new cooperation's are to be initiated. 631 / 1,000 characters

Target groups	How will this target group apply the output in its daily work?
Target group 5 Small and medium enterprise Hospitality sector; Financial management and accounting. Geographical coverage: Uusima region, FI;	As explained above, also hospitals as workplaces will gain access via the project partners to access and use the toolbox via a digital platform/website. The toolbox can be accessed there and its components used in the daily work routine when necessary. The material will be supported by concrete examples of the challenges in similar work communities.

Durability of the output

The conception, development, finalisation and application of the toolbox takes place within the framework of the NESCA project. All components relevant for use and dissemination will be realised during the project phase. Due to the digital nature of the solution, the need for maintenance will be rather low. Only the digital accessibility (e.g. via the project website) has to be ensured – this will be done for a period of at least five years. The project partners are very active in the field of sustainable mobility, ensuring additional commitment to maintain and, if necessary, update the toolbox and the results of NESCA beyond project duration. With the relevance of the commuting problem, the toolbox can also be the starting point for follow-up projects that build on the results.

Since its components can be used independently from other applications, it is guaranteed that further municipalities and workplaces will be able to access and use it once NESCA has been finalised.

988 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.4: Development of the NESCA toolbox						
O.1.4: NESCA toolbox						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

Work package 2

5.1 WP2 Piloting and evaluating solutions

5.2 Aim of the work package

The aim of this work package is to pilot, evaluate and adjust solutions. Plan one or several pilots to validate the usefulness of the solutions prepared in Work Package 1. Start Work Package 2 early enough to have time to pilot, evaluate and adjust solutions, together with your target groups. By the end of this work package implementation the solutions should be ready to be transferred to your target groups in Work Package 3.
The piloted and adjusted solution should be presented in one project output.
Organise your activities in up to five groups of activities. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1 PP 1 - Free and Hanseatic City of Hamburg - Borough of Altona

Work package leader 2 Please select

5.4 Work package budget

Work package budget 40%

5.4.1 Number of pilots

Number of pilots 8

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Municipalities, departments for mobility/transport, sustainability and/or urban planning. Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE. 243 / 500 characters	Involved in all the pilot activities in WP2 since the municipalities are the executing authorities. There will be three meetings of the whole partnership organised in WP2. Accordingly, the target group of local public authorities will also be involved and e.g. participate in bilateral site visits with relevant partners and contribute to peer review activities. These can be combined (or held right before/after because of language barriers) with the local stakeholder workshops in WP3. Communication tools will be regularly updated based on requests directed to the consortium for information exchange and provide materials for the external communication channels. Together with the Union of the Baltic Cities, public authorities will plan different communication measures such as workshops, campaigns, smaller events etc. with the aim of increasing local engagement regarding the piloting for the local stakeholders. 922 / 1,000 characters
2	Infrastructure and public service provider Transportation sector (public transport). Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE. 195 / 500 characters	Public service providers are involved in the realisation of activities regarding public transport (GoA 2.4) and mobility providers as well. They will also be part of ongoing monitoring and data collection (GoA 1.3). Contacts and cooperation activities with public transport providers already exist via the participating municipalities. They will be involved in the project activities and can be contacted if needed. Regular communication will take place through digital or face-to-face coordination meetings, which will be scheduled in the pilot sites depending on the progress of the project activities and coordinated by the project partners. 646 / 1,000 characters
3	Large enterprise Aviation sector; Oil and gas industry; Food industry; Consumer good production; Pharmaceutical sector. Geographical coverage: Northern Germany, DE; Riga Planning Region, LV; Capital Region, DK. 196 / 500 characters	The associated companies are participating mainly in GoA 2.2 in the realisation of specific activities on their company sites. Therefore, an ongoing communication with the project partners (especially municipalities) is established. The primary interaction method is physical or virtual meetings with the representatives of the workplaces, with the aim of either collecting updates or disseminating the results of current mobility status and progress of the activities. Regular communication will take place through digital or face-to-face coordination meetings depending on the progress of the project and coordinated by the project partners. 645 / 1,000 characters
4	Hospital and medical centre Healthcare: children's hospital, university hospital, medical centre. Geographical coverage: Northern Germany, DE; Lesser Poland, PL; Uusima region, FI. 154 / 500 characters	Two hospitals will be included in the activities in WP2 as workplaces. The associated hospitals are participating mainly in GoA 2.2 and 2.4 when realising specific activities on their premises. Therefore, an ongoing communication with the project partners (especially municipalities) is established. The primary interaction method is physical or virtual meetings with the representatives of the work places with the aim of either collecting updates or disseminating the results of current mobility status a progress of the activities. Regular communication will take place through digital or face-to-face coordination meetings, depending on the progress of the project and coordinated by the project partners. 711 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
2.1	**Activities in public space**
2.2	**Activities at company sites**
2.3	**Activities for public authorities**
2.4	**Activities for mobility providers**
2.5	**NESCA toolbox reloaded**

WP 2 Group of activities 2.1

5.6.1 Group of activities leader

Group of activities leader PP 5 - Växjö municipality

A 2.1

5.6.2 Title of the group of activities

Activities in public space

26 / 100 characters

5.6.3 Description of the group of activities

The activities for testing the NESCA toolbox are classified by their type and implementation form - GoA 2.1 focuses on activities in public space. The participating municipalities and their associated organisations will implement various measures within the framework of corporate mobility management to improve their mobility offer and its sustainability. Although the planned measures are located in the public space, they are linked to the CMM of the participating companies; they are however also made available to the general public, which is a positive side effect.

As a promotion of active mobility, Hamburg will provide technically improved bike parking closest to work-places (Altona Children's Hospital) and (smart) pre-booking of secure bike garages for e-bikes at specific interchanging commuter points.

Gladsaxe will be focusing on road marking experiments with routes drawn on the asphalt, campaigns in the urban space such as 'thank you for cycling' and 'good to see you on the bike again today', improved routes for walking and small shared modes by wayfinding signs and marks and add experiences with lighting or cultural marks.

In Växjö, the installation of two mobility hubs is planned. A common branding will be developed and used at all locations in the Växjö and Kronoberg region and integrated with the principles of the FM framework. Selected locations are the Central station and the Arenastaden area. These will be connecting different forms of active mobility and provide for example pooling systems for bicycles, cargo bikes as well as e-scooter hires, secure bike parking, a city and/or regional bus stop, shuttle bus point and ride sharing. Additionally, non-mobility services can be added to create a more functional transfer point such as package pickup, food, weather protection, meeting point and seating area. Together with the surrounding companies, special offers of the mobility hub will being tested and surveyed.

In Porvoo, the flexibility of public transport on selected routes will be tested. This will be done by identifying one to three route destinations which have only occasional demand but a great importance to their user groups. Such destinations are, for example, a healthcare centre or a touristic destination where an occasional but relevant need for a bus stop exists. Allowing small on-demand deviations from fixed bus routes enables staff and customers (e.g. patients) to use public transport instead of private cars. Another measure is the design and implementation of a moveable bicycle parking container which includes the charging system for e-bikes. The container ensures access to secure, weather protected parking for bicycles. It will be leased for the NESCA project and its usability is tested and a business model for the ownership created during the project.

These concrete actions help to actively test the NESCA toolbox and identify obstacles, barriers but also confirm functioning measures and structures.

2,984 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 2.1

Title of the deliverable

Feedback report on realised activities in public space

54 / 100 characters

Description of the deliverable

The GoA leader, the municipality of Växjö, which supervises the realisation of the activities in public space will develop a feedback report. It will have a volume of around 30 pages and depict the realised activities as well as document the feedback from the various pilot sites and the involved target groups. The report focuses on measures that have been implemented in public space. These will mainly encompass the activities realised in GoA 2.1 but may also cover further aspects discovered in the course of the NESCA implementation especially with regard to synergies or overlaps of the other GoAs.

The report contains detailed information on the implementation of the individual measures, such as location, costs, installation process and other relevant issues. In addition, it includes a detailed description on the experiences made during the implementation process, and how the activities are being received by the target groups and the beneficiaries. The feedback report will answer among others the following questions: Are the implemented measures attractive for users and if so why/why not? Do the measures increase the use of active mobility or public transport? Are there positive/negative reactions on the part of the users or providers? Do the measures cause conflicts in the street/traffic zone or on the other side, do the measures help resolve existing ones? How do the measures affect the surrounding companies and workplaces?

The GoA lead is responsible to coordinate the surveys with the project partners and their pilot sites to gather relevant information and experiences. The results are collected and transferred into a prepared feedback report which is already developed in WP 1 (GoA 1.4.) together with the findings from GoA 1.2 (published by Aalto University). The conclusions from the feedback report will directly enter the NESCA toolbox and its adaptation in GoA 2.5.

1,904 / 2,000 characters

Which output does this deliverable contribute to?

O 2.5 NESCA toolbox reloaded

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.1: Activities in public space						
D.2.1: Feedback report on realised activities in public space						

5.6.7 This deliverable/output contains productive or infrastructure investment ✔

	Investment no.	I2.1_1	

Title

Hamburg - Bike parking garages

31 / 100 characters

Description

Hamburg will install technically improved bike parking closest to work places (Altona Children's Hospital) and (smart) pre-booking of secure bike garages for e-bikes at specific interchanging commuter points. Each garage has up to 6-8 bike stands. This includes necessary infrastructure measures for the construction of the garages.

332 / 500 characters

Country

Germany

Responsible project partner(s)

PP 1 - Free and Hanseatic City of Hamburg - Borough of Altona

Justification

Initial test, if the incentive "e-biking to work" successfully contributes to the switch from car driving to e-bike commuting among the employees.

146 / 500 characters

Transitional relevance

Providing technically improved bike parking closest to the work places as a de-facto incentive of comfort and privilege. This contributes to prioritising AM solutions for commuting through infrastructure investments, trainings and other incentives with regard to health-issues. This creating a win-win situation for companies and employees (fitness, reduced illness rates, stress reduction etc.).

396 / 500 characters

Benefits

The local public authority (and its commuters) will benefit from the infrastructure investment of two bike garages, which are installed on public space. Also, the associated partner, the Childrens' Hospital in Altona and its employees will benefit from the installation of two bike garages.

291 / 500 characters

Location

1) Borough of Hamburg, Altona, Bleickenallee, 22763 Hamburg 2) Altonaer Kinderkrankenhaus Bleickenallee 38, 22763 Hamburg	Hamburg

121 / 250 characters

Location ownership

Depending on the location of the garage, either the hospital premise or on public ground.

90 / 250 characters

Ownership

Depending on the location of the garage, either the hospital Altonaer Kinderkrankenhaus or Borough of Hamburg Altona.

118 / 500 characters

Maintenance

Maintenance will be provided by the Altonaer Kinderkrankenhaus or the Borough of Hamburg Altona.

97 / 500 characters

Climate proofing

☐ Ensured ☑ N/A

	Investment no.	I2.1_2

Title

Mobility hubs at two locations in Växjö

39 / 100 characters

Description

Mobility hubs at two locations in Växjö: Central station and Arenastaden area. The hubs contain necessary infrastructure that is relevant for that location such as bike parking, signage, weather protection, storage lockers, seating, and information concerning bus or train travel.

281 / 500 characters

Country

Sweden

Responsible project partner(s)

PP 5 - Växjö municipality
PP 6 - Energy Agency for Southeast Sweden

Justification

Comprise the basic infrastructure necessary to create a foundation of a network of mobility hubs in Växjö municipality that can be expanded to Kronoberg Region.

161 / 500 characters

Transitional relevance

The project builds on previous work from “Region Kronoberg’s” and “Energy Agency’s Res Grönt i Gröna Kronoberg” that established collaboration with several workplaces to reduce carbon emissions due to work-related travel. Moblity hub concepts are a common topic in several other cities and other projects in the Baltic Sea Region so the practical experiences from Växjö will be relevant for other cities, and especially to small and medium-sized companies.

457 / 500 characters

Benefits

Municipalities, region, public transport operators, commuters, workplaces.

75 / 500 characters

Location

1) Central station area, location of central bus and train station, bicycle garage and central shopping streets and work-places.
2) Arenastaden, area with several workplaces, school(s), housing/apartments and sports arenas and training facilities.

249 / 250 characters

Kronobergs län

Location ownership

1) Central station area: Järnhuset owns the land.
2) Arenastaden: Växjö municipality owns the land

99 / 250 characters

Ownership

Växjö municipality

18 / 500 characters

Maintenance

Maintenance will be provided by the Växjö municipality.

58 / 500 characters

Climate proofing

☑ Ensured ☐ N/A

WP 2 Group of activities 2.2

5.6.1 Group of activities leader

Group of activities leader PP 1 - Free and Hanseatic City of Hamburg - Borough of Altona

A 2.2

5.6.2 Title of the group of activities

Activities at company sites

27 / 100 characters

5.6.3 Description of the group of activities

GoA 2.2 focuses on activities realised with the associated companies and their company premises. The activities planned will contribute to actively implement a corporate mobility management or to expand the existing scope of measures or mobility offers and make it more sustainable.

Porvoo will be testing new ways to increase cycling in the city in the framework of commuting and tourist services. This is achieved by the ownership and use of electric bicycles. One to three companies (e.g. hotel, office, shop) in the centre of Porvoo will be involved in the project. The companies will provide their staff with fifteen electric bicycles which can be used by the employees for commuting. During working hours, the bikes are available for tourists to rent.

In cooperation with Airbus, Hamburg will be providing E-Bikes for employees to cycle between spring and autumn. This will promote the commitment to leave the car at home and earn specific benefits. Additionally, Hamburg and Airbus will test a “Trainee-E-Bike” scheme for young trainees that normally use cars to cycle to work for three months in order to become familiar with active mobility. As an interface to public transport, a feeder bus solution will be tested on the Hamburg-Airbus company site: a company owned shuttle bus operates between bigger public transport changing points and the company site at certain times of the day (especially night-time/shift related hours). A connected information tool informs on the times of the feeder bus to increase the accessibility and attractiveness of the offer.

The municipality of Gladsaxe will develop bicycle incentives with their associated companies to promote more active commuting to work. These incentives include bonus schemes and rewards, corporate subsidies for the purchase of electric bicycles and health checks. Other experiments with companies are similar to the ones realised in Hamburg with Airbus, to support and motivate employees to cycle. Measures include the lending of electric and cargo bicycles, the preparation of bicycle routes and facilities for cyclists, rainwear, bicycle lights, lights on bicycle paths, and shower facilities at workplaces. In addition to the measures geared towards active mobility, an activity in Hamburg focuses on developing car-pooling strategies, e.g. first row parking on employers’ premises with a smart booking possibility. This includes a status quo option for using (public) car sharing systems close by local employers’ premises for using cars preferably for specific shift working hours.

All the activities described above are concrete actions to actively use and test the NESCA toolbox and identify obstacles, barriers but also confirm functioning measures and structures directly at workplaces. In contrast to the measures realised in public space, these activities are always organised directly at company sites or for the employees of the participating companies and are an active element of CMM.

2,977 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 2.2

Title of the deliverable

Feedback report on realised activities in companies / at company sites

70 / 100 characters

Description of the deliverable

The GoA leader, The Borough of Hamburg Altona, which supervises the realisation of the activities at company sites will develop a feedback report. This report of ca. 30 pages describes carried out activities and feedback from the various pilot sites and its target groups. The report focuses on measures that have been implemented at company sites. These will mainly encompass the activities realised in GoA 2.2 but may also cover further aspects discovered in the course of the NESCA implementation especially with regard to synergies or overlaps of the GoAs - such as the findings from GoA 1.2.

The report contains detailed information on the implementation of the individual measures, such as costs, installation process, subsidy by public or transport authorities, cooperation with mobility providers or the like. In addition, there is a detailed description on the experiences from the implementation process and how the activities are being received, especially by the employees which are the main users of the measures. The feedback report will answer among others the following questions: Are the implemented measures attractive for employees and if so why/why not? Do the measures increase the use of active mobility or public transport? Are there positive/negative reactions on the part of the employees or the employers? Do the offers have an impact on the employees' motivation? How has the cooperation between the municipality and the company been organised? How is this evaluated? Were further projects initiated?

The GoA lead is responsible to coordinate the surveys with the project partners and their pilot sites to gather relevant information and experiences. The results are collected and transferred into a prepared feedback report which is already developed in WP 1 (GoA 1.4.). The conclusions from the feedback report will directly enter the NESCA toolbox and its adaptation in GoA 2.5.

1,910 / 2,000 characters

Which output does this deliverable contribute to?

O 2.5 NESCA toolbox reloaded

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.2: Activities at company sites						
D.2.2: Feedback report on realised activities in companies / at company sites						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

WP 2 Group of activities 2.3

5.6.1 Group of activities leader

Group of activities leader PP 8 - Municipality of Gladsaxe

A 2.3

5.6.2 Title of the group of activities

Activities for public authorities

33 / 100 characters

5.6.3 Description of the group of activities

GoA 2.3 targets activities and measures that are primarily a responsibility of public authorities.They are designed for the public authorities as a main target group of NESCA and take place at a more advanced level and contribute more administratively or even strategically to the implementation and promotion of CMM.

Gladsaxe will actively promote the municipality's cycle routes. This includes the dissemination of local maps that illustrate the commuter routes from the inner city and to the outskirts and to municipalities in the periphery of Copenhagen. Next to the pilots in a binding partnership with two or three local companies, Gladsaxe will work holistically and in-depth to identify needs and factors motivating commuters to make use of green mobility in the context of different types of employment and companies, i.e. both administrative and productive companies as well as public authorities as a workplace.

The Riga Planning Region will coordinate the activities in the municipality of Ādaži, where the development of new productive sector territories leads to changes of commuter flows and requires solutions to adapt to new mobility habits. In Ādaži, where individual cars dominate the modal split, there is a need for improvement of the commuting opportunities,. Main focus in this context is on the monitoring of commuting habits area by the “Orkla Latvija” case study to find replicable solutions. A systematic approach will map the daily routes to work, home, stops (school, shops) of employees, and combine this to the analysis of available public transport services and cycling infrastructure. This will result in a scope for improvements and perspectives for suitable measures. Focus will be on sustainable mobility alternatives, bus connections, railway (also perspective potential of Rail Baltica), new built cycling roads and mobility hubs, as well as micromobility and car sharing services.

Krakow has a similar overarching approach exists. For the pilot actions with the University Hospital and in the Nowa Huta district, an analysis of the current transport and mobility situation will diagnose the transport accessibility as well as travel behaviours and preferences. This will be based on the results of the transport supply and mobility demand research and a participatory process, involving local stakeholders and the commuters. This will be brought together in an awareness campaign with educational and informational activities about available mobility options (brochures, leaflets, websites, etc.).

In addition to the activities that take place in the pilot sites, testing and daily work with the NESCA toolbox are also part of the programme realised in GoA 2.3 and activities for the public authorities. All the actions described above are concrete steps to actively test the NESCA toolbox and identify obstacles and barriers but at the same time also confirm measures and structures regarding to its use.

2,950 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 2.3

Title of the deliverable

Feedback report on realised activities by public authorities

60 / 100 characters

Description of the deliverable

The GoA leader, the municipality of Gladsaxe, which supervises the realisation of the activities for public authorities will develop a feedback report. It will have a volume of around 30 pages and depict the realised activities as well as document the feedback from the various pilot sites and the involved target groups. The report focuses on measures that have been implemented by the participating public authorities. These will mainly encompass the activities realised in GoA 2.1 but may also cover further aspects discovered in the course of the NESCA implementation especially with regard to synergies or overlaps of the GoAs.

The report contains detailed information on the implementation of the individual measures, such as requirements, process and implementation, actors involved, cooperation partners and publicity measures or the like. In addition, there is a detailed description on the experiences on how the implementation of the activities worked out. The feedback report will give among others answer the following questions: what measures were the participating municipalities able to implement? Who was involved? How far-reaching are the results? What impact did these measures have on further project developments? Was it possible to promote new cooperations with companies?

The GoA lead is responsible for coordinating surveys with the project partners and their pilot sites to gather the relevant information and experiences. The results are collected and transferred into a prepared feedback report which is already prepared during WP 1 (GoA 1.4.). The conclusions from the feedback report will directly contribute to the NESCA toolbox and its adaptation in GoA 2.5.

1,692 / 2,000 characters

Which output does this deliverable contribute to?

O 2.5 NESCA toolbox reloaded

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.3: Activities for public authorities						
D.2.3: Feedback report on realised activities by public authorities						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 2 Group of activities 2.4

5.6.1 Group of activities leader

Group of activities leader PP 7 - Municipality of Krakow

A 2.4

5.6.2 Title of the group of activities

Activities for mobility providers

33 / 100 characters

5.6.3 Description of the group of activities

GoA 2.4 targets activities and measures that tie in with or extend the services offered by mobility service providers. The planned activities contribute to improve micro-mobility in urban areas or on large company sites as well as economic zones and are intended to promote active mobility. Even if activities in the direction of car use are included, these represent the approach of moving away from owning a car towards shared models and carpooling.

Linked to the associated companies as direct beneficiaries, Hamburg will test a priority parking system for car-pooling as a support to reach public transport changing points more conveniently. In terms of the Altona Children's Hospital, a status quo option for using (public) car sharing systems will be installed at or close to local employers' premises. This means that employees have an improved and guaranteed access to the offers (relevant i.e. for female employees, especially at night). This is linked to the overall topic of car-sharing campaigns, partnership with car-pooling schemes linked to the workplace, reservation of parking spaces for car-sharing and car-pooling cars.

The Municipality of Gladsaxe is also dedicated to promote car-sharing and car-sharing schemes in a widely set campaign. To focus more on public transport, Gladsaxe will test how shared bicycles, e-scooters and other solutions at stations can attract new public transport commuters. This does not necessarily happen on company property, but in public space. The services are conceived and developed together with mobility service providers. To make such models more accessible and increase their application an integrated planning, payment and information tool is necessary. Therefore, travel cards that can be used for payment for both scooters, electric bikes, buses, trains are developed.

For the University Hospital of Krakow, a digital tool for planning the trip to the hospital will be established. In terms of smart solutions and digitalisation it is accessible through a web platform or phone application that will provide the data about mobility options on the ride to the hospital, suggest the best option for a specific trip, and give information about how to book and buy transport service as well as reserve a seat in a carpooling service. It also enables to reserve a seat in a carpooling service. This measure combines different mobility offers and lets them merge via one application. The basic principle can be transferred to other hospitals / medical facilities, but also to other sectors. This solution developed, implemented and tested could be upscaled to other sites and other companies in the future as well transferred to other project regions.

All activities described above are actions to actively try out the NESCA toolbox and identify obstacles, barriers but also confirm measures and structures regarding its use.

2,889 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 2.4

Title of the deliverable

Feedback report on realised activities for mobility providers

61 / 100 characters

Description of the deliverable

The GoA leader, the Krakow Transport Authority, which supervises the realisation of the activities for public authorities will develop a feedback report. It will have a volume of around 30 pages and depict the realised activities as well as document the feedback from the various pilot sites and the involved target groups. The report focuses on measures that target mobility providers.

These will mainly encompass the activities realised in GoA 2.4 but may also cover further aspects discovered in the course of the NESCA implementation especially with regard to synergies or overlaps of the GoAs.
The report contains detailed information on the implementation of the individual measures as the application models, deployment and development process, cost of development, collaboration with mobility service providers or the like. In addition, there is a detailed description on the experiences on how the implementation of the activities worked out. The feedback report will answer among others the following questions: How did the cooperation with mobility service providers proceed? How can these offers be linked to specific companies? Which incentives worked well, which not so much? How were the offers accepted by the employees? Do they contribute to more sustainable commuting?

The GoA lead is responsible for coordinating surveys with the project partners and their pilot sites to gather the relevant information and experiences. The results are collected and transferred into a prepared feedback report which is already prepared during WP 1 (GoA 1.4.). The conclusions from the feedback report will directly contribute to the NESCA toolbox and its adaptation in GoA 2.5.

1,684 / 2,000 characters

Which output does this deliverable contribute to?

O 2.5 NESCA toolbox reloaded

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.4: Activities for mobility providers						
D.2.4: Feedback report on realised activities for mobility providers						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

WP 2 Group of activities 2.5

5.6.1 Group of activities leader

Group of activities leader PP 1 - Free and Hanseatic City of Hamburg - Borough of Altona

A 2.5

5.6.2 Title of the group of activities

NESCA toolbox reloaded

22 / 100 characters

5.6.3 Description of the group of activities

The GoA 2.5 is one of the most important and path-breaking actions in the NESCA project. All results developed in WP2 will be used to adapt the NESCA toolbox and release it in an improved and modified form. The result of the NESCA toolbox reloaded represents the tested and adapted solution of the project. The activities of the GoA 2.1 to 2.4 are necessary to achieve the final output and contribute to it.

Each pilot continues with the ongoing collection of data and monitoring progress. The results will be part of the analysis and can provide conclusive indications as to whether the measures taken have achieved the goals set (e.g. increase in the use of active mobility, decrease of car use among the employees of the participating workplaces).

The feedback reports provide comprehensive information on how the measures taken were received in the eight NESCA pilots (GoA 2.1 – 2.4.). The conclusions will be collected and processed for the NESCA toolbox reloaded. The experience will be directly reflected in the adaptation of the Corporate Mobility Management Reader; an updated edition will be integrated into the toolbox.

To foster transnational stakeholder engagement and dialogues, local pilot workshops will be organised back-to-back with peer review visits of pilot sites. The participation of different international project partners at the pilot sites guarantees a mutual exchange. These peer-to-peer exchanges will be ongoing throughout WP2 in the form of online and in-person consultations. The analysis and the summary of observations of the peer analysis regarding usability of the solution, will consider the fulfillment of the pilots' objectives, also dis-cussed during peer-review visits. The report, compiled by UBC, will encompass feedback of the partners involved in pilot activities, regarding strengths and weaknesses of the solution and will contain peer observations on improvement of the NESCA toolbox. The report will include the following aspects: usability, potential for replication locally (within the city or country of the pilot), as well as among the international partners of the pilots, effectiveness, sustainability, and improved measurable indicators identified. This re-port will essentially contribute to the finalisation and fine-tuning of the NESCA toolbox reloaded.

All the aforementioned activities will be factored for adapting the NESCA toolbox from WP1, to produce a transferable final output enriched by the evaluation and experiences from WP2.

2,504 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

☐

O 2.5

Title of the output

NESCA toolbox reloaded

23 / 100 characters

Description of the output

The developed output of the WP2 is the adapted version of the Output 1.1 from WP1. The toolbox aims to foster alliances of cities, mobility providers, workplaces (companies, universities, hospitals etc.) and their policy associations (chambers of commerce etc.) for the development of CMM strategies and solutions. It will contribute to the post-pandemic recovery of public transport and promote Fusion Mobility (FM). The toolbox reloaded will be developed throughout WP 2 and include experiences and results from different parts of ongoing activities (GoA 2.1 – 2.4, peer reports, results of monitoring).

The NESCA toolbox reloaded will still be a digital package. It will consist of the following components:

1) A guide to the implementation of the Fusion Mobility tools for public authorities, public service providers and employers. This includes information on the model, its structure and application in workplaces based on Fusion Mobility (Fusion Mobility Flagship report, GoA 3.2)

2)The updated Corporate Mobility Management reader as an easily accessible and practical guide for addressing different target groups

3) A predefined monitoring datasheet for collecting, compiling and evaluating quantitative data, that will guarantee the transferability of the data.

The nature, usability, uptake by the target groups and durablity of the NESCA toolbox reloaded does not differ the the one of the first version of the toolbox (O 1.4). As such, the answers to the following questions are repeated from or directly refer to Output 1.4.

1,546 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority Municipalities, departments for mobility/transport, sustainability and/or urban planning. Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE.	As a digital toolbox, the output (NESCA solution) is easily accessible at any time. The toolbox consists of informative and directly applicable applications that can be used on a regular basis. In particular, the data collection and evaluation tools can be used on a regular basis to document changes and quantify solutions. The distribution of the toolbox or its individual components is not a problem due to its digital composition and the fact that it is basically accessible to the public. This means that it can be distributed to other local or regional bodies without any problems and the distribution of the toolbox is guaranteed. The target groups will be invited by the project partners to access and use the toolbox via a digital platform/website. The platform provides the different target groups with a unique pool of information, the guidelines and tools that will support them in the planning, management and further development of corporate mobility management. 978 / 1,000 characters
Target group 2 Infrastructure and public service provider Transportation sector (public transport). Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE.	Public transport providers are invited by the project partners to access and use the toolbox via a digital platform/website. The platform provides a unique pool of information, the guidelines and tools that will support them in the planning, management and further development of corporate mobility management. The toolbox can be accessed easily and its components can be used in the daily work routine when necessary. They especially come into play when new projects or corporate mobility management issues are brought into consideration and new cooperation's are to be initiated. 582 / 1,000 characters
Target group 3 Large enterprise Aviation sector; Oil and gas industry; Food industry; Consumer good production; Pharmaceutical sector. Geographical coverage: Northern Germany, DE; Riga Planning Region, LV; Capital Region, DK.	Large enterprises are approached and invited by the project partners to access and use the toolbox via a digital platform/website. It will be explained, how its components are to be used in the daily work routine when appropriate and/or necessary. They especially come into play when new projects or corporate mobility management issues are brought into consideration and new cooperation's are to be initiated. 410 / 1,000 characters

Target groups	How will this target group apply the output in its daily work?
Target group 4 Hospital and medical centre Healthcare: children's hospital, university hospital, medical centre. Geographical coverage: Northern Germany, DE; Lesser Poland, PL; Uusima region, FI.	Small and Medium enterprises are also invited by the project partners to access and use the toolbox via a digital platform/website. The toolbox can be accessed there and its components used in the daily work routine when necessary. They especially come into play when new projects or corporate mobility management issues are brought into consideration and new cooperation's are to be initiated. 394 / 1,000 characters
Target group 5 Small and medium enterprise Hospitality sector; Financial management and accounting. Geographical coverage: Uusima region, FI; Capital Region, DK; South-East Sweden, SE.	As explained above, also hospitals as workplaces will gain access via the project partners to access and use the toolbox via a digital platform/website. The toolbox can be accessed there and its components used in the daily work routine when necessary. 253 / 1,000 characters

Durability of the output

Since the essential properties of the NESCA toolbox as described in GoA 1.4 / O 1.4 do not change, the consistency and durability as described there remains the same. In addition, the dissemination activities con-tribute significantly to the marketing and distribution of the toolbox. In this way, the implementation and application is carried to the outside (regionally, nationally and internationally) and improved (see activities in WP3).

441 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.5: NESCA toolbox reloaded						
O.2.5: NESCA toolbox reloaded						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

Work package 3

5.1 WP3 Transferring solutions

5.2 Aim of the work package

In Work Package 3, communicate and transfer the ready solutions to your target groups. Plan at least one year for this work package to transfer your solutions to the target groups, considering their respective needs. Select suitable activities to encourage your target groups to use the solutions in their daily work.
Organise your activities in up to five groups of activities. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1 PP 3 - Union of the Baltic Cities Sustainable Cities Commission c/o City of Turku

Work package leader 2 Please select

5.4 Work package budget

Work package budget 20%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Municipalities, departments for mobility/transport, sustainability and/or urban planning. Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE. 243 / 500 characters	Regular update requests will enhance the overall information exchange and provide materials for the external communication channels. The UBC SCC (Sustainable Cities Commission) communication tools and channels for disseminating information (online media, newsletters, digital events etc.) will be considered. Promotion and dissemination of evaluated pilots will include participation in events (e.g. 2-3 webinars within the UBC talks). The outreach will be broadened by ensuring the representation of the project within other platforms and webinars. News articles (authored by partners) and event announcements to UBC SCC newsletter and e-bulletin, and ELTIS will promote activities in WP3. Furthermore, local public authorities will be take part in local replication workshops all around the BSR organized by the NESCA consortium. 834 / 1,000 characters
2	Infrastructure and public service provider Transportation sector (public transport). Geographical coverage: Northern Germany, DE; Uusima region, FI; Lesser Poland, PL; Riga Planning Region, LV; Capital Region, DK; South-East Sweden, SE. 195 / 500 characters	Private public service providers, in this case the public transport authorities, will mainly be involved in the local replication workshops organized by the participating public authorities. Replication workshops map the feasibility of replication of the respective pilot in other areas of the partner city. Regular update requests with associated organizations will enhance the overall information exchange and provide materials for the external communication channels. After completion of the measures in WP2, regular communication (project meetings etc.) with regard to NESCA will be less frequent. Regular exchanges are still planned and can be scheduled when needed. 674 / 1,000 characters
3	Large enterprise Aviation sector; Oil and gas industry; Food industry; Consumer good production; Pharmaceutical sector. Geographical coverage: Northern Germany, DE; Riga Planning Region, LV; Capital Region, DK. 196 / 500 characters	Large enterprises will also be part of local replication workshops organized by the participating public authorities. Regular update requests from the associated workplaces and their achievements enhance the overall information exchange and provide materials for the external communication channels. After completion of the measures in WP2, regular communication (project meetings etc.) with regard to NESCA will be less frequent. Regular exchanges are still planned and can be scheduled when needed. These can be face-to-face or digital meetings. 550 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
4	Hospital and medical centre Healthcare: children's hospital, university hospital, medical centre. Geographical coverage: Northern Germany, DE; Lesser Poland, PL; Uusima region, FI. 154 / 500 characters	The two associated hospitals will be included in the local replication workshops organized by the participating public authorities (Hamburg and Krakow). Here also regular update requests with associated organizations will enhance the overall information exchange and provide materials for the external communication channels. After completion of the measures in WP2, regular communication (project meetings etc.) with regard to NESCA will be less frequent. Regular exchanges are still planned and can be scheduled when needed. 528 / 1,000 characters
5	Small and medium enterprise Hospitality sector; Financial management and accounting. Geographical coverage: Uusima region, FI; Capital Region, DK; South-East Sweden, SE. 144 / 500 characters	Small and medium enterprises as the third scale of workplaces will be included in local replication workshops organized by the participating public authorities. Regular update requests from the associated work-places and their achievements enhance the overall information exchange and provide materials for the external communication channels. After completion of the measures in WP2, regular communication (project meetings etc.) with regard to NESCA will be less frequent. Regular ex-changes are still planned and can be scheduled when needed. These can be face-to-face or digital meetings. 592 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
3.1	**Promotion and dissemination of evaluated pilots**
3.2	**Fusion Mobility Transfer**
3.3	**Uptake and Transfer of NESCA toolbox reloaded**
3.4	**Pilot Replication Feasibility Workshops**

WP 3 Group of activities 3.1

5.6.1 Group of activities leader

Group of activities leader PP 3 - Union of the Baltic Cities Sustainable Cities Commission c/o City of Turku

A 3.1

5.6.2 Title of the group of activities

Promotion and dissemination of evaluated pilots

47 / 100 characters

5.6.3 Description of the group of activities

This group of activities focuses and combines all promotional and dissemination measures for the NESCA project and continues throughout the project.

The Union of the Baltic Cities Sustainable Cities Commission (UBC SCC) as the leader of GoA 3.1 will use established communication channels that address audiences at the entire BSR level. The dissemination activities will be realised in close cooperation with the NESCA communication manager (CM). The UBC SCC communication and dissemination channels consist of different kinds of online media like newsletters, articles and the participation in events, for example the established UBC Talks webinar series, where NESCA envisions at least two webinars. The first webinar will take place during the piloting to present the solution and discuss the pilots. At least one further webinar will present the NESCA toolbox reloaded at the end of the project. Nevertheless, the aim is to broaden the outreach by ensuring the representation of the project with-in other platforms and webinars. Because of the current pandemic and geopolitical situation in the BSR, the exact events are hard to plan at this point. Possible dissemination events for NESCA are the following:

1) EU level: European Conference on Mobility Management (ECOMM); Urban Mobility Days, organized bi-annually; Velo-city, which fits thematically to the topic of sustainable commuting.

2) Regional level: EUSBSR annual forum; UBC General Conference; UBC Sustainable Cities Commission Meeting; Congress of Active Mobility. In total, four events are foreseen in this context, two in the first year and two in the second year. Other relevant conferences, pro-ject events organised in the BSR will be considered

3) National level: NESCA will join the European Mobility Week, where each partner city organises an activity in their pilot area in connection to the campaign. Further suggestions will be brought in by the partner cities for local or national events.

A special task in this GoA is the creation of four promotional videos that visualise a “smart way to work” from a bird's eye view for the workplaces involved in NESCA. These videos will be created to depict the first-hand experience of the NESCA target groups and associated partners in accordance with the WP2 GoAs used during the promotion and dissemination and replication activities.

Regular update requests directed to the consortium are planned for information exchange and the provision of material for the external communication channels, as well as the project’s own information channels (e.g. NESCA project website, social media accounts etc.). A functioning and direct communication flow between the consortium members will be steered by the CM. Both the GoA lead and the CM are responsible for collecting and disseminating information.

2,825 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 3.1

Title of the deliverable

Local communication and dissemination plans

44 / 100 characters

Description of the deliverable

To ensure appropriate and adequate communication and information, separate communication packages are developed for each project partner. Especially in view of the fact that NESCA cooperates with and targets at different workplaces in terms of type, size, sector, location in the city, etc., the corresponding target groups and stakeholders must be considered in the communication channels. The success of the dissemination activities is based on the establishment of continuous relations with the key stakeholders and target groups throughout and beyond the project lifetime.

The project partners aim to achieve press coverage and gain prominent media attention as the national and local media act as multipliers to reach out to the stakeholders. As the impact of the project is not only on the local communities but also on the national and international level, it is expected that the media channels on different scales may be approached if possible by all project partners. Structured dissemination and communication is important in the context of transnational exchange of information and experience. The individual communication packages help the project partners to implement and coordinate their activities. Communication and dissemination also help promote the NESCA toolbox and provide information about it on an ongoing basis. This is done at local, regional and international level and requires professional supervision, guaranteed by the GoA lead UBC and the NESCA communication management

1,504 / 2,000 characters

Which output does this deliverable contribute to?

O 2.5 NESCA toolbox reloaded

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.1: Promotion and dissemination of evaluated pilots						
D.3.1: Local communication and dissemination plans						

5.6.7 This deliverable/output contains productive or infrastructure investment

WP 3 Group of activities 3.2

5.6.1 Group of activities leader

Group of activities leader PP 1 - Free and Hanseatic City of Hamburg - Borough of Altona

A 3.2

5.6.2 Title of the group of activities

Fusion Mobility Transfer

25 / 100 characters

5.6.3 Description of the group of activities

This GoA focuses on the transfer of the concept of Fusion Mobility and the NESCA insights on it, to partner cities and further stakeholders in the BSR. This GoA contributes directly to the NESCA toolbox reloaded (O 2.5) with its written deliverable.

The evaluation and adaptation of the applied FM tools to each pilot site will be a transparent process. There will be an analysis of strong and weak points during WP1 and WP2 and will create opportunities for a running adjustment in the individual projects. These ongoing adjustments ensure that the use of the FM tools, but also the NESCA toolbox, takes on a transformative character that equips the pilot projects and the subsequent users the possibility to react to changes. Activities in this GoA therefore focus on reporting on the application of the Fusion Mobility tools and what experience values look like. These activities serve to prepare the deliverable, the Fusion Mobility flagship report.

As an intermediate step to the flagship report, another part of the Fusion Mobility Transfer is the impact evaluation report, which is prepared in WP1 by Posintra Ltd. (GoA 1.3) and finalised in this GoA 3.2. It focuses on the concrete experiences made when implementing corporate mobility management plans with the assistance of the NESCA toolbox. The results are based on surveys of the target groups involved, especially the cooperating workplaces and public authorities. These transfer activities and results mainly contribute to the adaption of the NESCA toolbox by providing fundamental experiences and results on its application.

1,595 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 3.2

Title of the deliverable

Fusion Mobility Flagship Report

32 / 100 characters

Description of the deliverable

All the experience, values, results and data collected will be incorporated into a flagship report on Fusion Mobility which clearly stands in the context of NESCA. The flagship report compiles the shared information about the work of NESCA and addresses, next to the project's target groups, the public, groups of interest, policy-makers, researchers, implementers, and other practitioners. It is a key instrument in promoting developed ideas addressing current gaps or challenges regarding CMM in relation to Fusion Mobility. The re-port stimulates thinking and the debate on priority topics identified by stakeholders in NESCA's field of action.

The flagship report will consist of 60-80 A4 pages and include empirical data from the monitoring activities (WP 1.3), the summary of piloted results and an evaluation for each piloting project alongside the FM analysis tools.
This deliverable contributes to the adaption of the NESCA toolbox by providing fundamental experiences and results on its application.

1,012 / 2,000 characters

Which output does this deliverable contribute to?

O 2.5 NESCA toolbox reloaded

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.2: Fusion Mobility Transfer						
D.3.2: Fusion Mobility Flagship Report						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 3 Group of activities 3.3

5.6.1 Group of activities leader

Group of activities leader PP 3 - Union of the Baltic Cities Sustainable Cities Commission c/o City of Turku

A 3.3

5.6.2 Title of the group of activities

Uptake and Transfer of NESCA toolbox reloaded

45 / 100 characters

5.6.3 Description of the group of activities

GoA 3.3 targets the promotion of NESCA's solution – the NESCA toolbox reloaded. The activities will focus on communication and dissemination of the NESCA toolbox in various forms, with the aim to disseminate it not only regionally but also in the Baltic Sea Region and further European regions if possible, e.g. via large mobility-themed events (e.g. conferences). Target groups of these promotional activities are public authorities, public transport authorities and workplaces of different types and sectors. Next to the project's target groups, a regional uptake in the participating countries will be pursued. This means that surrounding regions or administrative units are also addressed by the promotion. The NESCA toolbox can be easily promoted to other organisations that already have strong ties, positive relations and/or established partnerships of different forms (official networks, twin cities, partnerships in other projects, etc), as contacts already exist there. The conferences and dissemination channels listed under GoA 3.1 will also be suitable for promotion and dissemination. In addition, all project partners are encouraged and supported in the dissemination of the toolbox within their networks, circles of influence and for this, use their own communication channels.

A promotional campaign will be tailored to show the challenge and the developed solution within the pilots. The exact actions will be identified, discussed and selected during WP1 and WP2.

1,484 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 3.3

Title of the deliverable

Promotional Campaign "NESCA toolbox reloaded"

45 / 100 characters

Description of the deliverable

The promotional campaign is a marketing campaign tailored to the pilots and target groups. It contains a series of marketing actions aimed at the dissemination of the NESCA toolbox reloaded. These operations include different types of actions and are realised over a longer period or take place simultaneously.

Marketing measures will primarily include digital promotion and distribution. In addition, the campaign needs to be targeted at the user groups and tailored to each of them; it will not be a high-profile campaign. A specific care will be brought to how the NESCA target groups are addressed (local public authorities, public service providers, large enterprises, SMEs and hospitals).

695 / 2,000 characters

Which output does this deliverable contribute to?

O 2.5 NESCA toolbox reloaded

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.3: Uptake and Transfer of NESCA toolbox reloaded						
D.3.3: Promotional Campaign "NESCA toolbox reloaded"						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 3 Group of activities 3.4

5.6.1 Group of activities leader

Group of activities leader PP 10 - Riga Planning Region

A 3.4

5.6.2 Title of the group of activities

Pilot Replication Feasibility Workshops

39 / 100 characters

5.6.3 Description of the group of activities

This GoA serves to organise replication workshops for the local pilot sites, their target groups and stake-holders. Next to the general dissemination activities in GoA 3.1 which focus on a national and transnational level, this GoA focuses on mapping the feasibility of replication at the pilot sites and in other areas of the city or region. Therefore, the consortium will involve local pilot stakeholders in developing local communication plans and conceptualise different communication measures such as workshops, campaigns, small-scale events etc. with the aim of increasing local engagement regarding the piloting.

In the first phase of this GoA, the elaboration of each pilot area profile (spatial characteristics, scale, territorial specifics, existing mobility patterns, improvement of commuting habits) is to be presented during replication feasibility workshops. This includes the preparation of common guidelines and methodology for the organisation and contents of pilot replication workshops. Another necessary step is the mapping of relevant potential territories in cities or regions among the project partnership, to define appropriate cases to be tested for replication activities.

Then follows the identification of main focus groups in each pilot area to create qualitative stakeholder dialogue and to be involved in replication activities and replication workshops. The workshops include the organisation of one pilot replication feasibility workshop by each NESCA partner city partner, with support of expert partners, associated organisations involved in the pilots, and relevant stakeholders.
The lead of this GoA, the Riga Planning Region, will together with the WP lead supervise the ongoing replication activities in all partner cities and be responsible for developing the deliverable 3.4.

1,823 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable ✔

D 3.4

Title of the deliverable

Replication package per pilot site

35 / 100 characters

Description of the deliverable

The deliverable consists of one six replication packages, one per pilot site. Each replication package will be tailored to the pilot site and its stakeholders. It includes the pilot area profile, an overview of the identified relevant potential replication cases and territories, and the concept and organisation for a replication feasibility workshop with local stakeholders.

The workshops and their replication packages help to strengthen the work on the local level, especially local public authorities. The surrounding regions may also benefit from the replication potential. Through the conception and organisation of the local workshops "from outside" by the GoA and WP lead, transnational aspects are introduced. Although the individual workshops focus on local situations and stakeholders, structures and key results can be derived and transferred for the BSR.

870 / 2,000 characters

Which output does this deliverable contribute to?

O 2.5 NESCA toolbox reloaded

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.4: Pilot Replication Feasibility Workshops						
D.3.4: Replication package per pilot site						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

6. Indicators

Indicators

Output indicators	Result indicators

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
RCO 84 – Pilot actions developed jointly and implemented in projects	8	N/A	N/A
RCO 116 – Jointly developed solutions	2	O.1.4: NESCA toolbox	The NESCA Toolbox, being a digital product, is easily accessible at any time and from any location, and therefore transferable to interested actors beyond the NESCA project consortium. The toolbox will be made available for download on the project website; the partner organisations will also disseminate the toolbox (or a link to the platform, which provides it) to further interested organisations. Its different tools and recommendations will be prepared for the project's target groups and tested together with them. It will give them concrete tools to analyse the need for a CMM plan, develop and implement it in a way that guarantees it success, by considering the specific characteristics and needs of each target group. 727 / 1,000 characters
		O.2.5: NESCA toolbox reloaded	The output 2.5, NESCA toolbox reloaded, is the final, adapted output of the project and presents the solution prepared and tested throughout the project's lifetime. The toolbox aims to foster alliances of cities, employers (companies, universities, hospitals etc.) and other organisations involved in shaping policies (chambers of commerce etc.) for corporate mobility management systems based on the concept of Fusion Mobility and developed jointly by local authorities, smart service providers and workplaces. 511 / 1,000 characters

Result indicator	Total target value in number	Please explain how organisations in the target groups within or outside the partnership will take up or upscale each solution.
RCR 104 - Solutions taken up or up-scaled by organisations	2	A successful uptake of the NESCA toolbox in the target groups can be seen with the development of institutionalised CMM plans at workplaces outside of the project consortium, in cooperation with local authorities. The NESCA toolbox includes templates for data collection, the Fusion Mobility Flagship report and the Corporate Mobility Management Reader which can be easily used and transferred to other target groups and interested parties. It is designed as a fully self-sufficient instrument, which ensures that organisations not involved in the NESCA project activities can independently use the whole toolbox or individual components of it. The uptake of the NESCA toolbox by organisations outside of the project consortium will be facilitated by its accessibility. On one hand, it will be downloadable on the project website and shared by the project partners. On the other hand, it can be understood and used without needing a NESCA project partner to explain its operation. Furthermore, because it is based on the holistic approach of Fusion Mobility, the tools are designed in such way that they are applicable to different local contexts and constellations to tailor individual solutions. The NESCA consortium will disseminate the toolbox, i.e. in the regional replication workshops (GoA 3.4) and the associated promotional campaigns on a local level. Other forms of uptake are realised through the pro-motion activities in GoA 3.3. The partners and their networks are also responsible for promoting the toolbox. 1,525 / 2,000 characters

Output indicators		Result indicators			
Output indicator	**Total target value in number**	**Result indicator**	**Total target value in number**	**Please describe what types of organisations are planned to actively participate in the project. Explain how this participation will increase their institutional capacity. These types of organisations should be in line with the target groups you have defined for your project.**	
RCO 87 - Organisations cooperating across borders	22	**PSR 1 - Organisations with increased institutional capacity due to their participation in cooperation activities across borders**	65	Project partners and associated organisations	The organisations involved in NESCA come from all five target groups addressed by the project: there is local public authorities (PP: Hamburg-Altona, Växjö, Krakow, Gladsaxe; AO: Porvoo), Infrastructure & public service providers (public transport), large enterprises (Airbus, Orkla Latvija), small and medium enterprises, as well as two hospitals. Some project partners are part of other target groups, such as higher education, sectoral agencies or regional public authorities. The participation in the NESCA project activities and joint work in the pilot projects, enables these organisations to learn from each other's working methods and institutional practices. The international exchanges between organisations of similar types taking part in the project will lead to capacity building, especially for public authorities, sectoral agencies and other actors directly involved in policy-making. This capacity building will however not be limited to those target groups: all organisations actively involved in the NESCA partnership, as project partners or associated organisations, will benefit from the project, by being able to shape the NESCA Toolbox and deeply understand how a sustainable Corporate Mobility Management can be developed and implemented. 1,263 / 1,500 characters
				Other organisations	Outside the project partnership, several organisations will directly benefit from the NESCA project activities. As part of the local stakeholder groups, they will see their institutional capacity increased as a result of their participation in the local pilot replication feasibility workshops (GoA 3.4). These organisations originate from all five NESCA target groups, as well as others, such as sectoral agencies and regional public authorities. They are not directly involved in the pilot projects, but are interested in its output and expressed their interest in using the NESCA Toolbox (project solution) when contacted during the development phase of the project, to implement the best-fitting CMM strategies together with workplaces local to them. Some of them are the following: - Local public authorities: UBC Member Cities (Baltic Sea Region), City of Helsinki (FI), Riga City Council City Development Department (LV) - Regional public authorities: Metropolregion Hamburg, LBV-Landesbetrieb Verkehr, BSW- Behörde für Stadtentwicklung (DE), Kronobergs Län (SE), - Infrastructure and public service providers: Hamburger Hochbahn AG, Bike+Ride Gesellschaft (DE), Porvoon Liikenne Oy - Borgå Trafik Ab (FI) - Large enterprises: MOE Artelia Group; members of the Gladsaxe Business Corporation (DK) - Sectoral agency: Riga Energy Agency (LV) - Others: Fiksusti töihin / Smart to Work project (FI) 1,407 / 1,500 characters

7. Budget

7.0 Preparation costs

Preparation Costs

Would you like to apply for reimbursement of the preparation costs?	Yes

Other EU support of preparatory cost

Did you receive any other EU funds specifically designated to the development of this project application?	No

7.1 Breakdown of planned project expenditure per cost category & per partner

No. & role	Partner name	Partner status	CAT0 - Preparation costs	CAT1 - Staff	CAT2 - Office & administration
1 - LP	Free and Hanseatic City of Hamburg - Borough of Altona	Active 22/09/2022	24,000.00	247,680.00	37,152.00
2 - PP	Aalto University Foundation sr	Active 22/09/2022	0.00	200,000.00	30,000.00
3 - PP	Union of the Baltic Cities Sustainable Cities Commission c/o City of Turku	Active 22/09/2022	0.00	408,672.00	61,300.80
4 - PP	Posintra Ltd.	Active 22/09/2022	0.00	187,500.00	28,125.00
5 - PP	Växjö municipality	Active 22/09/2022	0.00	215,430.00	32,314.50
6 - PP	Energy Agency for Southeast Sweden	Active 22/09/2022	0.00	130,500.00	19,575.00
7 - PP	Municipality of Krakow	Active 22/09/2022	0.00	102,000.00	15,300.00
8 - PP	Municipality of Gladsaxe	Active 22/09/2022	0.00	155,424.00	23,313.60
9 - PP	Gate 21	Active 22/09/2022	0.00	115,411.00	17,311.65
10 - PP	Riga Planning Region	Active 22/09/2022	0.00	191,952.00	28,792.80
Total			24,000.00	1,954,569.00	293,185.35

No. & role	Partner name	CAT3 - Travel & accommodation	CAT4 - External expertise & services	CAT5 - Equipment	CAT6 - Infrastucture & works
1 - LP	Free and Hanseatic City	37,152.00	475,500.00	48,500.00	7,600.00
2 - PP	Aalto University Foundati	30,000.00	15,000.00	0.00	0.00
3 - PP	Union of the Baltic Cities	61,300.80	34,000.00	0.00	0.00
4 - PP	Posintra Ltd.	28,125.00	117,700.00	40,500.00	0.00
5 - PP	Växjö municipality	32,314.50	15,000.00	35,000.00	65,000.00
6 - PP	Energy Agency for South	19,575.00	13,000.00	0.00	0.00
7 - PP	Municipality of Krakow	15,300.00	66,500.00	24,000.00	0.00
8 - PP	Municipality of Gladsaxe	23,313.60	55,570.80	47,268.00	0.00
9 - PP	Gate 21	17,311.65	44,690.70	0.00	0.00
10 - PP	Riga Planning Region	28,792.80	57,240.00	2,500.00	0.00
Total		293,185.35	894,201.50	197,768.00	72,600.00

No. & role	Partner name	Total partner budget
1 - LP	Free and Hanseatic City of Hamburg - Borough of	877,584.00
2 - PP	Aalto University Foundati on sr	275,000.00
3 - PP	Union of the Baltic Cities Sustainable Cities Commi	565,273.60
4 - PP	Posintra Ltd.	401,950.00
5 - PP	Växjö municipality	395,059.00
6 - PP	Energy Agency for South east Sweden	182,650.00
7 - PP	Municipality of Krakow	223,100.00
8 - PP	Municipality of Gladsaxe	304,890.00
9 - PP	Gate 21	194,725.00
10 - PP	Riga Planning Region	309,277.60
Total		3,729,509.20

7.1.1 External expertise and services

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
1. Free and Hansea	Project management	CAT4-PP1-D-0	Overall Project Management for LEAD Partner (including budget & content) 73 / 100 characters	No	2.1 2.2 2.3 2.4 2.5 N/A	240,000.00
1. Free and Hansea	Other	CAT4-PP1-G-0	Travel Costs external 22 / 100 characters	No	1.1 N/A	14,000.00
1. Free and Hansea	Other	CAT4-PP1-G-0	Flagship report- Fusion Mobility sustainable success tool (matrix) for municipalities 89 / 100 characters	No	1.1 3.2	82,000.00
1. Free and Hansea	Events/meetings	CAT4-PP1-A-0	CMM workshops 4x Hamburg for employers/ city administration/PT providers 73 / 100 characters	No	1.1 2.2	6,000.00
1. Free and Hansea	Other	CAT4-PP1-G-0	Feeder bus testings & data collection 39 / 100 characters	No	2.2	64,000.00
1. Free and Hansea	Events/meetings	CAT4-PP1-A-0	2-3x Workshops E Bike for CMM/ e.g. trainee E Bike 51 / 100 characters	No	2.2	8,500.00
1. Free and Hansea	Specialist support	CAT4-PP1-E-0	FLC -First Level Control 25 / 100 characters	No	N/A	18,000.00
1. Free and Hansea	Events/meetings	CAT4-PP1-A-0	Kick off meeting 2,5 days - 25 -30 persons 43 / 100 characters	No	N/A	6,000.00
1. Free and Hansea	Events/meetings	CAT4-PP1-A-0	Mid-term-Meeting 17 / 100 characters	No	N/A	9,000.00
1. Free and Hansea	Other	CAT4-PP1-G-1	Contracting Co-creation creation knowledge, incentives, activities CMM 73 / 100 characters	No	1.2	25,000.00
	Total					894,201.50

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Free and Hansea	Specialist support	CAT4-PP1-E-1	Translation Flagship report and CMM report 43 / 100 characters	No	1.2 3.2	3,000.00	
2. Aalto Universitv	Events/meetings	CAT4-PP2-A-1	Organising project meetings and events 39 / 100 characters	No	N/A	8,000.00	
2. Aalto Universitv	Communication	CAT4-PP2-C-1	Website development and other communication 44 / 100 characters	No	3.1	2,000.00	
2. Aalto Universitv	Other	CAT4-PP2-G-1	Translation 12 / 100 characters	No	N/A	5,000.00	
3. Union of the Balti	Events/meetings	CAT4-PP3-A-1	Events (venue, catering etc.) 30 / 100 characters	No	N/A	10,000.00	
3. Union of the Balti	Events/meetings	CAT4-PP3-A-1	External expert travel 23 / 100 characters	No	2.5 3.1 3.3	2,000.00	
3. Union of the Balti	Communication	CAT4-PP3-C-1	Promo materials (material, video) 34 / 100 characters	No	3.1 3.3	17,000.00	
3. Union of the Balti	Communication	CAT4-PP3-C-1	Translations 13 / 100 characters	No	N/A	5,000.00	
4. Posintra Ltd.	Events/meetings	CAT4-PP4-A-1	GoA 1.3 / Monitoring / workshops (incl. travel costs) 54 / 100 characters	No	1.3	3,000.00	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-2	GoA 1.3 / Monitoring / datasheet development 45 / 100 characters	No	1.3	10,000.00	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-2	GoA 1.3 / Monitoring / datacollecting 38 / 100 characters	No	1.3	15,000.00	
	Total					894,201.50	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-2	GoA 2.1 / Bus routes / planning 32 / 100 characters	No	2.1	15,000.00	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-2	GoA 2.1 / Bus routes / solution development 44 / 100 characters	No	2.1	10,000.00	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-2	GoA 2.2 / Bike sharing / planning, leasing contracting advisor 63 / 100 characters	No	2.2	5,000.00	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-2	GoA 2.2 / Bike sharing / rental operator 41 / 100 characters	No	2.2	9,000.00	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-2	GoA 2.3 / Charging unit / development planning 47 / 100 characters	No	2.1	10,000.00	
4. Posintra Ltd.	Communication	CAT4-PP4-C-2	GoA 3.1 / Project communication 32 / 100 characters	No	3.1	3,000.00	
4. Posintra Ltd.	Communication	CAT4-PP4-C-2	GoA 3.2 / Flagship report / monitoring (incl. translations) 60 / 100 characters	No	3.2	4,000.00	
4. Posintra Ltd.	Communication	CAT4-PP4-C-2	GoA 3.3 / Promotion 20 / 100 characters	No	3.3	2,000.00	
4. Posintra Ltd.	Events/meetings	CAT4-PP4-A-3	GoA 3.4 / Replication workshop (Porvoo) 40 / 100 characters	No	3.4	2,000.00	
4. Posintra Ltd.	National control	CAT4-PP4-F-3	FLC, 6 periods 15 / 100 characters	No	N/A	7,200.00	
4. Posintra Ltd.	Events/meetings	CAT4-PP4-A-3	Final Partner Meeting 22 / 100 characters	No	N/A	12,500.00	
	Total					894,201.50	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
5. Växjö municipalit	Communication	CAT4-PP5-C-3	Branding, design and communication materials 45 / 100 characters	No	2.1 3.1	10,000.00	
5. Växjö municipalit	Specialist support	CAT4-PP5-E-3	Translation 12 / 100 characters	No	N/A	5,000.00	
6. Energy Agency f	Events/meetings	CAT4-PP6-A-3	National stakeholder meetings 30 / 100 characters	No	1.1 2.1 3.4	3,000.00	
6. Energy Agency f	Specialist support	CAT4-PP6-E-3	Dissemination and communication of project activities 54 / 100 characters	No	3.1	7,000.00	
6. Energy Agency f	Events/meetings	CAT4-PP6-A-3	Regional dissemination conference 34 / 100 characters	No	3.1 3.4	3,000.00	
7. Municipality of Kr	Specialist support	CAT4-PP7-E-3	The diagnosis of the transport supply & mobility demand, for Nowa Huta 73 / 100 characters	No	2.3	15,000.00	
7. Municipality of Kr	Specialist support	CAT4-PP7-E-3	The diagnosis of the transport supply & mobility demand, for the University Hospital 87 / 100 characters	No	2.3 2.4	13,000.00	
7. Municipality of Kr	Events/meetings	CAT4-PP7-A-4	Organisation of meetings with the stakeholders 48 / 100 characters	No	1.1 2.3 2.4 3.4	1,500.00	
7. Municipality of Kr	Communication	CAT4-PP7-C-4	Awareness campaign for stakeholders & target groups 53 / 100 characters	No	2.3	5,000.00	
7. Municipality of Kr	Specialist support	CAT4-PP7-E-4	An ex-post evaluation of activities implemented for the University Hospital 77 / 100 characters	No	2.4	9,000.00	
	Total					894,201.50	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
7. Municipality of Kr	Specialist support	CAT4-PP7-E-4	Translation service (interpreter during FM workshops & translation of project materials) 88 / 100 characters	No	N/A	14,000.00	
7. Municipality of Kr	Communication	CAT4-PP7-C-4	General promotion, communication, publicity or information linked to a project 79 / 100 characters	No	3.1	9,000.00	
8. Municipality of Gl	Events/meetings	CAT4-PP8-A-4	Meeting supply and facilities 30 / 100 characters	No	N/A	2,013.80	
8. Municipality of Gl	Communication	CAT4-PP8-C-4	Promotion materials - postcards, posters, roll ups, give aways to app. 400 pieces 83 / 100 characters	No	2.3	13,423.00	
8. Municipality of Gl	Communication	CAT4-PP8-C-4	Incentives campaign for biking instead of car 47 / 100 characters	No	2.2	13,423.00	
8. Municipality of Gl	Specialist support	CAT4-PP8-E-4	Consultant to support the monitoring survey before and after - develope survey and analysis 92 / 100 characters	No	2.2 2.4	20,000.00	
8. Municipality of Gl	National control	CAT4-PP8-F-4	FLC 4 / 100 characters	No	N/A	6,711.00	
9. Gate 21	Specialist support	CAT4-PP9-E-5	Consultant to help with monitoring and analysis 48 / 100 characters	No	2.2 2.4	6,711.00	
9. Gate 21	National control	CAT4-PP9-F-5	FLC 4 / 100 characters	No	N/A	6,845.70	
9. Gate 21	Specialist support	CAT4-PP9-E-5	developing incentives for bicycling and ingration with bonus in travel card (1 month x 50 users) 97 / 100 characters	No	2.2 2.4	20,134.00	
	Total					894,201.50	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
9. Gate 21	Communication	CAT4-PP9-C-5	Web news and dissemation materials 36 / 100 characters	No	3.1	9,000.00	
10. Riga Planning R	Specialist support	CAT4-PP10-E-	Translation 12 / 100 characters	No	N/A	5,000.00	
10. Riga Planning R	Specialist support	CAT4-PP10-E-	Monitoring of commuting habits & Mapping employee's daily routes 66 / 100 characters	No	2.3	15,000.00	
10. Riga Planning R	Specialist support	CAT4-PP10-E-	Testing perspective use of full potential of existing and new mobility infrastructure 87 / 100 characters	No	2.3	20,000.00	
10. Riga Planning R	Specialist support	CAT4-PP10-E-	Stakeholder dialogue and replication of solutions 51 / 100 characters	No	1.1 2.3 3.4	5,000.00	
10. Riga Planning R	Events/meetings	CAT4-PP10-A-	Project final meeting (Catering, premises, moderator, speakers) 64 / 100 characters	No	N/A	3,060.00	
10. Riga Planning R	Events/meetings	CAT4-PP10-A-	6 roundtables.3 workshops for targed groups and local stakholders (Catering, premises, moderator) 98 / 100 characters	No	1.1 2.3	7,650.00	
10. Riga Planning R	Project management	CAT4-PP10-D-	Project partner meeting (Catering, premises) 46 / 100 characters	No	N/A	1,530.00	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-6	Translations for local visiblity of the project 48 / 100 characters	No	N/A	3,000.00	
4. Posintra Ltd.	Specialist support	CAT4-PP4-E-6	Website development and udpates 32 / 100 characters	No	3.1	3,000.00	
4. Posintra Ltd.	Events/meetings	CAT4-PP4-A-6	Bus routes / local workshops with AO partners 46 / 100 characters	No	2.1	1,000.00	
	Total					894,201.50	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
4. Posintra Ltd.	Events/meetings	CAT4-PP4-A-6	Bike sharing / local workshops with AO partners 48 / 100 characters	No	2.2	3,000.00	
9. Gate 21	Events/meetings	CAT4-PP9-A-6	Seminars for network of companies 34 / 100 characters	No	3.4	2,000.00	
	Total					894,201.50	

7.1.2 Equipment

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Free and Hansea	Vehicles	CAT5-PP1-G-0	20x E-Bike rentals (for 2 years) 34 / 100 characters	No	2.2	13,000.00	
1. Free and Hansea	Office equipment	CAT5-PP1-A-0	Roll ups, beach flags other materials for cycling&walking 59 / 100 characters	No	2.1 2.2 2.3	2,000.00	
	Total					197,768.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Free and Hansea	Other specific equip	CAT5-PP1-H-0	4x mini bike garage for parking (each 8000) 44 / 100 characters	No	2.2	32,000.00	
1. Free and Hansea	IT hardware and soft	CAT5-PP1-B-0	Laptop , docking station Staff Altona 38 / 100 characters	No	N/A	1,500.00	
4. Posintra Ltd.	Vehicles	CAT5-PP4-G-0	GoA 2.2 / Bike sharing / e-bike leasing costs (15 bikes, 18 mths) 66 / 100 characters	No	2.2	27,000.00	
4. Posintra Ltd.	Other specific equip	CAT5-PP4-H-0	GoA 2.1 / Moveable e-bike charging station / leasing costs (18 mths) 69 / 100 characters	No	2.1	13,500.00	
5. Växjö municipalit	Vehicles	CAT5-PP5-G-0	Hired vehicles 16 / 100 characters	No	2.1	35,000.00	
7. Municipality of Kr	IT hardware and soft	CAT5-PP7-B-0	A tool for planning the trip to the hospital 46 / 100 characters	No	2.4	24,000.00	
8. Municipality of Gl	Vehicles	CAT5-PP8-G-0	Shared bicycles and test bikes - 40 shared bikes/e-scooters&30 commuter bikes 78 / 100 characters	No	2.2 2.4	33,556.00	
8. Municipality of Gl	Tools or devices	CAT5-PP8-F-1	Sencors / beacons at worksplaces or other tracking ressources to track cycling 79 / 100 characters	No	2.2	2,685.00	
8. Municipality of Gl	IT hardware and soft	CAT5-PP8-B-1	tracking ressources to track cycling 37 / 100 characters	No	2.2 2.4	4,027.00	
8. Municipality of Gl	Furniture and fittings	CAT5-PP8-C-1	Improvement of trails and paths for walking, cycling and micromobility to the station. 88 / 100 characters	No	2.1	7,000.00	
10. Riga Planning R	IT hardware and soft	CAT5-PP10-B-	2 laptops 23 / 100 characters	No	N/A	2,500.00	
	Total					197,768.00	

7.1.3 Infrastructure and works

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Free and Hansea	Labour (related to co	CAT6-PP1-D-0	4x building / infrastructure works: pavement installations/ mini bike garage each 1200 (87 / 100 characters)	Yes	I2.1_1	4,800.00	
1. Free and Hansea	Labour (related to co	CAT6-PP1-D-0	setting up specific street signs/maintanance (46 / 100 characters)	Yes	I2.1_1	2,800.00	
5. Växiö municipalit	Specialised interventi	CAT6-PP5-E-0	Vehicle parking connected to the hub. (38 / 100 characters)	Yes	I2.1_2	55,000.00	
5. Växiö municipalit	Specialised interventi	CAT6-PP5-E-0	Signage and communication at mobility hubs (44 / 100 characters)	Yes	I2.1_2	10,000.00	
	Total					72,600.00	

7.1.4 Investment summary

Investment item no.	Investment title	Total planned value
I2.1_1	Hamburg - Bike parking garages	7,600.00
I2.1_2	Mobility hubs at two locations in Växjö	65,000.00

Investment no. I2.1_1 - Hamburg - Bike parking garages

Contracting partner	Planned contract value
1. Free and Hanseatic City of Hamburg - Borough of Altona	7,600.00

Investment no. I2.1_2 - Mobility hubs at two locations in Växjö

Contracting partner	Planned contract value
5. Växjö municipality	65,000.00

7.2 Planned project budget per funding source & per partner

No. & role	Partner name	Partner status	Country	Funding source	Co-financing rate [in %]	Total [in EUR]	Programme co-financing [in EUR]	Own contribution [in EUR]	State aid instrument
1-LP	Free and Hanseatic City of Hamburg - Borough of Altona	Active 22/09/2022	DE	ERDF	80.00 %	877,584.00	702,067.20	175,516.80	For each partner, the State aid relevance and applied aid measure are defined in the **State aid section**
2-PP	Aalto University Foundation sr	Active 22/09/2022	FI	ERDF	80.00 %	275,000.00	220,000.00	55,000.00	
3-PP	Union of the Baltic Cities Sustainable Cities Commission c/o City of Turku	Active 22/09/2022	FI	ERDF	80.00 %	565,273.60	452,218.88	113,054.72	
4-PP	Posintra Ltd.	Active 22/09/2022	FI	ERDF	80.00 %	401,950.00	321,560.00	80,390.00	
5-PP	Växjö municipality	Active 22/09/2022	SE	ERDF	80.00 %	395,059.00	316,047.20	79,011.80	
6-PP	Energy Agency for Southeast Sweden	Active 22/09/2022	SE	ERDF	80.00 %	182,650.00	146,120.00	36,530.00	
7-PP	Municipality of Krakow	Active 22/09/2022	PL	ERDF	80.00 %	223,100.00	178,480.00	44,620.00	
8-PP	Municipality of Gladsaxe	Active 22/09/2022	DK	ERDF	80.00 %	304,890.00	243,912.00	60,978.00	
9-PP	Gate 21	Active 22/09/2022	DK	ERDF	80.00 %	194,725.00	155,780.00	38,945.00	
10-PP	Riga Planning Region	Active 22/09/2022	LV	ERDF	80.00 %	309,277.60	247,422.08	61,855.52	
Total ERDF						3,729,509.20	2,983,607.36	745,901.84	
Total						3,729,509.20	2,983,607.36	745,901.84	

7.3 Spending plan per reporting period

	EU partners (ERDF)		Total	
	Total	Programme co-financing	Total	Programme co-financing
Preparation costs	24,000.00	19,200.00	24,000.00	19,200.00
Period 1	544,921.06	435,936.87	544,921.06	435,936.87
Period 2	661,013.72	528,810.97	661,013.72	528,810.97
Period 3	746,122.89	596,898.31	746,122.89	596,898.31
Period 4	615,355.81	492,284.64	615,355.81	492,284.64
Period 5	561,427.27	449,141.81	561,427.27	449,141.81
Period 6	576,668.45	461,334.76	576,668.45	461,334.76
Total	3,729,509.20	2,983,607.36	3,729,509.20	2,983,607.36