1. Identification

Call	Date of submission
C1	26/04/2022

1.1. Full name of the project

Innovative, Driven & Engaging Approach (IDEA) for Sustainable & Replicable Smart Mobility Solutions and Development in Taurage region, Liepaja, Tartu and Vaasa

159 / 250 characters

1.2. Short name of the project

TVLT Smart Mobility

19 / 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

TVLT Smart Mobility project's partners are facing the same challenge. Although each of us have set decisive goals for carbon neutrality, it has become increasingly evident that traffic and particularly private car utilization is one of the biggest sources of CO2 emissions in our cities today. With the innovative & engaging approach on mobility, we strive to reduce the traffic based on private car usage, thus mitigating congestion & emissions. In order to achieve this goal, we need to introduce fresh & attractive sustainable mobility modes with digital applications & services to enhance them. By advancing sustainable mobility modes' inter-connectivity with each other, promoting mobility hub & MaaS concepts, and fostering digital & smart energy solutions, and engaging target groups (citizens, organizations, public authorities, business & service providers) efficiently and encouraging in greener mobility action & behavior, we can reach our goal. Innovative and engaging mobility modes possess the power to ignite & boost the sustainable mobility process, enabling the development of better mobility services for all target groups, enticing to use alternative mobility modes to private cars. By being able to engage and even interact through mobility, the target groups can join the CO2 neutrality cause and have a positive impact through sustainable mobility choices. The innovative measures can deliver win-win for all: environment, economy, society & culture - beyond borders.

1,494 / 1,500 characters

1.8. Summary of the partnership

TVLT Smart Mobility partnership constitutes of ,,Zaliasis Regionas" (ZR) from Lithuania, City of Vaasa from Finland, Liepaja City Municipality from Latvia, and Tartu City Government from Estonia.

ZR is a public institution in charge of providing and developing sustainable mobility and carbon neutrality activities in Taurage Region in Lithuania. ZR's sustainable mobility measures and plans are strongly supported by the Lithuanian Ministry of Environment. ZR's independent project idea "S-Mobility in Taurage" aims to introduce new mobility services by carbon neutral minibus service, and engaging target groups (citizens, students, employers, organizations, service providers and local public authority) by digital solution.

Vaasa is a medium size city on the west coast of Finland. Approx. 68.000 inhabitants live in the city's region, and 120.000 in total with its sub-regions. The City of Vaasa's Municipal Infrastructure is in charge of the city's key infrastructure development; from logistical and mobility infra to construction of districts & facilities, energy and ICT solutions. The City of Vaasa strives to develop its cycling & walking infrastructure, public transport and other sustainable mobility modes to reach the set carbon neutrality goals. Vaasa works closely with its key partners/target groups; the DSO, Tech. Centre Merinova, VASEK - Vaasa Region Development Company, local energy company sector "Vaasa Energy Cluster", and the 6 local universities, to be able to provide and engage the other key target groups (citizens, employers, students, service providers, constructors etc.) via quality services, sustainable mobility and infrastructural development, and thus fulfilling the city's strategy of "Carbon Neutral Vaasa 202X". Vaasa's independent project idea is "Innovative & engaging Smart city car-sharing", developing mobility hub and MaaS concepts and services and promoting capability for smart grid & charging (V2G, PV, BESS) tech. and development, and scalable target group engagement.

Liepaja City Municipality is entering the partnership with "Digi-Green Driving" project idea, with novel plans to develop digitalized public transport management & control center and new digital & online solutions. Thus, enhancing the existing public transport system for target groups (enterprises, citizens, local public authority, services) and its planning.

Tartu is the second largest city in Estonia. The main goals of the City of Tartu in mobility are to increase the share of the use of public transport and bicycle use in people's daily mobility. The main problem of mobility in Tartu is the growing use of private cars (approximately 1.5% per year). A significant part of the city's CO2 emissions come from private transport. To solve the problem, various activities are planned to improve the availability of public transport and increase the connection speed. Tartu strives to tie better suburban areas with the city and develop further its mobility pilots.

2,998 / 3,000 characters

1.11. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	4,433,672.00
	Own contribution ERDF	0.00	1,108,418.00
	ERDF budget	0.00	5,542,090.00
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	4,433,672.00
	Total own contribution	0.00	1,108,418.00
	Total budget	0.00	5,542,090.00

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	Public institution „Žaliasis regionas“	Viešoji įstaiga „Žaliasis regionas“	LT	Sectoral agency	a)	1,697,450.00 €	Active	22/09/2022
2	PP	Liepaja City Municipality Administration	Liepājas pilsētas pašvaldības administrācija	LV	Local public authority	a)	954,744.00 €	Active	22/09/2022
3	PP	Tartu City Government	Tartu Linnavalitsus	EE	Local public authority	a)	933,408.00 €	Active	22/09/2022
4	PP	City of Vaasa	Vaasan kaupunki	FI	Infrastructure and public service provider	a)	1,956,488.00 €	Active	22/09/2022

2.1.2 Associated Organisations

No.	Organisation (English)	Organisation (Original)	Country	Type of Partner
AO 1	Vilnius Gediminas Technical University	Vilniaus Gedimino technikos universitetas	LT	Higher education and research institution
AO 2	Green-Tech Cluster	Zaļo un Viedo Tehnoloģiju Klasteris	LV	Business support organisation

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 Viešoji įstaiga „Žaliasis regionas“
35 / 250 characters

Organisation in English Public institution „Žaliasis regionas“
38 / 250 characters

Department in original language -
1 / 250 characters

Department in English -
1 / 250 characters

Partner location and website:

Address Dariaus ir Girėno st. 38A
25 / 250 characters

Postal Code LT-72242
8 / 250 characters

Town Tauragė
7 / 250 characters

Website www.zaliasisregionas.lt
23 / 100 characters

Country Lithuania

NUTS1 code Lietuva

NUTS2 code Vidurio ir vakarų Lietuvos regionas

NUTS3 code Tauragės apskritis

Partner ID:

Organisation ID type	Legal person's code (Juridinio asmens kodas)
Organisation ID	305836625
VAT Number Format	Please select
VAT Number	**N/A** ☑ 0 / 50 characters
PIC	N/A 3 / 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)	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**	23/07/2021 –	31/12/2021
	Staff headcount [in annual work units (AWU)]		0.0
	Employees [in AWU]		0.0
	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]		0.00
	Annual balance sheet total [in EUR]		0.00
	Operating profit [in EUR]		0.00

Role of the partner organisation in this project:

PI „Žaliasis regionas“ is a project lead partner and taking part in every WP-s.

79 / 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

Justification why the partner's activities are not State aid relevant

Public Institution „Žaliasis regionas" (ZR) is a regional public institution of four municipalities, the main purpose of which is to combine the activities of individual municipalities into a single entity. Areas of activity of ZR: promotion of business development and increase of investment attractiveness, improvement of conditions for tourism development and organization of public transport services in Taurage region.
The measures to be implemented during the project are related to the development of the regional public transport system. The institution is authorized by 4 municipalities to carry out this type of activity but is not a direct provider of public transport services. All implemented measures and purchased equipment will be used to improve the region's public transport services and increase accessibility without any economic benefit to the institution itself. Public tenders will be announced for the service of purchased buses, in which all entities providing this type of service will be able to participate.
Because Public Institution „Žaliasis regionas" is not a direct provider of public transport services, the co-financing provided will not create any economic advantage over other market participants. Thanks to the funding of the program, the regional infrastructure of the public transport system and the quality and accessibility of services will be improved, therefore the main beneficiary is 4 municipalities and their residents.

1,469 / 3,000 characters

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 Liepājas pilsētas pašvaldības administrācija

44 / 250 characters

Organisation in English Liepaja City Municipality Administration

40 / 250 characters

Department in original language Attīstības pārvalde

19 / 250 characters

Department in English Development department

22 / 250 characters

Partner location and website:

Address Rozu iela 6

11 / 250 characters

Postal Code LV-3401

7 / 250 characters

Town Liepaja

7 / 250 characters

Website www.liepaja.lv/en

17 / 100 characters

Country Latvia

NUTS1 code Latvija

NUTS2 code Latvija

NUTS3 code Kurzeme

Partner ID:

Organisation ID type	Unified registration number (Vienotais reģistrācijas numurs)
Organisation ID	90000063185
VAT Number Format	LV + 11 digits
VAT Number	N/A ☐ LV90000063185 (13 / 50 characters)
PIC	n/a (3 / 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**	01/01/2021 –	01/01/2022
	Staff headcount [in annual work units (AWU)]		0.0
	Employees [in AWU]		0.0
	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]		0.00
	Annual balance sheet total [in EUR]		0.00
	Operating profit [in EUR]		0.00

Role of the partner organisation in this project:

Liepaja city municipality administration is project partner together with its municipal agency "Liepaja public transport" participating in each WP. “Liepāja Public Transport” started operating in 2011 and is an institution established by the municipality and financed from the municipal budget. PP2 just like other partners will actively contribute in cooperation and dialogue in the A.1.1. to create a detailed transition strategy and commitment of planning for project's solutions introduction. PP2 will cooperate with other partners in all steps and milestones of the project and also be a leader of pilot activity A.2.2., when implementing new smart mobility planning system in Liepaja and A.3.3. (knowledge transfer of smart mobility system results).

755 / 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 3

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

Partner name:

Organisation in original language	Tartu Linnavalitsus (19 / 250 characters)
Organisation in English	Tartu City Government (21 / 250 characters)
Department in original language	Linnamajanduse osakond (22 / 250 characters)
Department in English	Department of Communal Services (31 / 250 characters)

Partner location and website:

Address	Raekoja plats 1a (16 / 250 characters)	**Country**	Estonia
Postal Code	50089 (5 / 250 characters)	**NUTS1 code**	Eesti
Town	Tartu (5 / 250 characters)	**NUTS2 code**	Eesti
Website	www.tartu.ee (12 / 100 characters)	**NUTS3 code**	Lõuna-Eesti

Partner ID:

Organisation ID type	Registration code (Registrikood)
Organisation ID	75006546
VAT Number Format	EE + 9 digits
VAT Number	**N/A** ☐ EE100670291 (11 / 50 characters)
PIC	996380024 (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	01/01/2021	–	31/12/2022
Staff headcount [in annual work units (AWU)]			0.0
Employees [in AWU]			0.0
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]			0.00
Annual balance sheet total [in EUR]			0.00
Operating profit [in EUR]			0.00

Role of the partner organisation in this project:

Tartu is a project partner and taking part in every WP-s.

57 / 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	Vaasan kaupunki (15 / 250 characters)
Organisation in English	City of Vaasa (13 / 250 characters)
Department in original language	Kuntatekniikka (14 / 250 characters)
Department in English	Municipal Infrastructure and Engineering (40 / 250 characters)

Partner location and website:

Address	Kirkkopuistikko 26 (18 / 250 characters)	**Country**	Finland
Postal Code	65100 (5 / 250 characters)	**NUTS1 code**	Manner-Suomi
Town	Vaasa (5 / 250 characters)	**NUTS2 code**	Länsi-Suomi
Website	https://www.vaasa.fi/en/ (24 / 100 characters)	**NUTS3 code**	Pohjanmaa

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	1016427-7
VAT Number Format	FI + 8 digits
VAT Number	N/A ☐ FI02096026 (10 / 50 characters)
PIC	947285317 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Infrastructure and public service provi	Public transport, utility company (water supply, electricity supply, sewage, gas, waste collection, airport, port, railway, 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

Financial data	**Reference period**	01/01/2021 –	31/12/2021
	Staff headcount [in annual work units (AWU)]		0.0
	Employees [in AWU]		0.0
	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]		0.00
	Annual balance sheet total [in EUR]		0.00
	Operating profit [in EUR]		0.00

Role of the partner organisation in this project:

City of Vaasa acts as a fellow partner in the TVLT Smart Mobility project. The City of Vaasa's Energy & Climate program and strategy sets a goal for the city to reach carbon neutrality before 2030. Hence, Vaasa needs to find new and innovative ways to maintain its sustainable development, while ensuring the well-being of the citizens, population growth, increment of employment rates, and economic prosperity. The City of Vaasa's Energy and Climate Program prioritizes in: Reaching carbon neutrality before 2030, improving energy efficiency in all energy sectors, adding renewable energy production (particularly solar, wind, geothermal and waste energy), and developing smart and sustainable energy, mobility and digital services & modes for target groups and engaging them.
Vaasa collaborates, aids and consults the partnership with vast knowledge and experience in energy and mobility sector & measures, demanding projects and long term plans. We wish to learn from others and share knowledge.

1,000 / 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
Vilniaus Gedimino technikos universitetas
41 / 250 characters

Organisation in English
Vilnius Gediminas Technical University
38 / 250 characters

Department in original language
Transporto inžinerijos fakultetas
33 / 250 characters

Department in English
Faculty of Transport engineering
32 / 250 characters

Legal status
a) Public

Type of associated organisation
Higher education and research instituti
University faculty, college, research institution, RTD facility, research cluster, etc.

Associated organisation location and website:

Address
Saulėtekio al. 11
17 / 250 characters

Country
Lithuania

Postal Code
LT-10223
8 / 250 characters

Town
Vilnius
7 / 250 characters

Website
www.vilniustech.lt
18 / 100 characters

Role of the associated organisation in this project:

The main objective of Vilnius Gediminas Technical University Faculty of Transport engineering (Vilnius Tech) is to carry out research at the international level in the field of sustainable transport, to participate in international and national projects, to apply the acquired knowledge and skills in the study process of the Faculty of Transport Engineering. This associated partner will support TLTV partnership scientifically, theoretically and practically in all project activities. In cooperation with other higher education and research institutions in partnership countries, Vilnius Tech will support all partners in the field of research and preparation of development strategies, in the search for new models and solutions, monitoring and analysis of implemented solutions.

782 / 1,000 characters

2.3 Associated Organisation Details - AO 2

Associated organisation name and type:

Organisation in original language: Zaļo un Viedo Tehnoloģiju Klasteris (36 / 250 characters)

Organisation in English: Green-Tech Cluster (18 / 250 characters)

Department in original language: Nākotnes mobilitāte (19 / 250 characters)

Department in English: Future Mobility (15 / 250 characters)

Legal status: b) Private

Type of associated organisation: Business support organisation

Chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.

Associated organisation location and website:

Address: Strautu iela 4 (14 / 250 characters)

Country: Latvia

Postal Code: LV-3401 (7 / 250 characters)

Town: Liepaja (7 / 250 characters)

Website: www.greentechlatvia.eu (22 / 100 characters)

Role of the associated organisation in this project:

The main role of Liepaja Green-Tech Cluster will be awareness raising in the society, intruducing citizens with technology advances solutions and getting acceptance of easy-to-use solutions. In the same time Green-Tech Cluster will act in the business field, developing the Future Mobility ecosystem what is important for further development of the publict transport system in the city and region, incl. ITS sollutions and applications. Green-Tech Cluster's Future Mobility Consortium is bringing together businesses, research organizations, public partners and public participation to promote new initiatives, exchanges of professional views and cross-sectoral cooperation.The long-term goal of the Future mobility department is to promote work on the “Latvian Energy Reform Plan for Enabling Electromobility in Latvia”, which would ensure Latvia’s competitiveness and future mobility both in the European Union and globally, towards the 2030 climate goals and climate neutrality in 2050.

989 / 1,000 characters

3. Relevance

3.1 Context and challenge

The TVLT Smart Mobility project partners all face the same challenge: the level of private car ownership and usage rate in our cities is substantially high and the utilization rate of public transportation and other sustainable mobility modes need to rise considerably in order to our cities to reach the carbon neutrality and emissions mitigation goals set for traffic. In addition, it is evident that the high private car share out of our complete mobility systems cause traffic congestion, excessive need for parking spaces and facilities, and possesses a negative affect on pedestrian safety, city noise level and overall attractiveness. We see that an effective way to tackle this challenge is to introduce our cities with new and innovative mobility modes, which not only have the ability to enhance the existing sustainable mobility system but can also advance it to a new level - to a level where a fresh and interesting new mobility model and its interconnected digital, smart city & e-solutions intrigue, attract and call upon citizens, visitors, local organizations, businesses, service provides - end-users all alike, to engage the sustainable mobility world in a new way, and even interacting with the services through new applications. In smart city development and even in a bigger picture - in the battle against climate change - we all need to pull together and promote the sustainability campaign. This concerns mobility as well. Reaching a higher level of sustainable mobility is a win-win for all included, from individuals to organisations - for the whole society. By boosting and encouraging the use of sustainable mobility modes with a new services capable of reaching people better than before, the cities are more capable of developing what should be the most important thing: to become more attractive, cleaner & enjoyable places, which can raise the interest of new inhabitants, businesses & services, and promote the positive green awareness & attitude change.

1,992 / 2,000 characters

3.2 Transnational value of the project

The TVLT Smart Mobility project addresses and tackles challenges and issues common not only to the members of the project's partnership, but in wider perspective, a common challenge in the whole Baltic Sea Region, in the EU and beyond: too high rate of private car ownership, emissions, congestion and loss of urban space caused by it, and insufficient measures of sustainable mobility modes to fight this phenomenon. We all share the common aim to strive for carbon neutrality, and high volume private car usage is a shared challenge in many cities and regions around. TVLT Smart Mobility project introduces and wishes to set a positive example of innovative measures and solutions increasing the utilization of sustainable mobility modes and their service level, and promoting target group engagement and green mobility awareness adoption. These measures are not only applicable and replicable for implementation within the partnership's cities. They can and will resonate encouragement and positive willingness outside the partnership's borders. In consequence, the TVLT Smart Mobility partnership realizes the importance of collaboration and networking, sharing the knowledge we would gain from our projects and the lessons learned from them. This networking and connecting with other cities tackling similar challenges and striving for common objectives is essential. The TVLT partnership would be able to offer valuable knowledge and data on its own behalf, and again, would benefit from others' experiences, thus being able to develop its own sustainable mobility panning and measures even further - in the long-term development for private car, traffic and emissions mitigation, and lifting the cities's ecosystem and sustainability (environmental, social, economical, cultural) on a new level, benefiting all target groups.

1,832 / 2,000 characters

3.3 Target groups

Target group	Sector and geographical coverage	Its role and needs
Local public authority	Local governments: 4 municipalities of Taurage region of Lithuania (Taurage, Jurbarkas and Šilale districts and Pagegiai), Liepaja city (Latvia), Tartu city (Estonia) and the City of Vaasa (Finland). 199 / 500 characters	Planning and largely enabling the project proceedings, planning, and collaborating with various stakeholders and target groups. Being in charge of required operations for infrastructure development. What is needed? More initiative, sharing good examples from other countries and cities, scientific and economic analysis and calculations for cost effective and high-quality decision-making. 390 / 1,000 characters
Higher education and research instituti	Local and national higher learning institutions and universities. 65 / 500 characters	Academic research and development of new solutions and service/energy/mobility models. Participation in engagement activities and research. Aiding in lessons learned and knowledge sharing activities. This target group benefits from a new field/test lab for the academic research of best new solutions in the field of sustainable mobility. Moreover, the possibility to cooperate together with other local and national higher learning institutions and universities in partnership cities will ensure the maximum use of academic potential in finding the best solutions. 565 / 1,000 characters

Target group	Sector and geographical coverage	Its role and needs
Business support organisation	Local and region tourism and business support and development organizations and companies. 91 / 500 characters	Work, campaign and consult for cities' and regions' attractiveness and supply for business, services and visitors/citizens. Aiding in communication and media exposure. This target group benefits from introducing new ideas and forms of interest to business, tourists, visitors and residents. Created new solutions for sustainable mobility will provide them a powerful tool to encourage different business companies and other service providers to make the regions and cities more attractive and interesting for local and foreign investments. 539 / 1,000 characters
Interest group	Citizens and residents (especially in rural areas), business & service providers, tourists and visitors, employees and companies of the partnership cities. 155 / 500 characters	The interest groups benefit from the new mobility models and services in their everyday life by easier accessibility and stronger & unbreakable mobile connections in cities and regions. The sustainability increases in all of its levels: environmentally, socially, economically and culturally, lifting the overall quality of life (QoL) and attractiveness and prosperity of the cities. 383 / 1,000 characters
Infrastructure and public service provid	Public transport companies, Energy distribution service providers 65 / 500 characters	The energy operators take part in the city's energy supply & demand balance and security. It is in their great interest to participate in the TVLT's project as a stakeholder and as a target group, enabling them to develop new smart energy solutions, grid security & flexibility and e-mobility aspects, in order to gain R&D data and direction for their businesses and competence. Public transport companies benefit from the new mobility models' interconnecting power and support in the form of the new service's appeal, target group (citizens, organizations etc.) engagement and e.g. Mobility as a Service (MaaS) concept build-up. 630 / 1,000 characters

3.4 Project objective

Your project objective should contribute to:

Smart green mobility

All of the TVLT Smart Mobility project partners' individual project objectives and measures in each of their cities, are in align with the common objectives of the partnership. Although the partnership's individual project plans present different measures and actions, the unified object still remains the same. We face the same challenge and we have identified the very same target groups, which are needed to be engaged with, and invited to this "mobility development journey", in order to our cities to be able to reach sustainable and multi-level end-results.

Mobility and traffic are basic elements of any city, and concern all its inhabitants, organisations, businesses and services, in short: the key target groups. By enhancing and alleviating each of the target group's everyday need of mobility and accessibility to the city's various location with ease, higher functionality and better service level of the sustainable mobility system, the need for alternative mobility modes for private car utilization grows stronger and gains appeal. With high quality, innovative modes and services and ability to provide extra value and 'fun-to-use'-appeal to the end-users' quality of life and choices, the whole city will thrive. Individuals can have a positive impact in their lives through greener choices in mobility, and have soothing injection not only in their busy schedules but also in their economies. Organisations, businesses, service providers and employers are able to show environmentally aware example and increase image value on their own behalf, by promoting the cleaner mobility modes and services for their customers and end-users. Thus, successfully interacting and engaging externally (and internally) the target groups, by providing genuine interest and action in the city's communal life, service supply and hi-quality user-satisfaction.

1,867 / 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 Partnership's TVLT Smart Mobility project contributes to the EUSBSR Transport policy area by aiming to facilitate sustainable and efficient transport systems and modes. Thus, it strives to improve internal and external transport links and sustainable mobility mode interconnections, which are prerequisites for the competitive region. The project aims to improve connectivity, accessibility and cohesion of the existing mobility modes and services by introducing new innovation, measures and approaches. The project partners strongly believe that they are able to address the challenges of traffic and transport section common to us all in Baltic Sea Region and in EU with our innovations, example of cooperation, ambitious vision and novel project execution. TVLT Smart Mobility project's partners wish also to collaborate, share knowledge, encourage and aid other cities and regions in Baltic area and beyond to tackle their similar nature challenges and reach their goals and visions. Carbon neutrality and sustainable mobility unifies us all.

1,050 / 1,500 characters

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

Innovation, Energy, Health and Tourism. Out of these the TVLT Smart Mobility project contributes mostly to Innovation policy area by being able to introduce innovative mobility service models and applications, or potential to other innovations not mentioned in our own project idea, by being able to promote and engage entities with competitiveness. Thus, the project is able to support the growth of the Baltic Sea region through support for entrepreneurship, business development, science and increased innovation capacity. The TVLT Smart Mobility project indirectly contributes to Energy, Health and Tourism policy areas, since many of the partnership's individual project ideas enable better services and mobility for tourism included. In addition the project fosters safety and healthy living of the end-users, and in some cases the individual measures possess strong aspects and solutions of smart energy, e.g. by utilizing renewable energy sources (RES), smart grid solutions and distributed energy sources (DER) via e.g. vehicle-to-grid (V2G) and battery energy storage solutions (BESS).

1,095 / 1,500 characters

3.6 Other political and strategic background of the project

Strategic documents

The national climate plans to reach carbon neutrality - all countries;
Member of Urban Agenda for Europe Energy Transition Partnership - Vaasa city;
Covenant of Mayors programme - Liepaja, Tartu and Vaasa;
European Green Deal;
EU Mobility srategy;
An active members of Union of the Baltic Cities network - Taurage, Liepaja, Tartu and Vaasa;
Ecosystem agreement signed for innovation networks with the Ministry of Economic Affairs and Employment (2021-2027) - Vaasa.

465 / 500 characters

In 2020, 4 municipalities (Taurage, Jurbarkas, Šilale districts and Pagegiai) signed a Development strategy of functional zone Taurage+. This strategy is a pilot initiative launched by the Chancellery of the Government of the Republic of Lithuania, the Ministry of the Interior, the Ministry of Finance and the Central Project Management Agency together with 4 municipalities of Taurage County promoting sustainable mobility in Taurage region. Transport policy guidelines - Latvia.

482 / 500 characters

SECAP - Liepaja city, Tartu - "Tartu energia 2030";
Tartu City Development Plan 2018-2025, Liepaja City Sustainable Development Strategy 2030;
Air Quality Improvement action programme for Liepaja City 2021-2025;
Carbon Neutral Vaasa 202X strategy.

248 / 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
Implementation of the priority actions of the functional zone Taurage+ development strategy 91 / 200 characters	EU structural funds and national public funds 45 / 200 characters	During this project one of the main activity is the development of public transport system of Taurage regione whose first steps are currently being implemented. If new project receives funding, the next steps of the development of public transport system of Taurage region will be taken by creation of a new pilot model for public transport. 341 / 1,000 characters
IRIS Smart Cities Project (The City of Vaasa acting as a follower city. The Lighthouse Cities of the Project: Utrecht (Netherlands), Gothenburg (Sweden), Nice (France)) 167 / 200 characters	Horizon 2020 (Europe) 21 / 200 characters	- Citizen Engagement projects with the University of Vaasa ("LähiöInno" & RIPEET) - Retrofitting activities in areas and districts of Vaasa (Olympia city block, Ristinummi district) - Ravilaakso districts smart energy & sustainable mobility solutions, and low carbon construction manual and competence building. - "Vaasa Station" shopping, hotel & congress center in the middle of the city. Once ready Vaasa Station will be mostly energy self-sufficient by utilizing PV & BESS technology, waste heat and connection to low temperature heating network (LTH). Additionally, the center will provide advanced models and connection to sustainable mobility and digital solution services. 681 / 1,000 characters
Car Free Avenue 15 / 200 characters	City funding 12 / 200 characters	This summer, Tartu is organizing the Autovabaduse Puiestee campaign for the third year in a row. The aim of this campaign is to introduce residents to the possibilities of transforming urban space into safer and more sustainable ways of moving. We will use the results of the project in the campaigns of the coming years. 321 / 1,000 characters
Development of transport infrastructure 39 / 200 characters	EU structural funds and national public funds 45 / 200 characters	The outcomes of the previously implemented projects ensure the creation of the basic infrastructure and system within this project, because of the already introduced and modernly equipped new public vehicles - buses, trams. 223 / 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.

PP1 - Lead Partner - Public institution „Žaliasis regionas“ will develop and implement project management that is supported by all project partners and associated organisations. For Liepaja city municipality there is City Council's approval necessary about participation in the project and financial contribution.

313 / 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.

PP1 Lead Partner will ensure that project financial management follows to the rules and is implemented as described in the Programme Manual and each project partner will manage their finances accordingly.

204 / 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.

0 / 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	WP1 Preparing solutions

Number	Group of Activity Name
1.1	The strategy for transition: base for solutions' implementation & target group engagement

	Number	Work Package Name
	2	WP2 Piloting and evaluating solutions

Number	Group of Activity Name
2.1	Activities for further development of public transport system of Taurage region
2.2	Implementation of new smart mobility planning system in Liepaja
2.3	Tartu pilot activities
2.4	Implementation of Innovative & Engaging Smart City Car-Sharing solutions for Vaasa

	Number	Work Package Name
	3	WP3 Transferring solutions

Number	Group of Activity Name
3.1	Transferring the gained knowledge, expertise & benefits of the implemented project's outcomes
3.2	Creation of communication plan

Work plan overview

Period:	1	2	3	4	5	6	Leader
WP.1: WP1 Preparing solutions							**PP1**
A.1.1: The strategy for transition: base for solutions' implementation & target group engagement							PP1
D.1.1: Introduce, Focus, Engage and Initiate collaboration	D	D	D	D			
WP.2: WP2 Piloting and evaluating solutions							**PP1**
A.2.1: Activities for further development of public transport system of Taurage region							PP1
D.2.1: Analyze, evaluate and initiate new public transport opportunities			D	D	D	D	
A.2.2: Implementation of new smart mobility planning system in Liepaja							PP2
D.2.2: Created digitalized public transport management and control center				D	D	D	
A.2.3: Tartu pilot activities							PP3
D.2.3: Tartu pilot activities summary report					D	D	
A.2.4: Implementation of Innovative & Engaging Smart City Car-Sharing solutions for Vaasa							PP4
D.2.4: Deliverable Vaasa WP2: Outputs of the pilots		D	D	D	D	D	
WP.3: WP3 Transferring solutions							**PP4**
A.3.1: Transferring the gained knowledge, expertise & benefits of the implemented project's outcomes							PP4
D.3.1: Transfer knowledge & results in order to upscale project's measures & outcomes for replication					D	D	
A.3.2: Creation of communication plan							PP1
D.3.2: Report on the activities of the Communication and Dissemination					D	D	

Outputs and deliverables overview

Code	Title	Description	Contribution to the output	Output/ deliverable contains an investment

D 1.1	Introduce, Focus, Engage and Initiate collaboration	Study and analyze the existing mobility system, address its pros and cons, and how to advance it. Issue general guidelines for step-by-step implementation activities of solution and services, and their contribution and capabilities for replication. Introduce the new project idea, expressing its requirements (resources, schedule, measures, solutions, stakeholders), goals and benefits as well as, and as detailed as possible, realizing the requirements and specifications (geographical, technical, operational, legislative, regulatory framework, business etc.). Form a joined plan and a strategy to approach the service providers and key target groups, focusing on their benefits and possibility to gain from the project - from the provided new solutions and services to upgrade sustainable mobility concept and interconnected modes. Engage the target groups to participate in planning and forming a collaborative, open and transparent network. Establish strong and reliable collaboration between the partners. Present the standards related to the pilot's solutions and high-quality evaluation of the partnership members based on these standards. Create the required framework, criteria and methodology for data collection. Provide detailed description of the undertaken citizen engagement activities in the partnership cities. Form an ability with replicable measures and activities to organize workshops within each of the partnership cities to define the required pilot's citizen engagement policies. Create required and hi-quality templates and documents for monitoring, data collection and reporting of the project's proceedings. In addition, perform detailed description of the pilots'/launch's successful implementation and the next-steps.	RCO 83 - Strategies and action plans jointly developed	
D 2.1	Analyze, evaluate and initiate new public transport opportunities	The purpose of this deliverable is to create an attractive, ecological and accessible public transport system in the Taurage region, adapted to the needs of the local residents (especially in rural areas) and business. The planned analysis and the preparation of the development strategy of public transport system, which will include appropriate measures, will help to achieve this goal. The development and implementation of a new pilot transport model will allow to optimize the costs of public transport service providers by eliminating unprofitable public transport routes and using new economical buses. It will also contribute to reducing CO2 emissions and promoting green transport in the region. Based on the initial results, an analysis of the pilot model is planned to identify its shortcomings and possible prospects for improvement. The improved and adjusted model will be able to be adapted not only in the public transport systems of the partners, but also offered to other cities and regions in the Baltic Sea region. All mentioned above should be addressed in this deliverable and the means to obtain them.	RCO 84 – Pilot actions developed jointly and implemented in projects	
D 2.2	Created digitalized public transport management and control center	Enhanced capacity and efficiency of local public authority “Liepaja municipal agency “Liepājas sabiedriskais transports” (Liepaja public transportation). Green and intelligent mobility solutions introduced to reduce pollution in city of Liepaja. Evaluating and adjusting solutions by local public authority and Green Tech Cluster. Reporting of the results and pilot implementation.	RCO 84 - Pilot actions developed jointly and implemented in projects	
D 2.3	Tartu pilot activities summary report	D. 2.3 The aim is to document the process and results of the pilot activities in Tartu. The document describes the process of planning and carrying out the pilot activities and the results of the monitoring of the pilot activities. Key lessons from pilot activities and future activities are also highlighted.	RCO 84 - Pilot actions developed jointly and implemented in projects	
D 2.4	Deliverable Vaasa WP2: Outputs of the pilots	The preparation work and planning of the piloting has to be done carefully. Affecting factors are the new routes & stops of the upgraded public transport system "Lift", starting its operation in the fall of 2022. Additionally, the City of Vaasa will be investing heavily into cycling infrastructure and lane development in the recent 3-5 years. These sustainable mobility mode development directions have a direct impact on the new car-sharing stations' locations & mobility hub structure. Additionally, affecting factors are the locations of the key target groups: organizations, institutions, service locations, electricity grid feed, residential area access etc. Based on all of the previously mentioned, the car-sharing stations' network has to be modeled based on a model prepared by Arc GIS map software and calculating the potential target group/end-user potential, distances from the stations to the other mobility modes & target group locations. Smart charging/energy solution aspects have to be thoroughly planned out as well. How and where can PV panels can be implicated most securely and energy production wise most efficiently, where & how should the BESS be situated, and is V2G the most optimal charging infrastructure at every charging point? Charging station formation may also differ between the target group locations, i.e. some organizations, e.g. the universities, can manage and might particularly favor V2G solution, enabling them to have extra power for their own facilities' usage, whereas city central charging station/hub may not benefit from V2G unless it possesses an ability to support the DSO's grid directly, i.e. technical solutions differ with each station. Furthermore, the structure of the mobility hubs: planned model or an open concept has to have common image & what services they can provide, and what particular conditions the car sharing operator may have. Safety & maintenance is a major concern: location of the hubs & stations and electricity safety.	RCO 84 - Pilot actions developed jointly and implemented in projects	

D 3.1	Transfer knowledge & results in order to upscale project's measures & outcomes for replication	The final stage of the project benefits from well-planned and organized start and meticulously executed piloting & implementation. During monitoring, analyzing and reporting activities must have been kept on high quality level, in order to the transferring stage be able to convey accurate, relevant and reliable information about the project's phases and proceedings. The information must include quantitative and qualitative measures and research data: technical figures, user data (NOTE GDPR!), measurements concerning the new mobility mode's, new transport models and sustainable mobility systems development and impacts (environmental, social, financial), interviews, surveys, media-data, data from stakeholders and target groups all around. Specific to Lithuania, in order to help the target groups to expand and adapt the developed solutions, it is planned to conduct regular surveys. During these surveys, the target groups will be able to submit their observations and suggestions for the improvement and extension of the system. With this in mind, it is planned to continuously improve and develop the system in order to increase the satisfaction of the target groups with the provided services. Only through the comprehensive coverage of the project's advancement thus far, can it be most optimally transferred outside its home "ground". Existing networks with other cities, organizations, collaborating forums & entities should be approached with the findings and results - about the functioning mobile system & what was required to make it happen. This can also be done via events, meetings, seminars, online presentations, project press kits, utilizing media widely and supporting business partners. Monitoring, analyzing and reporting should also be done about the partnership's success in collaboration and being successful in the project, the power of this formed network and its ability to perform together and pull together is something which should be presented to others.	RCO 87 - Organisations cooperating across borders	
D 3.2	Report on the activities of the Communication and Dissemination	Report on the activities of the communication and dissemination. Activities achieved and planned. Report will demonstrate the implementation of actions in all project partner areas.	RCO 87 - Organisations cooperating across borders	

Work package 1

5.1 WP1 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 1 - Public institution „Žaliasis regionas“

Work package leader 2 PP 4 - City of Vaasa

5.4 Work package budget

Work package budget 10%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Local governments: 4 municipalities of Taurage region of Lithuania (Taurage, Jurbarkas and Šilale districts and Pagegiai), Liepaja city (Latvia), Tartu city (Estonia) and the City of Vaasa (Finland). 199 / 500 characters	Internal publicity and information campaign explaining the project's steps, advancement, requirements, time schedule and outcomes & benefits - the value. 153 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
2	Higher education and research institution Local and national higher learning institutions and universities. 65 / 500 characters	The local Universities and other higher learning institutions will be engaged by utilizing the existing strong collaboration the cities have with them, and by active communication and dialogues already prior the project start. The project itself enables research and innovation activities, and continuance possibilities for existing research. The collaboration between the city and the universities enhance the cities' strategies for their regions' development, and strengthens the universities possibilities to act as active institutions and pillars of their local communities. Additionally, this collaboration and engagement has international research & image value. 668 / 1,000 characters
3	Business support organisation Local and region tourism and business support and development organizations and companies. 91 / 500 characters	The partnership cities each work closely and collaborate actively with their own business support organizations, which are able to provide the city expertise, consultation and aid in various issues concerning, e.g. local business ecosystem, collaboration and networking, EU affairs and legal advice, and strategy development for uplifting the attractiveness of the city for new inhabitants, businesses and services. The Business support organizations each have existing strong relationship with the city they are operating. Thus, engaging this sector takes place by active communication, work shops, meetings, providing information and organizing events. 655 / 1,000 characters
4	Interest group Citizens and residents (especially in rural areas), business & service providers, tourists and visitors, employees and companies of the partnership cities. 155 / 500 characters	Citizens and residents will be engaged via well-planned PR, marketing and media campaigns with interconnecting and interacting elements. Additionally, arranging pop-up events to take place in popular meeting places to raise awareness, and by utilizing the cities' own and its partners' social media channels for cross-marketing power. Additionally, the universities obtain a lot of knowledge and activities about engaging the citizens and possibly can aid in measures and competence. For businesses, service providers, tourists and visitors, and companies in other cities, the engagement should be approached by similar measures as with engaging the citizens. Marketing, PR and utilizing multi-media exposure secures strong results in attention gain and exposure. Additionally, a communication with key employers and companies should be initiated early on, in order to engage them in the projects' possibilities in their own mobility plans. 941 / 1,000 characters
5	Infrastructure and public service provider Public transport companies, Energy distribution service providers 65 / 500 characters	Engaging the local energy sector (DSOs and energy grid solution and service providers) early on is essential, as it is pivotal to approach the local digital service providers and public transport companies. Strong communication, meetings, events and knowledge sharing is required. These actors participate and have an impact on the cities' everyday functions, collaboration and required procedures. Their engagement will enable them to have an opportunity to develop and introduce new mobility/digital/energy solutions, through which they can generate new businesses and revenue streams, increase their competitiveness, and also provide support and new angle of engagement for, e.g. the previously mentioned "interest groups" (section 4). 740 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
1.1	**The strategy for transition: base for solutions' implementation & target group engagement**

WP 1 Group of activities 1.1

5.6.1 Group of activities leader

Group of activities leader PP 1 - Public institution „Žaliasis regionas“

A 1.1

5.6.2 Title of the group of activities

The strategy for transition: base for solutions' implementation & target group engagement

91 / 100 characters

5.6.3 Description of the group of activities

It is essential to crystallize and plan-out thoroughly the project's objectives, deliverables, schedule of operation, and task dependencies between the partners. Each solution's requirements and detailed specifications need to be defined: technical, operational, legislative, regulatory framework, business etc. A detailed transition strategy and commitment of planning for project's solutions introduction has to be prepared. This includes e.g. implementation strategy, engagement activities, monitoring, data collection and required adjustment/development measures, i.e. a project road-map with key milestones, resources, target groups, risk management etc. has to be constructed. In addition, the replication potential of the project's solutions, actions and outcome must be defined. Required lessons learned and knowledge transfer procedures with engaging the partnership cities AND other cities domestic and abroad, is paramount to be able to establish true potential and value of possible replication in transnational scale.

Other aspects to consider are how most effectively facilitate the know-how and knowledge exchange between the partnership members on how each of the TVLT Smart Mobility solution, and measuring the optimal implementation, is able to deliver optimal impact on the Interreg programme and the partnership's commitment to it. Paying attention to the project-involved baseline, ambitions and possible barriers can be of aid in this task. An objective of creating a holistic project's progress framework, consisting the solutions and measures implementation management structure with the specified roles of the partners and the local stakeholders, the procurement framework, communication and knowledge exchange can be enhanced. Additionally, the planning of citizen engagement and co-creation activities, determining a framework for an Action Plan per integrated solution, and putting down guidelines for business modelling and financing should be addressed for successful project progress.

2,019 / 3,000 characters

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

D 1.1

Title of the deliverable

Introduce, Focus, Engage and Initiate collaboration

51 / 100 characters

Description of the deliverable

Study and analyze the existing mobility system, address its pros and cons, and how to advance it. Issue general guidelines for step-by-step implementation activities of solution and services, and their contribution and capabilities for replication. Introduce the new project idea, expressing its requirements (resources, schedule, measures, solutions, stakeholders), goals and benefits as well as, and as detailed as possible, realizing the requirements and specifications (geographical, technical, operational, legislative, regulatory framework, business etc.).

Form a joined plan and a strategy to approach the service providers and key target groups, focusing on their benefits and possibility to gain from the project - from the provided new solutions and services to upgrade sustainable mobility concept and interconnected modes. Engage the target groups to participate in planning and forming a collaborative, open and transparent network.
Establish strong and reliable collaboration between the partners. Present the standards related to the pilot's solutions and high-quality evaluation of the partnership members based on these standards.

Create the required framework, criteria and methodology for data collection. Provide detailed description of the undertaken citizen engagement activities in the partnership cities.
Form an ability with replicable measures and activities to organize workshops within each of the partnership cities to define the required pilot's citizen engagement policies.

Create required and hi-quality templates and documents for monitoring, data collection and reporting of the project's proceedings.
In addition, perform detailed description of the pilots'/launch's successful implementation and the next-steps.

1,756 / 2,000 characters

Which output does this deliverable contribute to?

RCO 83 - Strategies and action plans jointly developed

55 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.1: The strategy for transition: base for solutions' implementation & target group engagement						
D.1.1: Introduce, Focus, Engage and Initiate collaboration						

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 - Public institution „Žaliasis regionas“
Work package leader 2	PP 4 - City of Vaasa

5.4 Work package budget

Work package budget	55%

5.4.1 Number of pilots

Number of pilots	11

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Local governments: 4 municipalities of Taurage region of Lithuania (Taurage, Jurbarkas and Šilale districts and Pagegiai), Liepaja city (Latvia), Tartu city (Estonia) and the City of Vaasa (Finland). 199 / 500 characters	Internal publicity and information campaign explaining the project's steps, advancement, requirements, time schedule and outcomes & benefits - the value. In the project piloting and implementation phase the role of the local public authority becomes central, which requires well planned internal communication and clear roadmap to follow. Collaboration with relevant stakeholders is essential, concerning internal stakeholders as well. The project's success benefits from coherent support from the organisation itself, which maximizes the positive image transmitted outside to other target groups. Launch events and campaigns are useful as well. It should be kept in mind that the new mobility solutions provided my the project does not take anything away from the existing system. It supports it and enhances it. This mission and goal should be portrayed to the whole organization. 884 / 1,000 characters
2	Higher education and research institution Local and national higher learning institutions and universities. 65 / 500 characters	In the project piloting and implementation phase the role of the higher education and research institution/-s emphazises. It is extremely important to start gathering data and monitor the piloting launch step by step, through every phase. This meticulousness not only benefits the institutions' own R&D agenda but gathers valuable information for further knowledge sharing and lessions learned activities. The local Universities and other higher learning institutions will be engaged by utilizing the existing strong collaboration the cities have with them, and by active communication and dialogues already prior the project start. Regular meetings and workshops should be held with the institution/-s as the piloting work and solutions' implementation progresses. This is also pivotal considering the engagement aspects and its success, which is something higher learning institutions can deliver a lot of competence. 920 / 1,000 characters
3	Business support organisation Local and region tourism and business support and development organizations and companies. 91 / 500 characters	The partnership cities each work closely and collaborate actively with their own business support organizations, which are able to provide the city expertise, consultation and aid in various issues concerning, e.g. local business ecosystem, collaboration and networking, EU affairs and legal advice, and strategy development for uplifting the attractiveness of the city for new inhabitants, businesses and services. The Business support organizations each have existing strong relationship with the city they are operating. Thus, engaging this sector takes place by active communication, meetings, providing information and organizing events. 642 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
4	Interest group Citizens and residents (especially in rural areas), business & service providers, tourists and visitors, employees and companies of the partnership cities. 155 / 500 characters	Citizens and residents will be engaged via well-planned PR, marketing and media campaigns with interconnecting and interconnecting elements. Additionally, arranging launch events concerning the presentation of the new mobility solutions and services should be organized for the interest groups, thus engaging them right from the start and getting the familiar and interested about the new possibilities. This should take place in popular meeting places, service centers to raise awareness, and boost its appeal via the cities' social media channels and its partners' for cross-marketing power. For businesses, service providers, tourists and visitors, key employers and companies, and companies in other cities, the engagement should be approached by similar measures as with engaging the citizens. Marketing, PR and utilizing multi-media exposure secures strong results in attention and raising the new solutions' awareness. 927 / 1,000 characters
5	Infrastructure and public service provider Public transport companies, Energy distribution service providers 65 / 500 characters	Engaging the local energy sector (DSOs and energy grid solution and service providers) early on and throughout the piloting and implementation phase is essential, as it is pivotal to approach the local digital service providers and public transport companies. Strong communication, meeting routines, workshops, joined events and knowledge sharing secures strong results. Their engagement will enable them to have an opportunity to develop and introduce new mobility/digital/energy solutions, through which they can generate new revenue streams, increase their competitiveness, and also provide support and new angle of engagement for, e.g. the previously mentioned "interest groups" (section 4). 695 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
2.1	**Activities for further development of public transport system of Taurage region**
2.2	**Implementation of new smart mobility planning system in Liepaja**
2.3	**Tartu pilot activities**
2.4	**Implementation of Innovative & Engaging Smart City Car-Sharing solutions for Vaasa**

WP 2 Group of activities 2.1

5.6.1 Group of activities leader

Group of activities leader PP 1 - Public institution „Žaliasis regionas“

A 2.1

5.6.2 Title of the group of activities

Activities for further development of public transport system of Taurage region

79 / 100 characters

5.6.3 Description of the group of activities

ZR is implementing the development of the public transport system in Taurage region. During it, a unified regional e-ticket system will be created, which has no analogues in Lithuania, uniting all 4 separate municipalities. This system will allow for extremely accurate determination of passenger flows and will allow for changes in the system. It is the first step in replacing a decades-long inefficient public transport system.
During the development of the public transport system, ZR noted that there are many long-term problems in region's public transport system - inefficient and unprofitable routes, worn-out public transport infrastructure, under-investment in renewable resources and technology. ZR conducted a survey of region's residents, during which 53 % respondents indicated that the public transport system does not meet their needs, is unattractive and makes them more likely to use their own cars.
A detailed analysis of the public transport system in Taurage region would help to properly assess the condition of the public transport system, to discover the main problem points. Based on the results of the analysis and the experience of the partner cities, a strategy for the development of the public transport system in Taurage region will be prepared. The overall strategy will bring together region's municipalities and bus fleets to achieve the main goal of improving the quality and accessibility of services for region's residents and the implementation of ecological solutions in public transport.
By creating more accessible public transport for region's residents and reducing the losses incurred by region's municipalities, a pilot model of the public transport system by demand will be developed. A similar model has already been tested by Tartu city in Estonia, and based on their experience, it is planned to adapt the model to service loss-making routes. According to this model, the customer is visited only when he wants this service.
In order to properly implement the pilot model, a customer registration and information system will be set up first. This system will help to properly manage customer flows, ensure uninterrupted operation of the model and provide real-time information on bus traffic. To ensure the operation of the model, it is also planned to purchase ecological mini-buses for all municipalities, which will be used instead of large diesel buses. The buses will be used to encourage the population to use less polluting modes of transport and upgrade region's public transport infrastructure, while contributing to the reduction of CO2 emissions in all region, Lithuania and the Baltic Sea Region. Depending on the results of the pilot model, decisions will be made on the development or redesign of this model.

2,776 / 3,000 characters

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

D 2.1

Title of the deliverable

Analyze, evaluate and initiate new public transport opportunities

65 / 100 characters

Description of the deliverable

The purpose of this deliverable is to create an attractive, ecological and accessible public transport system in the Taurage region, adapted to the needs of the local residents (especially in rural areas) and business. The planned analysis and the preparation of the development strategy of public transport system, which will include appropriate measures, will help to achieve this goal. The development and implementation of a new pilot transport model will allow to optimize the costs of public transport service providers by eliminating unprofitable public transport routes and using new economical buses. It will also contribute to reducing CO2 emissions and promoting green transport in the region.
Based on the initial results, an analysis of the pilot model is planned to identify its shortcomings and possible prospects for improvement. The improved and adjusted model will be able to be adapted not only in the public transport systems of the partners, but also offered to other cities and regions in the Baltic Sea region.
All mentioned above should be addressed in this deliverable and the means to obtain them.

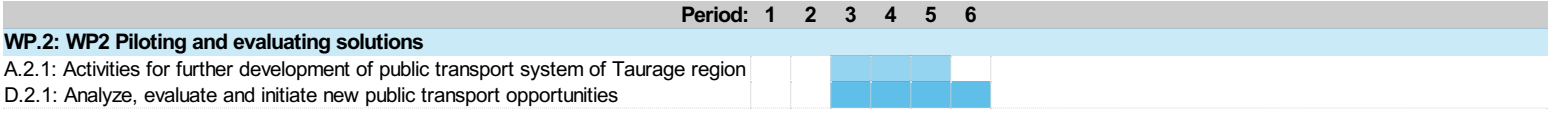
1,126 / 2,000 characters

Which output does this deliverable contribute to?

RCO 84 – Pilot actions developed jointly and implemented in projects

69 / 100 characters

5.6.6 Timeline



5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 2 Group of activities 2.2

5.6.1 Group of activities leader

Group of activities leader PP 2 - Liepaja City Municipality Administration

A 2.2

5.6.2 Title of the group of activities

Implementation of new smart mobility planning system in Liepaja

64 / 100 characters

5.6.3 Description of the group of activities

Applying new digital solutions to improve and optimize the online availability of electronic public transport processes and data and to change people's mobility habits, namely, to promote the movement of people by public transport rather than private transport. Urban public transport is the central actor for the environmentally friendly, economically and socially sustainable transport system, but to achieve this it is important to create a smart planning system or in other words a basis for everything that is to come with increased efficiency. Increased efficiency means improved public transport quality and customer service, exploring new services, lowering costs and raising awareness about the role of digital solutions improving the carbon footprint in urban area. Due to increasing role of digitalization and information technology in the organization, management and supervision of public transport is important to develop strategy and set up a transport management and control center for smart, efficient and sustainable public transport in the city of Liepaja.

1,076 / 3,000 characters

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

D 2.2

Title of the deliverable

Created digitalized public transport management and control center

66 / 100 characters

Description of the deliverable

Enhanced capacity and efficiency of local public authority “Liepaja municipal agency “Liepājas sabiedriskais transports” (Liepaja public transportation). Green and intelligent mobility solutions introduced to reduce pollution in city of Liepaja. Evaluating and adjusting solutions by local public authority and Green Tech Cluster. Reporting of the results and pilot implementation.

381 / 2,000 characters

Which output does this deliverable contribute to?

RCO 84 - Pilot actions developed jointly and implemented in projects

68 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.2: Implementation of new smart mobility planning system in Liepaja						
D.2.2: Created digitalized public transport management and control center						

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 3 - Tartu City Government

A 2.3

5.6.2 Title of the group of activities

Tartu pilot activities

22 / 100 characters

5.6.3 Description of the group of activities

The city of Tartu plans to implement 4 pilot projects within the project, the aim of which is to test different solutions for improving the quality and availability of public transport in the urban area.
Development of demand-based public transport in sparsely populated areas - a significant part of the city of Tartu, if the territory of the municipality is sparsely populated. At the same time, people living in these areas need different services in their daily activities. At present, the majority of daily movements in sparsely populated areas are carried out by private cars, leading to significant environmental pollution. In 2021, Tartu, as a small pilot, has experimented with the use of demand-based public transport. The results of the pilot project were good, and now, based on the experience we have gained, we want to extend demand-based public transport to all areas of the city with sparsely populated areas. With the help of the project, we want to implement three environmentally friendly minibuses in demand-driven transport and develop an appropriate software solution that takes into account the needs of a specific region. Pilot project of an autonomous bus line - There are several densely populated areas in Tartu where it would be possible to improve the mobility of people in an environmentally friendly way with the help of autonomous minibuses. With the help of the project, we plan to implement a pilot project of autonomous public transport in the Annelinn district, where about 1/3 of Tartu residents live. This is a well-maintained light traffic road that we want to use as an autonomous bus route. The autonomous bus pilot line will help reduce daily journeys by private vehicles and create better connections between different sustainable modes of transport. Innovative public transport ticketing solution - Public transport is successful if it is used comfortably and has a good connection speed. With the help of the project, we want to pilot an innovative ticketing solution that will make public transport much more convenient for its users. The piloted solution allows you to pay for journeys in public transport conveniently using the phone's app. The solution calculates the optimal ticket for the passenger and thus always pays for the service actually used. At the same time, the identification of the passenger takes place automatically, taking into account the possible benefits applied to the passenger.Development of mobility centers - In 2023-2024, Tartu plans to build the first mobility centers on the city border to serve everyday cross-border commuters. A significant part of the city's CO2 emissions come from the daily cross-border commuting of private vehicles. Within the project we will prepare project documentation for at least one mobility center to better connect public transport and design mobility center services and optimal mobility schemes. In addition construction work will also be carried out in at least one mobility center.

2,996 / 3,000 characters

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

D 2.3

Title of the deliverable

Tartu pilot activities summary report

37 / 100 characters

Description of the deliverable

D. 2.3 The aim is to document the process and results of the pilot activities in Tartu. The document describes the process of planning and carrying out the pilot activities and the results of the monitoring of the pilot activities. Key lessons from pilot activities and future activities are also highlighted.

309 / 2,000 characters

Which output does this deliverable contribute to?

RCO 84 - Pilot actions developed jointly and implemented in projects

68 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.3: Tartu pilot activities						
D.2.3: Tartu pilot activities summary report						

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 4 - City of Vaasa

A 2.4

5.6.2 Title of the group of activities

Implementation of Innovative & Engaging Smart City Car-Sharing solutions for Vaasa

82 / 100 characters

5.6.3 Description of the group of activities

In Vaasa, car-sharing as a new mobility mode will have its pilot phase launch already in Aug.-Sept. 2022. In the pilot 3 shareable electric vehicles will be introduced for the employees of the city and for the other target groups within the city (citizens, organisations, key employers, service providers etc.). PR, marketing and communications efforts and campaign for the pilot's launch will start in May 2022, and it is planned to engage the workers of the city's organization, the citizens and other target groups by media campaigns, events and competitions. The shareable EVs will be tied to the city's public transportation system's image and brand ("Lift"), so that the shareable EV system will be known as "Mini-Lift". Additionally, a policy of each car being branded of its own name, decided by the citizens through competition will be introduced. The names will have to reflect Vaasa's reputation as the "Happiest city in Finland", names such as "Joy", "Fun", "Bliss", "Sun", "Love", "Great" etc.
As the TVLT project progresses into piloting, it will be a continuance for the previous pilot, but providing a much more and considerable impacts on the city's sustainable mobility system & engagement aspects via e.g. mobility hub development, new digital platform for the citizens, enabling better location, service, schedule & pricing information for the end-users. Simultaneously the image and brand build up for the EVs will be tied to the brand and image of the public transport (a later with city-bikes) continues.
Additionally, the mobility hubs will have their own names decided by the target groups, with an idea of building an image around the mobility hubs as "a string of mobility oasis around the city", providing everything one can want in order to travel in the city: bicycles, buses, shareable EVs, micro e-mobility & other services attached to them - encouraging to use sustainable mobility modes, not one's own car.
Additionally, much effort and activity will be put on the implementation of the smart charging infrastructure which the new mobility mode requires. This means not only the charging stations with V2G capability, which is unique in Finland, but also introducing the PV & BESS charging solutions for energy savings and security for the charging points. The actual stations, their locations and launch is pivotal for the launch, and they have to support the existing sustainable mobility system and engagement of target groups. Examples of locations: 1. City center/shopping malls & square 2. Universities campus area 3. Central buss station 4. Railway station 5. Centre-city residential-city-blocks (2-3) 6. Suburb mobility junction points (2-3).
Monitoring, data gathering, its analysis and utilization for successful deliverable and replication value and measures will be carried out together with research institutions an the City of Vaasa's partners (also target groups), e.g. Technology Centre Merinova, Visit Vaasa Company, VASEK, Vaasa Electricity etc.

3,000 / 3,000 characters

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

D 2.4

Title of the deliverable

Deliverable Vaasa WP2: Outputs of the pilots

44 / 100 characters

Description of the deliverable

The preparation work and planning of the piloting has to be done carefully. Affecting factors are the new routes & stops of the upgraded public transport system "Lift", starting its operation in the fall of 2022. Additionally, the City of Vaasa will be investing heavily into cycling infrastructure and lane development in the recent 3-5 years. These sustainable mobility mode development directions have a direct impact on the new car-sharing stations' locations & mobility hub structure. Additionally, affecting factors are the locations of the key target groups: organizations, institutions, service locations, electricity grid feed, residential area access etc. Based on all of the previously mentioned, the car-sharing stations' network has to be modeled based on a model prepared by Arc GIS map software and calculating the potential target group/end-user potential, distances from the stations to the other mobility modes & target group locations.
Smart charging/energy solution aspects have to be thoroughly planned out as well. How and where can PV panels can be implicated most securely and energy production wise most efficiently, where & how should the BESS be situated, and is V2G the most optimal charging infrastructure at every charging point? Charging station formation may also differ between the target group locations, i.e. some organizations, e.g. the universities, can manage and might particularly favor V2G solution, enabling them to have extra power for their own facilities' usage, whereas city central charging station/hub may not benefit from V2G unless it possesses an ability to support the DSO's grid directly, i.e. technical solutions differ with each station.
Furthermore, the structure of the mobility hubs: planned model or an open concept has to have common image & what services they can provide, and what particular conditions the car sharing operator may have.
Safety & maintenance is a major concern: location of the hubs & stations and electricity safety.

1,999 / 2,000 characters

Which output does this deliverable contribute to?

RCO 84 - Pilot actions developed jointly and implemented in projects

68 / 100 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.4: Implementation of Innovative & Engaging Smart City Car-Sharing solutions for Vaasa						
D.2.4: Deliverable Vaasa WP2: Outputs of the pilots						

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 4 - City of Vaasa

Work package leader 2 PP 1 - Public institution „Žaliasis regionas“

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 Local governments: 4 municipalities of Taurage region of Lithuania (Taurage, Jurbarkas and Šilale districts and Pagegiai), Liepaja city (Latvia), Tartu city (Estonia) and the City of Vaasa (Finland). 199 / 500 characters	Internal publicity and information campaign explaining the project's steps, advancement, requirements, time schedule and outcomes & benefits - the value. In the transferring stage, it is important to report internally about the projects outcomes, reached objectives and KPI (key performance indicator) success. Throughout the project, it has been important that the panning, execution and now transferring solutions will be done transparently and in engaging manner. Additionally, transferring solutions has vast networking value for the local public authority. The results are what interest not only Interreg but all potential replication candidates. Open communication, meetings, work shops are preferred. By well organized transfer of solutions and knowledge about them and the project's phases, can optimal replication take place, and continuance for the project's development in its home field. 899 / 1,000 characters
2	Higher education and research institution Local and national higher learning institutions and universities. 65 / 500 characters	The local Universities and other higher learning institutions will be engaged by utilizing the existing strong collaboration the cities have with them, and by active communication and dialogues already prior the project start. The project itself enables research and innovation activities, and continuance possibilities for existing research. The collaboration between the city and the universities enhance the cities' strategies for their regions' development, and strengthens the universities possibilities to act as active institutions and pillars of their local communities. Additionally, this collaboration and engagement has international research & image value. The transferring phase is equally important for the universities. The collected data will be crunched and analyzed, research can be targeted more, academic papers and journals can be written. Announcing the findings and results to the research is essential. Collaboration and communication with the universities continues. 992 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
3	Business support organisation Local and region tourism and business support and development organizations and companies. 91 / 500 characters	The partnership cities each work closely and collaborate actively with their own business support organizations, which are able to provide the city expertise, consultation and aid in various issues concerning, e.g. local business ecosystem, collaboration and networking, EU affairs and legal advice, and strategy development for uplifting the attractiveness of the city for new inhabitants, businesses & services. The Business support organizations each have existing strong relationship with the city they are operating. Thus, engaging this sector takes place by active communication, meetings, providing information and organizing events. The transferring phase provides the business support organisations tools and opportunity to engage and network with outside collaborative bodies and new partners about the results and positive outcomes of the project. A successfully executed project has vast financial, innovative and R&D value, which can & should be targeted outside, thus enabling growth. 999 / 1,000 characters
4	Interest group Citizens and residents (especially in rural areas), business & service providers, tourists and visitors, employees and companies of the partnership cities. 155 / 500 characters	Citizens and residents, businesses, service providers, tourists and visitors, and key employers & companies will be engaged via well-planned PR, marketing and media campaigns with interconnecting and interconnecting elements. In the transferring phase if the projects have reached their objectives, the sustainable mobility transition has advanced, target groups are utilizing not only the new mobility modes extensively but also the usage rate of the existing sustainable mobility modes have increased. Thus, these target groups (as all mentioned in this section) act as beacons of the new service and behavior favoring the utilization of sustainable mobility modes. This outside resonating positive example transforms the target group members as performing change agents, which is highly important in transferring the knowledge about the project out to new areas and cities. Change agent performance and its encouragement is also pivotal for successful engagement activity. 979 / 1,000 characters
5	Infrastructure and public service provider Public transport companies, Energy distribution service providers 65 / 500 characters	Engaging the local energy sector (DSOs and energy grid solution and service providers) as well as public transport companies in the transferring must continue. In this stage, after already substantial knowledge gain from piloting and operations of the new mobility modes and services interconnected with the existing mobility service. Now in this phase, it is pivotal continue the engagement and discussion with the service providers about how to develop the system further. Asking questions and finding answers to "What did we do right?", "What could we have done better/other way, and what were the relevant challenges and weaknesses." Thus, the strong points, development and adjustment issues can better reveal themselves and come evident for this target group members, which ties them even stronger to the engagement and furthers it. Regular connection and collaboration is required. 891 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
3.1	Transferring the gained knowledge, expertise & benefits of the implemented project's outcomes
3.2	Creation of communication plan

WP 3 Group of activities 3.1

5.6.1 Group of activities leader

Group of activities leader PP 4 - City of Vaasa

A 3.1

5.6.2 Title of the group of activities

Transferring the gained knowledge, expertise & benefits of the implemented project's outcomes

93 / 100 characters

5.6.3 Description of the group of activities

Within the activity will be expanded the project`s outcomes outside project implementation area to its neighboring cities, regions, etc. Network them, share and gain knowledge, initiate lessons learned activity. By critically analyzing the knowledge, data and experiences gained from and throughout the project, required adjustments and development measures can be started. Continuing the engagement measures with the Project's target groups should go on. It provides stronger ground for further development work, and for monitoring the fully operating mobility system including the new mobility models. Finally, expanding the new sustainable mobility solutions & systems and the new procedures elsewhere (outside the scope of this project), for other cities and region/-s, aimed to replicate the model. Those interested in the pilot measures and outcomes proved functioning in partner cities should be encouraged and aided in the replication projects' initiation and progress. Additionally, the results with quantitative data (CO2 and private car utilization level reduction, sustainable mobility mode level & user amour increment, reported end-user satisfaction) has to be clearly and extensively presented to the key target groups & partners and the public. Monitoring and data gathering should be kept on-going, guaranteeing optimal basis for further development and new measures. Specific to Lithuania, in order to help the target groups to expand and adapt the developed solutions, it is planned to conduct regular surveys. During these surveys, the target groups will be able to submit their observations and suggestions for the improvement and extension of the system. With this in mind, it is planned to continuously improve and develop the system in order to increase the satisfaction of the target groups with the provided services.

1,844 / 3,000 characters

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

D 3.1

Title of the deliverable

Transfer knowledge & results in order to upscale project's measures & outcomes for replication

94 / 100 characters

Description of the deliverable

The final stage of the project benefits from well-planned and organized start and meticulously executed piloting & implementation. During monitoring, analyzing and reporting activities must have been kept on high quality level, in order to the transferring stage be able to convey accurate, relevant and reliable information about the project's phases and proceedings. The information must include quantitative and qualitative measures and research data: technical figures, user data (NOTE GDPR!), measurements concerning the new mobility mode's, new transport models and sustainable mobility systems development and impacts (environmental, social, financial), interviews, surveys, media-data, data from stakeholders and target groups all around. Specific to Lithuania, in order to help the target groups to expand and adapt the developed solutions, it is planned to conduct regular surveys. During these surveys, the target groups will be able to submit their observations and suggestions for the improvement and extension of the system. With this in mind, it is planned to continuously improve and develop the system in order to increase the satisfaction of the target groups with the provided services. Only through the comprehensive coverage of the project’s advancement thus far, can it be most optimally transferred outside its home "ground".
Existing networks with other cities, organizations, collaborating forums & entities should be approached with the findings and results - about the functioning mobile system & what was required to make it happen. This can also be done via events, meetings, seminars, online presentations, project press kits, utilizing media widely and supporting business partners. Monitoring, analyzing and reporting should also be done about the partnership's success in collaboration and being successful in the project, the power of this formed network and its ability to perform together and pull together is something which should be presented to others.

1,997 / 2,000 characters

Which output does this deliverable contribute to?

RCO 87 - Organisations cooperating across borders

50 / 100 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.1: Transferring the gained knowledge, expertise & benefits of the implemented project's outcomes						
D.3.1: Transfer knowledge & results in order to upscale project's measures & outcomes for replication						

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 - Public institution „Žaliasis regionas“

A 3.2

5.6.2 Title of the group of activities

Creation of communication plan

30 / 100 characters

5.6.3 Description of the group of activities

An integrated local dissemination and communication plan will be set up during the first period of the project and reviewed periodically (at least once in period). Main target groups for communication and dissemination activities will be identified (e.g., other cities as potential users of results, policy and decision makers (EU and national/regional level) stakeholders including public, industrial partners and research partners. Key messages for each target group will be created. In order to steer this process, a local communication group will be set up, including stakeholder representatives. It will be the central point for all requests and contacts of the project's target audience.
The aim of the activities is to involve different stakeholders in the implementation of the project activities and to inform the public and stakeholders about the project activities. One of the important parts of the information activities is the repetition of the pilot projects implemented in the project in other cities and municipalities. Various tools and methods are used to carry out information activities (social media, website, meetings, workshops, seminars, press releases, etc.). Information and involvement activities are planned at different levels - local, regional, national and international. Specific to Lithuania, in order to present the new pilot model of public transport, it is planned to carry out a wide publicity campaign throughout the region and country, using local advertising agencies, existing communication channels, as well as direct communication with local communities and business representatives
In order to carry out effective communication activities, a communication plan is created, which records in detail the different activities, their implementers, target groups and also the schedule.

1,826 / 3,000 characters

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

D 3.2

Title of the deliverable

Report on the activities of the Communication and Dissemination

64 / 100 characters

Description of the deliverable

Report on the activities of the communication and dissemination. Activities achieved and planned. Report will demonstrate the implementation of actions in all project partner areas.

182 / 2,000 characters

Which output does this deliverable contribute to?

RCO 87 - Organisations cooperating across borders

50 / 100 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.2: Creation of communication plan						
D.3.2: Report on the activities of the Communication and Dissemination						

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).**	**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.**
RCO 84 – Pilot actions developed jointly and implemented in projects	11	N/A	N/A	**RCR 104 - Solutions taken up or up-scaled by organisations**	N/A	The adoption and utilization rate of the introduced new mobility mode increases, thus increasing the overall modal share of public transport and other sustainable mobility modes. Indications and clear measurable results can be obtained of mitigation of private car utilization. Organization are adopting and fostering sustainable mobility for their organizational policies as a recommended mode of mobilisation, and act as examples for other organizations within the region and e.g. for their subsidiaries elsewhere. Organizations' staff/members act as change agents for the whole community, resonating sustainable mobility mode utilization promotion outside, thus elevating the region's/city's sustainable mobility usage development, private car mitigation and CO2 level reduction. Additionally, the engagement affect on other target groups, e.g. citizens, enhances. 867 / 2,000 characters
RCO 116 – Jointly developed solutions	N/A					

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	6	**PSR 1 - Organisations with increased institutional capacity due to their participation in cooperation activities across borders**	5	Project partners and associated organisations	Actively participating: - Local public authorities: acting as examples and delivering a successful improvement for the existing sustainable mobility system will enable generation of knowledge, advancement in sustainable mobility and low carbon strategies and endeavors, possibility for new revenue streams (thus development of the system even further) and trust of competence from the target groups. - Higher learning institutions: participation in important (and global) environmental and social collaboration and "mission" to develop society and its quality of life is part of higher learning institutions' values. Additionally, the project enables test lab/living lab, R&D and innovations possibilities and for further development. - Energy and digital/technology operators: Obtain an interest to participate in the project as a stakeholder and a target group, enabling them to develop new smart energy/tech./digital solutions for grid security & flexibility, e-mobility development, digital platform performance and advancements in e.g. ICT, IoT, AI and data utilization operations, aiding in their R&D, business and service development and competence build-up. - Public transport companies benefit from the new mobility models' interconnecting power and support in the form of the new service's appeal, target group (citizens, organizations etc.) engagement and e.g. Mobility as a Service (MaaS) concept build-up. 1,423 / 1,500 characters
				Other organisations	- Local and region tourism and business support and development organizations and companies: Benefits from introducing new attractions, ideas and forms of interest and services for businesses, tourists, visitors, residents, service providers. Created new solutions for sustainable mobility will provide them a powerful tool to encourage different business companies and other service providers to develop regions and cities more attractive for local end-users, visitors as well as local and foreign investments. Thus, their own business and competence will increase, as will their participation and relevance as a developing force for the region/city to become more attractive and lucrative for social, economy, cultural and environmental advancement. 751 / 1,500 characters

7. Budget

7.0 Preparation costs

Preparation Costs

Would you like to apply for reimbursement of the preparation costs?	No

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

No. & role	Partner name	Partner status	CAT1 - Staff	CAT2 - Office & administration	CAT3 - Travel & accommodation
1 - LP	Public institution „Žaliasis regionas“	Active 22/09/2022	236,500.00	35,475.00	35,475.00
2 - PP	Liepaja City Municipality Administration	Active 22/09/2022	92,880.00	13,932.00	13,932.00
3 - PP	Tartu City Government	Active 22/09/2022	164,160.00	24,624.00	24,624.00
4 - PP	City of Vaasa	Active 22/09/2022	185,760.00	27,864.00	27,864.00
Total			679,300.00	101,895.00	101,895.00

No. & role	Partner name	CAT4 - External expertise & services	CAT5 - Equipment	Total partner budget
1 - LP	Public institution „Žaliasis regionas“	90,000.00	1,300,000.00	1,697,450.00
2 - PP	Liepaja City Municipality Administration	750,000.00	84,000.00	954,744.00
3 - PP	Tartu City Government	420,000.00	300,000.00	933,408.00
4 - PP	City of Vaasa	75,000.00	1,640,000.00	1,956,488.00
Total		1,335,000.00	3,324,000.00	5,542,090.00

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. Public institution ..	National control	CAT4-PP1-F-0	Charge of the services of controller. (37 / 100 characters)	No	N/A	6,000.00
1. Public institution ..	Specialist support	CAT4-PP1-E-0	Expert services: completion of study, preparation of the strategy of public transport system. (93 / 100 characters)	No	1.1 2.1 3.1	30,000.00
1. Public institution ..	Specialist support	CAT4-PP1-E-0	Experts travel costs (20 / 100 characters)	No	2.1 3.1	5,000.00
1. Public institution ..	Events/meetings	CAT4-PP1-A-0	Organization of the project closing conference in Lithuania (59 / 100 characters)	No	3.1	5,000.00
1. Public institution ..	IT	CAT4-PP1-B-0	Creation of the new passengers platform and database (52 / 100 characters)	No	2.1	30,000.00
1. Public institution ..	Communication	CAT4-PP1-C-0	Marketing campaign of the new model of public transport system (62 / 100 characters)	No	2.1 3.1	10,000.00
1. Public institution ..	Other	CAT4-PP1-G-0	Translation, legal, procurement services (40 / 100 characters)	No	2.1 3.1	4,000.00
4. City of Vaasa	Specialist support	CAT4-PP4-E-0	Consultation partner Tech. Centre Merinova (EU, legal, financial and data management consultation) (98 / 100 characters)	No	1.1 2.4 3.1	30,000.00
4. City of Vaasa	Events/meetings	CAT4-PP4-A-0	Partner and target group events, launches and promotional measures. (67 / 100 characters)	No	1.1 2.4	10,000.00
4. City of Vaasa	Communication	CAT4-PP4-C-1	PR and marketing of the new mobility service & Engagement campaign for target groups (84 / 100 characters)	No	1.1 2.4	10,000.00
4. City of Vaasa	Specialist support	CAT4-PP4-E-1	Travel costs (12 / 100 characters)	No	2.4 3.1	5,000.00
	Total					1,335,000.00

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
4. City of Vaasa	IT	CAT4-PP4-B-1	Digital platform, City Information Platfor (CIP) and IoT-platform enhancement & implementation work 99 / 100 characters	No	1.1	20,000.00
2. Liepaja City Muni	IT	CAT4-PP2-B-1	Control system software development for public transport control centre 71 / 100 characters	No	2.2	500,000.00
2. Liepaja City Muni	IT	CAT4-PP2-B-1	Programme analytical module development 39 / 100 characters	No	2.2	200,000.00
2. Liepaja City Muni	Specialist support	CAT4-PP2-E-1	Report of existing public transport system in Liepaja 54 / 100 characters	No	1.1	50,000.00
3. Tartu City Gover	IT	CAT4-PP3-B-1	Software development for demand responsive public transport 59 / 100 characters	No	2.3	40,000.00
3. Tartu City Gover	Communication	CAT4-PP3-C-1	Communication costs 19 / 100 characters	No	1.1	15,000.00
3. Tartu City Gover	Events/meetings	CAT4-PP3-A-1	Consortium and local meetings 29 / 100 characters	No	1.1 2.3	10,000.00
3. Tartu City Gover	Other	CAT4-PP3-G-1	Designing works for mobility hubs 33 / 100 characters	No	2.3	35,000.00
3. Tartu City Gover	Other	CAT4-PP3-G-2	Pilot project for implementation of the MaaS solution 53 / 100 characters	No	2.3	85,000.00
3. Tartu City Gover	IT	CAT4-PP3-B-2	Pilot project on innovative contactless ticketing solution in public transport 78 / 100 characters	No	2.3	35,000.00
3. Tartu City Gover	Other	CAT4-PP3-G-2	Installation of kiosks for PT in multimodal transport hub 58 / 100 characters	No	2.3	200,000.00
	Total					1,335,000.00

7.1.2 Equipment

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
2. Liepaja City Muni	IT hardware and soft	CAT5-PP2-B-0	Wireless solution with USB switch 33 / 100 characters	No	2.2	3,300.00	
2. Liepaja City Muni	IT hardware and soft	CAT5-PP2-B-0	Video conferencing camera with equipment 40 / 100 characters	No	2.2	3,400.00	
2. Liepaja City Muni	IT hardware and soft	CAT5-PP2-B-0	The screen panels 17 / 100 characters	No	2.2	3,600.00	
2. Liepaja City Muni	IT hardware and soft	CAT5-PP2-B-0	Interactive display with equipment 34 / 100 characters	No	2.2	5,700.00	
2. Liepaja City Muni	IT hardware and soft	CAT5-PP2-B-0	Workstation with two monitors 29 / 100 characters	No	2.2	6,000.00	
2. Liepaja City Muni	IT hardware and soft	CAT5-PP2-B-0	Controller body cameras with software and chargers (15) 55 / 100 characters	No	2.2	12,000.00	
2. Liepaja City Muni	IT hardware and soft	CAT5-PP2-B-0	GPU server blocks 17 / 100 characters	No	2.2	50,000.00	
3. Tartu City Gover	Vehicles	CAT5-PP3-G-0	3 electric minibuses for demand responsive public transport including charging equipment 88 / 100 characters	No	2.3	300,000.00	
1. Public institution ..	Vehicles	CAT5-PP1-G-0	7 ecological minibuses (for 4 municipalities) for implementation of new public transport model. 95 / 100 characters	No	2.1	1,300,000.00	
4. City of Vaasa	Other specific equip	CAT5-PP4-H-1	Smart charging stations (10): photovoltaic charging/panels (PV) with CIP, IoT & digital engagement 98 / 100 characters	No	2.4 3.1	190,000.00	
	Total					3,324,000.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
4. City of Vaasa	Tools or devices	CAT5-PP4-F-1	Smart lights, signs, cameras, sensors, interconnected to CIP & IoT platform, Edge Computing boost up 100 / 100 characters	No	2.4 3.1	260,000.00	
4. City of Vaasa	Other specific equip	CAT5-PP4-H-1	Smart charging stations: Battery Energy Storage Solutions (BESS) with CIP & IoT connection 90 / 100 characters	No	2.4 3.1	260,000.00	
4. City of Vaasa	Other specific equip	CAT5-PP4-H-1	Smart charging stations (10): readiness of V2G & smart metering solutions. CIP & IoT connection 95 / 100 characters	No	2.4 3.1	280,000.00	
4. City of Vaasa	Other specific equip	CAT5-PP4-H-1	Station/hubs with V2G/PV/BESS power grid readiness & smart metering with CIP/IoT/digital engagement 99 / 100 characters	No	2.4 3.1	650,000.00	
	Total					3,324,000.00	

7.1.3 Infrastructure and works

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
Please select	Please select	CAT6-PP--01	0 / 100 characters	Please select		0.00	
	Total					0.00	

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	Public institution „Žaliasis regionas“	Active 22/09/2022	LT	ERDF	80.00 %	1,697,450.00	1,357,960.00	339,490.00	For each partner, the State aid relevance and applied aid measure are defined in the **State aid section**
2-PP	Liepaja City Municipality Administration	Active 22/09/2022	LV	ERDF	80.00 %	954,744.00	763,795.20	190,948.80	
3-PP	Tartu City Government	Active 22/09/2022	EE	ERDF	80.00 %	933,408.00	746,726.40	186,681.60	
4-PP	City of Vaasa	Active 22/09/2022	FI	ERDF	80.00 %	1,956,488.00	1,565,190.40	391,297.60	
Total ERDF						5,542,090.00	4,433,672.00	1,108,418.00	
Total						5,542,090.00	4,433,672.00	1,108,418.00	

7.3 Spending plan per reporting period

	EU partners (ERDF)		Total	
	Total	Programme co-financing	Total	Programme co-financing
Period 1	526,619.00	421,295.20	526,619.00	421,295.20
Period 2	543,879.00	435,103.20	543,879.00	435,103.20
Period 3	1,513,664.00	1,210,931.20	1,513,664.00	1,210,931.20
Period 4	1,495,724.00	1,196,579.20	1,495,724.00	1,196,579.20
Period 5	1,016,004.00	812,803.20	1,016,004.00	812,803.20
Period 6	446,200.00	356,960.00	446,200.00	356,960.00
Total	5,542,090.00	4,433,672.00	5,542,090.00	4,433,672.00