1. Identification

Call	Date of submission
C1	25/04/2022

1.1. Full name of the project

BALTIC regions GOEing green - Strategies, actions and operations for GREEN fuels in transport and mobility

106 / 250 characters

1.2. Short name of the project

BalticGoesGreen

15 / 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

The demand for cleaner transport in cities puts city administrations under pressure to implement practical solutions quickly. But they face a lack of planning and implementation capacities, resulting in insufficient plans, lack of coordination and lack of critical mass of demand to make solutions viable.

We will create an Impact Accelerator to increase capacities of cities, to rapidly develop and introduce solutions. This method was first introduced to develop start ups, but is increasingly used in other contexts. it consist of four elements: a network providing expertise, peer support, validation through rapid prototyping and introduction to early-stage funding.

The project is carried by regions (each in charge of multiple cities) which have the capacities, to develop harmonized actions and implement them together with cities and for cities. Regions are able to transfer solutions to multiple cities at once. Due to their larger capacities they can more easily activate funding on a national or European level or provide funding themselves.
We are going to introduce standardized solution modules for clean fuel deployment through a toolbox and a digital expert system, that will be used to jointly develop, detailed and actionable plans for the cities in the project. Parts of these plans are going to be realized, during the project lifetime, by creating tangible, highly visible pilots, such as booking platforms, charging stations, smart procurement schemes and much more.

1,493 / 1,500 characters

1.8. Summary of the partnership

The goal is to deploy clean fuels in an efficient and quick manner, following the idea of creating an Impact Accelerator for cities. Therefore the partnership is made up of partners that each serve as strong multiplicators, activating a large number of additional stakeholders (mainly cities, but also other necessary organisations, to incubate the desired change).

The backbone of the partnership is constituted by regional public authorities that are each in charge of multiple cities, and have the capacities, to actually develop harmonized actions and implement them together with the cities in the cites and for the cities.
These regional public authorities are able to transfer solutions to multiple cities at once. Regional public authorities have defined their specific role when it comes to clean fuel deployment and are also better equipped to run change processes in a co-creative manner (e.g. increased know-how, better understanding of local communities' needs, better access to funding etc.).

The consortium was composed with a balanced geographical distribution of the regions in the programme area in mind, including partners from Germany, Poland, Latvia, Finland, Sweden, Denmark and Norway, covering the different situations and solutions existing throughout the BSR programme area.
Each project region is represented by regional public planning authority. Additional partners, (such as operational organisation, implementing the pilot on an operational level) are added, depending on the planned pilot actions. This ensures, that a pilot-solution is implemented and tested on all levels, beginning at the regional planning level, via the municipal or local implementation level, down to the actual operational and business levels.

Business support organisations will support the project through expert knowledge and ensure the viability of the solutions developed and tested within the pilots. These activities will be led by the
Logistik-Initiative Hamburg Management GmbH. The Technical University of Applied Science Wildau will act as a lead partner and manage the project. The university will also develop a KPI system to measure long term success over all partners and pilots (making them comparable) and develop a digital expert system and interactive online training tools.

The regional public authorities are:
Region Örebro County, Region Hovedstaden, Joint Spatial Planning Department Berlin-Brandenburg, the Westpomeranian Region, Helsinki-Uusimaa Regional Council, the Riga Plannings Region and the Eastern Norway County Network, which is a cooperation body of the regions of Oslo, Viken, Innlandet and Vestfold og Telemark . The city of Rostock is being represented by the port of Rostock, that has a dual role as a port operator (in charge of clean fuel infrastructure) and a city planning entity.
City authorities will be included through the regional public authorities.

2,909 / 3,000 characters

1.11. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	2,237,360.00
	Own contribution ERDF	0.00	559,340.00
	ERDF budget	0.00	2,796,700.00
NO	NO co-financing	0.00	98,300.00
	Own contribution NO	0.00	98,300.00
	NO budget	0.00	196,600.00
NDICI	NDICI co-financing	0.00	0.00
	Own contribution NDICI	0.00	0.00
	NDICI budget	0.00	0.00
RU	RU co-financing	0.00	0.00
	Own contribution RU	0.00	0.00
	RU budget	0.00	0.00
TOTAL	**Total Programme co-financing**	0.00	2,335,660.00
	Total own contribution	0.00	657,640.00
	Total budget	0.00	2,993,300.00

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	Technical University of Applied Sciences	Technische Hochschule Wildau	DE	Higher education and research institution	a)	842,100.00 €	Active	22/09/2022
2	PP	Joint Spatial Planning Department Berlin Brandenburg	Gemeinsame Landesplanung Berlin-Brandenburg	DE	Regional public authority	a)	181,500.00 €	Active	22/09/2022
3	PP	Helsinki-Uusimaa Regional Council	Uudenmaan liitto	FI	Regional public authority	a)	366,900.00 €	Active	22/09/2022
4	PP	Westpomeranian Region	Województwo Zachodniopomorskie	PL	Regional public authority	a)	138,000.00 €	Active	22/09/2022
5	PP	The Capital Region of Denmark	Region Hovedstaden	DK	Regional public authority	a)	354,000.00 €	Active	22/09/2022
6	PP	Region Örebro County	Region Örebro län	SE	Regional public authority	a)	352,500.00 €	Active	22/09/2022
7	PP	Eastern Norway County Network	Østlandssamarbeidet	NO	Regional public authority	a)	196,600.00 €	Active	22/09/2022
8	PP	Rostock Port	Hafen-Entwicklungsgesellschaft Rostock mbH	DE	Infrastructure and public service provider	a)	89,500.00 €	Active	22/09/2022
9	PP	Riga Planning Region	Rīgas plānošanas reģions	LV	Regional public authority	a)	204,000.00 €	Active	22/09/2022
10	PP	Szczecin and Swinoujscie Seaports Authority SA	Zarząd Morskich Portów Szczecin i Świnoujście SA	PL	Infrastructure and public service provider	a)	75,600.00 €	Active	22/09/2022
11	PP	Logistics Initiative Hamburg	Logistik-Initiative Hamburg Management GmbH	DE	Business support organisation	b)	87,600.00 €	Active	22/09/2022
12	PP	Barnim County	Landkreis Barnim	DE	Regional public authority	a)	105,000.00 €	Active	22/09/2022

2.1.2 Associated Organisations

No.	Organisation (English)	Organisation (Original)	Country	Type of Partner
AO 1	Kumla Municipality	Kumla Kommun	SE	Local public authority
AO 2	Lindesberg Municipality	Lindesbergs Kommun	SE	Local public authority
AO 3	Hallsberg Municipality	Hallsbergs Kommun	SE	Local public authority
AO 4	Karlskoga Municipality	Karlskoga Kommun	SE	Local public authority
AO 5	Örebro municipality	Örebro kommun	SE	Local public authority
AO 6	Lekeberg municipality	Lekeberg kommun	SE	Local public authority
AO 7	Riga Energy Agency	Rīgas enerģētikas aģentūra	LV	Local public authority
AO 8	The Regional Council of Southwest Finland	Varsinais-Suomen liitto	FI	Regional public authority
AO 9	Free and Hanseatic City of Hamburg, Ministry for Economics and Innovation, Logistics Division	Freie und Hansestadt Hamburg, Behörde für Wirtschaft und Innovation, Referat Logistik	DE	Regional public authority
AO 10	Baltic Sea States Subregional Co-operation	Baltic Sea States Subregional Co-operation	PL	Interest group
AO 11	Central European Transport Corridor Limited Liability European Grouping of Territorial Co-operation	Środkowoeuropejski Korytarz Transportowy Europejskie Ugrupowanie Współpracy Terytorialnej z ograniczoną odpowiedzialnością	PL	EGTC
AO 12	Association of Szczecin Metropolitan Area	Stowarzyszenie Szczecińskiego Obszaru Metropolitalnego	PL	NGO
AO 13	Ministry of Economics, Infrastructure, Tourism and Labour Mecklenburg-Vorpommern	Ministerium für Wirtschaft, Infrastruktur, Tourismus und Arbeit Mecklenburg-Vorpommern	DE	Regional public authority
AO 14	Hanseatic city of Rostock	Hanse- und Universitätsstadt Rostock	DE	Local public authority
AO 15	Region Skåne	Region Skåne	SE	Regional public authority

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 Technische Hochschule Wildau

28 / 250 characters

Organisation in English Technical University of Applied Sciences

41 / 250 characters

Department in original language Forschungsgruppe Verkehrslogistik

33 / 250 characters

Department in English Research Group Transport Logistics

34 / 250 characters

Partner location and website:

Address	Hochschulring 1 (15 / 250 characters)	**Country**	Germany
Postal Code	15745 (5 / 250 characters)	**NUTS1 code**	Brandenburg
Town	Wildau (6 / 250 characters)	**NUTS2 code**	Brandenburg
Website	www.en.th-wildau.de/ (20 / 100 characters)	**NUTS3 code**	Dahme-Spreewald

Partner ID:

Organisation ID type	Tax (identification) number (Steuer(identifikations)nummer)
Organisation ID	049/144/02404 (13 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	N/A ☐ DE138549391 (11 / 50 characters)
PIC	(0 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Higher education and research instituti	University faculty, college, research institution, RTD facility, research cluster, etc.
Sector (NACE)	85.32 - Technical and vocational secondary education	

Partner financial data:

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

Financial data

Reference period	01/01/2020 –	01/12/2020
Staff headcount [in annual work units (AWU)]		391.4
Employees [in AWU]		391.4
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]		39,474,396.00
Annual balance sheet total [in EUR]		37,707,117.00
Operating profit [in EUR]		1,767,279.00

Role of the partner organisation in this project:

As LP,TH Wildau (PP1) is responsible for project management.PP1 will lead WP1 and act as Activity Leader to drive the development of a digital expert system to develop a roadmap(A1.3).PP1 will be involve in all activities. PP1 will be in charge of determining indicators for and the development of a transnational and trans regional KPI system within A1.2.PP1 will develop an online expert system, that helps planners to develop sustainable clean fuel roadmpas, based on the toolbox from(A1.2). The expert system will be designed by PP1 as an interactive tool, that can be accessed online.The expert system will automate roadmap development and will help the cities to find the right actions for developing clean fuel roadmaps(A1.3).As Activity Leader for A3.1 will be responsible for the capacity building for cities through developing interactive online trainings tool and training sessions, in which all training measures(content from WP1)will be implemented and made available to a broad public.

999 / 1,000 characters

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

○ Yes ○ No

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

TH Wildau's primary goal is to conduct applied research, experimental development and to disseminate its results by way of teaching, publication or technology transfer. All profits are reinvested in these activities, the wide dissemination of their results or teaching. This definition is compliant with the definition in the GBER Article 30 a). The only undertaking that can exert influence upon the TH Wildau, in the quality of one and only shareholder, the Brandenburg Ministerium für Wissenschaft, Forschung und Kultur, enjoys no preferential access to the research capacities of the TH Wildau or to the research results generated by it.
TH Wildau's 'primary' activities are non-economic and include education for more and better skilled human resources; the conduct of independent R&D for more knowledge and better understanding including collaborative R&D; and the wide dissemination of research results on a non-exclusive and non-discriminatory basis, for example through teaching, open-access databases, open publication or open software. 'Secondary' activities, such as the carrying out contract research on behalf of industry, do not pursue the primary goals and may be of an economic nature, but these are residuals for TH Wildau and the profits from this activity are reinvested in the primary activities. These two kinds of activities and their costs and funding are clearly separated. Evidence that the costs have been allocated correctly can be found in the annual financial statements of the TH Wildau.
In the BalticGoesGreen project, the TH Wildau will implement non-economic activities only. Thus, no project results are going to be used to generate any revenue or profit. These non-economic activities are targeted to the support of local and regional public authorities, such as cities and regions (defined as "uptakers"). In a collaborative and jointly way, together with the uptakers, clean fuel roadmaps will be developed for the uptakers (WP2). These roadmaps will be later used by the uptakers.
In WP1 the TH Wildau will set up a digital Expert System on Clean Fuel Roadmap Development together with Logistik-Initiative Hamburg Management GmbH. The tool will be accessible online for cities and regions for free, on a non-exclusive and non-discriminatory basis.
In WP3 the TH Wildau will be also involved in the wide dissemination and transfer of research results on a non-exclusive and non-discriminatory basis, for example through educating staff employed by the uptakers for more and better skilled human resources by implementing training measures using the interactive online training tool developed in the project. The training tool will be open for public use, e.g. for cities and regions within and outside of the project without any charge and not for commercial exploitation, and will exist beyond the project lifetime.
In this context, there is no spill-over of public funding into potential economic activities.

2,951 / 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 Gemeinsame Landesplanung Berlin-Brandenburg

43 / 250 characters

Organisation in English Joint Spatial Planning Department Berlin Brandenburg

52 / 250 characters

Department in original language Division Europäische Raumentwicklung

36 / 250 characters

Department in English Division European Development

30 / 250 characters

Partner location and website:

Address Henning-von-Tresckow-Str. 2-8

29 / 250 characters

Country Germany

Postal Code	14467 (5 / 250 characters)	**NUTS1 code**	Brandenburg
Town	Potsdam (7 / 250 characters)	**NUTS2 code**	Brandenburg
Website	www.gl.berlin-brandenburg.de (28 / 100 characters)	**NUTS3 code**	Potsdam, Kreisfreie Stadt

Partner ID:

Organisation ID type	Tax (identification) number (Steuer(identifikations)nummer)
Organisation ID	DE273213130 (11 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	N/A ☐ DE273213130 (11 / 50 characters)
PIC	(0 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

Joint Spatial Planning Department Berlin Brandenburg (PP2) is activity leader for A2.3 and A3.2. PP2 will contribute to the creation of a municipal target group network (A1.1) and to the development of the Clean Fuel incubator toolbox consisting of measures and a common KPI system (A1.2). For WP2, PP2 is working closely with Barnim (PP12). In addition to developing clean fuel modules for Berlin-Brandenburg (A2.1), they are working together on the supply for a series of hydrogen refuelling stations along Berlin's A10 motorway ring. PP2 has extensive experience in organising roadshows and other event formats, which is used to map and implement multi-level governance approaches (A3.2). As a public authority, PP2 has a wide network to reach cities in the region and beyond. The entire information transfer is oriented towards the needs of the cities in the partner regions.

879 / 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	Uudenmaan liitto (16 / 250 characters)

Organisation in English	Helsinki-Uusimaa Regional Council (33 / 250 characters)
Department in original language	Aluesuunnittelu (15 / 250 characters)
Department in English	Regional Planning (17 / 250 characters)

Partner location and website:

Address	Esterinportti 2 B (17 / 250 characters)	**Country**	Finland
Postal Code	FI 00240 (8 / 250 characters)	**NUTS1 code**	Manner-Suomi
Town	Helsinki (8 / 250 characters)	**NUTS2 code**	Helsinki-Uusimaa
Website	www.uudenmaanliitto.fi (22 / 100 characters)	**NUTS3 code**	Helsinki-Uusimaa

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	0201296-1
VAT Number Format	FI + 8 digits
VAT Number	N/A ☐ FI02012961 (10 / 50 characters)
PIC	(0 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

The Helsinki-Uusimaa Regional Council (PP3) will coordinate the activities as WP1 leader and is activity leader for A1.2. The Helsinki Carbon Neutrality Plan serves as a blueprint and acts as a leader region from which the partnership can learn. Clean fuel modules will be further developed for the existing Helsinki-Uusimaa Carbon Neutral Roadmap and a new regional low carbon logistics plan will be added (A2.1). As a regional authority, Helsinki-Uusimaa will support the 26 municipalities and its cities in the region to address and improve the lack of planning and implementation capacity regarding the integration of clean fuels. Through training and regional workshops, PP3 will share its experience as a pioneer of climate neutral plans to increase knowledge of potential business models and technical feasibility to further develop clean fuel solutions of the target groups (WP3)

887 / 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	Województwo Zachodniopomorskie (30 / 250 characters)
Organisation in English	Westpomeranian Region (21 / 250 characters)
Department in original language	Wydział Współpracy Terytorialnej i Turystyki (44 / 250 characters)
Department in English	Department of Territorial Cooperation and Tourism (49 / 250 characters)

Partner location and website:

Address	Korsarzy 34 (11 / 250 characters)	**Country**	Poland
Postal Code	70-540 (6 / 250 characters)	**NUTS1 code**	Makroregion północno-zachodni
Town	Szczecin (8 / 250 characters)	**NUTS2 code**	Zachodniopomorskie
Website	www.wzp.pl/ (11 / 100 characters)	**NUTS3 code**	Szczeciński

Partner ID:

Organisation ID type	Tax identification number (NIP)
Organisation ID	8512871498
VAT Number Format	PL + 10 digits
VAT Number	**N/A** ☐ PL8512871498 (12 / 50 characters)
PIC	900015180 (9 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

PP4 will build up a clean fuel roadmap by using the experience of the leader-regions (e.g. PP3). PP4 leads WP2. PP4 will develop modules with concrete activities for clean fuels for West Pomeranian, in order to improve the existing clean energy policy in the region.PP4 will work together with AO12 to realize activities in Szczecin. PP4 will be involved in the joint development of roadmap modules on electric charging,hydrogen and biogas (A2.2;A2.3;A2.4).PP4 will work closely with the Port of Szczecin in terms of hydrogen storage and supply systems.PP4 will contribute to the creation of a municipal target group network (A1.1) and to the development of the Clean Fuel incubator toolbox consisting of measures and a common KPI system (A1.2). Trainings/regional workshops for the cities will be conducted (A3.1;3.2) to increase the capacity in the cities to foster the use of clean fuels for urban mobility and transport.PP4 will work together with AO10, AO11.

964 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 5

LP/PP Project Partner

Partner Status Active

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

Partner name:

Organisation in original language Region Hovedstaden

18 / 250 characters

Organisation in English The Capital Region of Denmark

29 / 250 characters

Department in original language Center for Regional Udvikling

29 / 250 characters

Department in English Centre for Regional Development

31 / 250 characters

Partner location and website:

Address Kongens Vænge 2

15 / 250 characters

Postal Code 3400

4 / 250 characters

Town Hillerød

8 / 250 characters

Website www.regionh.dk/

15 / 100 characters

Country Denmark

NUTS1 code Danmark

NUTS2 code Nordjylland

NUTS3 code Nordjylland

Partner ID:

Organisation ID type	Civil registration number (CPR)
Organisation ID	29190623
VAT Number Format	DK + 8 digits
VAT Number	N/A ☐ DK40 54 49 76 (13 / 50 characters)
PIC	999654744 (9 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

Hovedstaden will closely work together with Copenhagen to develop solutions for the city and hinterland municipalities. In WP1 Hovedstaden will be involved in the creation of a municipal target group network and in developing processes and structures for regional clean fuel roadmaps. It will contribute to the development of the clean fuel toolbox. In WP2 Hovedstaden will be responsible for developing clean fuel modules for a sustainability plan for the region, focussing on the capital Copenhagen and its hinterland, in close cooperation with Copenhagen. Actions considered underlining the clean fuel modules will be building up intelligent electric charging stations with a reservation system together with Copenhagen. In the hydrogen fuelling pilot, Hovedstaden will provide its experience on hydrogen fuelling infrastructure and in the biogas pilot it will elaborate the use of biogas trucks. PP5 leads A2.4. PP5 will lead WP3 and will contribute to raise capacity in BSR through trainings.

997 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 6

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

Partner name:

Organisation in original language	Region Örebro län (17 / 250 characters)
Organisation in English	Region Örebro County (20 / 250 characters)
Department in original language	Regional utveckling, Energi och Klimat (38 / 250 characters)
Department in English	Regional Development, Energy and Climate (40 / 250 characters)

Partner location and website:

Address	Visit: Eklundavägen 1 Post: BOX 1613 (142 / 250 characters)	**Country**	Sweden
Postal Code	701 16 (6 / 250 characters)	**NUTS1 code**	Östra Sverige
Town	Örebro (6 / 250 characters)	**NUTS2 code**	Östra Mellansverige
Website	www.regionorebrolan.se (22 / 100 characters)	**NUTS3 code**	Örebro län

Partner ID:

Organisation ID type	Organisation number (Organisationsnummer)
Organisation ID	232100-0164
VAT Number Format	SE + 12 digits
VAT Number	N/A ☐ SE232100016401 (14 / 50 characters)
PIC	(0 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

Örebro County (PP6) has a Sustainable Transport Action Plan which will be aligned to the BalticGoesGreen targets.PP6 will work together with the cities Kumla,Lindesberg,Hallsberg,Karlskoga, Örebro city and Lekeberg to achieve a better coordination by actively involving them in the Action Plan, to further develop the Action Plan together, to implement actions for the cities and to raise capacity in the cities to foster clean fuel use. PP6 will develop a roadmap module (jointly with PP5&PP9),containing actions to implement electric charging in cities (activity leader A2.2) and will work on developing electric charging infrastructure for cities. PP6 will lead WP2, providing its experience and will contribute to the hydrogen pilot (A2.3) creating a hydrogen network with the industry and will contribute to fostering the biogas use in A2.4. PP6 will be active in A1.1 creation of target group network,in A1.2 developing tools for clean fuel deployment and in WP3 for capacity building&dissemination.

1,005 / 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 7

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

Partner name:

Organisation in original language	Østlandssamarbeidet (19 / 250 characters)
Organisation in English	Eastern Norway County Network (29 / 250 characters)
Department in original language	Sekretariat (11 / 250 characters)
Department in English	Secretariat (11 / 250 characters)

Partner location and website:

Address	c/o Viken fylkeskommune, Postboks 220 (37 / 250 characters)	**Country**	Norway
Postal Code	N-1702 (6 / 250 characters)	**NUTS1 code**	Norge
Town	Sarpsborg (9 / 250 characters)	**NUTS2 code**	Oslo og Viken
Website	www.ostsam.no (13 / 100 characters)	**NUTS3 code**	Viken

Partner ID:

Organisation ID type	Organisation number (Organisasjonsnummer)
Organisation ID	921693230
VAT Number Format	NO + 9 digits + MVA
VAT Number	**N/A** ☐ NO921693230MVA (14 / 50 characters)
PIC	(0 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

ENCN(PP7)will work closely with the City of Oslo, which will participate in the operational project activities as member of PP7.This includes: Coordination & implementation of measures for harmonised SUMPs; Promotion of details & implementation for clean transport in cities (e.g. reduction of emissions from heavy duty vehicles in cities & corridors connecting urban areas in South East Norway);Public procurement as tool to reduce emissions in transport sector. The focus will be on reducing barriers to the introduction of clean fuel infrastructure for heavy duty vehicles in cities (e.g. permits, land use).(A2.1) PP7 is involved in the creation of a municipal target group network (A1.1) and in developing tools for the Impact Accelerator Toolbox (A1.2).
In order to increase the capacity of cities to promote the use of clean fuels for urban mobility and transport in Oslo, trainings and regional workshops for cities will be actively implemented during the project period (A.3.1;3.2).

991 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 8

LP/PP Project Partner

Partner Status Active

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

Partner name:

Organisation in original language Hafen-Entwicklungsgesellschaft Rostock mbH

42 / 250 characters

Organisation in English Rostock Port

12 / 250 characters

Department in original language Strategische Entwicklung und Grundsatzfragen

44 / 250 characters

Department in English Strategic Development and Key Issues

36 / 250 characters

Partner location and website:

Address Ost-West-Straße 32

18 / 250 characters

Postal Code 18147

5 / 250 characters

Town Rostock

12 / 250 characters

Website http://www.rostockport.de

25 / 100 characters

Country Germany

NUTS1 code Mecklenburg-Vorpommern

NUTS2 code Mecklenburg-Vorpommern

NUTS3 code Rostock, Kreisfreie Stadt

Partner ID:

Organisation ID type Company registration number (Handelsregisternummer)

Organisation ID HRB2131

7 / 50 characters

VAT Number Format DE + 9 digits

VAT Number N/A ☐ DE137382273

11 / 50 characters

PIC

0 / 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)	52.22 - Service activities incidental to water transportation	

Partner financial data:

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

Role of the partner organisation in this project:

Rostock Port (PP8) will work closly with the city of Rostock to expand the city's hydrogen supply by developing the municipal hydrogen supply system to enable municipal companies and public transport to build and convert their vehicle fleets to hydrogen power. The planning principles are anchored in the city plans (A2.1;2.3). Based on the elaborated plans to expand the hydrogen capacities in Rostock within the BGG project, Rostock Port strives to obtain declarations/letters of intent for the purchase and use of envisaged produced hydrogen volumes in the Port of Rostock from municipal companies and further local/regional consumers.
Trainings and regional workshops for the cities will be actively conducted during the project period (WP3) to increase the capacity in the cities to foster the use of clean fuels for urban mobility and transport.

851 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 9

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

Partner name:

Organisation in original language	Rīgas plānošanas reģions (24 / 250 characters)
Organisation in English	Riga Planning Region (20 / 250 characters)
Department in original language	Projektu vadības nodaļa un Telpiskās plānošanas nodaļa (54 / 250 characters)
Department in English	Projects management department and Spatial planning department (62 / 250 characters)

Partner location and website:

Address	18 Zigfrida Annas Meierovica blvd (33 / 250 characters)	**Country**	Latvia
Postal Code	LV-1050 (7 / 250 characters)	**NUTS1 code**	Latvija
Town	Riga (4 / 250 characters)	**NUTS2 code**	Latvija
Website	www/rpr.gov.lv/ (15 / 100 characters)	**NUTS3 code**	Rīga

Partner ID:

Organisation ID type	Unified registration number (Vienotais reģistrācijas numurs)
Organisation ID	90002222018
VAT Number Format	LV + 11 digits
VAT Number	N/A ☑
	0 / 50 characters
PIC	930847503
	9 / 9 characters

Partner type:

Legal status	a) Public	
Type of partner	Regional public authority	Regional council, etc.
Sector (NACE)	94.11 - Activities of business and employers membership organisations	

Partner financial data:

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

Role of the partner organisation in this project:

Riga planning region (PP9) will cooperate with Riga to develop further the existing clean energy policy together and to develop a clean fuel roadmap including the implementation of actions in Riga. PP9 will lead A2.1 in which roadmaps will be developed and harmonized. In the intelligent charging stations pilot (A2.2) PP9 will jointly develop roadmap modules on electric charging for vehicles together with PP5&PP6. PP9 will focus on bringing partners together to establish a common booking platform as a reservation system for public charging points in Riga. Riga already has experiences in the use of hydrogen busses and will gain more knowledge from best practice examples from the Berlin-Brandenburg region in the hydrogen pilot in A2.3. PP9 will be involved in the biogas pilot (A2.4).PP9 will lead WP3 capacity building for cities.In WP1 it will contribute to the creation of a municipal target group network (A1.1) and to the development of tools for the Clean Fuel Toolbox (A1.2).

989 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 10

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

Partner name:

Organisation in original language	Zarząd Morskich Portów Szczecin i Świnoujście SA
	48 / 250 characters
Organisation in English	Szczecin and Swinoujscie Seaports Authority SA
	46 / 250 characters
Department in original language	Biuro ds. Odrzańskiej Drogi Wodnej
	34 / 250 characters
Department in English	Odra Waterway Bureau
	20 / 250 characters

Partner location and website:

Address	Ulica Bytomska 7 (16 / 250 characters)	**Country**	Poland
Postal Code	70 - 603 (8 / 250 characters)	**NUTS1 code**	Makroregion północno-zachodni
Town	Szczecin (8 / 250 characters)	**NUTS2 code**	Zachodniopomorskie
Website	www.port.szczecin.pl/en (23 / 100 characters)	**NUTS3 code**	Szczeciński

Partner ID:

Organisation ID type	Tax identification number (NIP)
Organisation ID	9551889161
VAT Number Format	PL + 10 digits
VAT Number	N/A ☐ PL9551889161 (12 / 50 characters)
PIC	888850674 (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)	52.22 - Service activities incidental to water transportation	

Partner financial data:

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

Role of the partner organisation in this project:

Port of Szczecin (PP10) is planning as implementing partner a "green terminal" as part of WP2. For this purpose, a specific area in the port will be conceptually developed in order to adapt its infrastructure to the needs of supplying barges, tugs and handling equipment with alternative fuels and energy sources. The concept will include a power supply system from renewable energies and a system for the supply, storage and distribution of alternative fuels, in particular hydrogen (A2.3), initially for land vehicles and later for inland vessels. In close cooperation with PP4 within WP3, the "green terminal" concept is also being implemented in other areas of the region (e.g. along the Oder waterway). Due to the location of the Port of Szczecin in the city centre, a key effect of the "green terminal" is the reduction of carbon emissions in the city through workshops (A.3.2) in a municipal context. PP10 is participating in the development of a municipal target group network in Poland (A1.1)

1,001 / 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 11

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

Partner name:

Organisation in original language	Logistik-Initiative Hamburg Management GmbH (43 / 250 characters)
Organisation in English	Logistics Initiative Hamburg (28 / 250 characters)
Department in original language	n/a (3 / 250 characters)
Department in English	n/a (3 / 250 characters)

Partner location and website:

Address	Wexstraße 7 (11 / 250 characters)	**Country**	Germany
Postal Code	20355 (5 / 250 characters)	**NUTS1 code**	Hamburg
Town	Hamburg (7 / 250 characters)	**NUTS2 code**	Hamburg
Website	www.hamburg-logistik.net/en/ (28 / 100 characters)	**NUTS3 code**	Hamburg

Partner ID:

Organisation ID type	Tax (identification) number (Steuer(identifikations)nummer)
Organisation ID	HRB 150877 (10 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	**N/A** ☐ DE317975860 (11 / 50 characters)
PIC	896248864 (9 / 9 characters)

Partner type:

Legal status	b) Private	
Type of partner	Business support organisation	Chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.
Sector (NACE)	94.11 - Activities of business and employers membership organisations	

Partner financial data:

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

Financial data	**Reference period**	01/01/2020	–	31/12/2020
	Staff headcount [in annual work units (AWU)]			12.0
	Employees [in AWU]			12.0
	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]			1,043,692.00
	Annual balance sheet total [in EUR]			156,889.00
	Operating profit [in EUR]			656.00

Role of the partner organisation in this project:

A network of transport and logistics initiatives from the partner regions is being established and led by the Logistics Initiative Hamburg (A1.1). The close involvement of these NGOs guarantees that solutions are developed in close consultation with the target groups. Transport and logistics networks from all partner regions will support the project through expert knowledge in WP2 and actively participate in the development of strategies. This network of initiatives will be led by the Logistics Initiative Hamburg, which already has extensive experience in international networks. Logistik-Initiative Hamburg will also use the experience gained from the "Green Logistics Capital" initiative to drive BalticGoesGreen forward (WP3).

735 / 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 12

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

Partner name:

Organisation in original language	Landkreis Barnim
	16 / 250 characters
Organisation in English	Barnim County
	13 / 250 characters
Department in original language	Amt für nachhaltige Entwicklung, Kataster und Vermessung
	56 / 250 characters
Department in English	Office of sustainable development and surveying
	47 / 250 characters

Partner location and website:

Address	Am Markt 1	**Country**	Germany
	10 / 250 characters		
Postal Code	16225	**NUTS1 code**	Brandenburg
	5 / 250 characters		
Town	Eberswalde	**NUTS2 code**	Brandenburg
	10 / 250 characters		
Website	www.barnim.de	**NUTS3 code**	Barnim
	13 / 100 characters		

Partner ID:

Organisation ID type	Other registration number (Sonstige)
Organisation ID	DE66ZZZ00000021576 (18 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	N/A ☑ (0 / 50 characters)
PIC	(0 / 9 characters)

Partner type:

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

Partner financial data:

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

VAT explanation

The Barnim County regulations are currently in the process of being reorganised. Therefore, no more concrete statements can be made at present; a more precise explanation can be given at a later date, as soon as the internal processes have been completed.

255 / 1,000 characters

Role of the partner organisation in this project:

The Barnim Region (PP12) in the German capital region will set up a hydrogen refuelling station along the outer Berlin motorway ring and link it to a strategy for the procurement and operation of hydrogen vehicles for public transport and municipal fleets (e.g. refuse collection vehicles, etc.). In doing so, they are working closely with JSPD (PP2) to develop a roadmap together with municipalities and the respective companies in their region (WP2), which includes measures for the introduction of clean fuels solutions. PP12 is involved in the sub-activities in A1.2 to develop a municipal target group network and will involve municipalities and municipal utilities. PP12 supports the definition of indicators for a transnational and transregional KPI system and will increase their knowledge of business models and the technical feasibility of clean fuel solutions by participating in workshops.

901 / 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: Kumla Kommun (12 / 250 characters)

Organisation in English: Kumla Municipality (19 / 250 characters)

Department in original language: n/a (3 / 250 characters)

Department in English: n/a (3 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Stadshuset (10 / 250 characters)

Country: Sweden

Postal Code: 692 80 (6 / 250 characters)

Town: Kumla (5 / 250 characters)

Website: www.kumla.se (12 / 100 characters)

Role of the associated organisation in this project:

Kumla will work together with Örebro County leveraging capacities in order to reduce greenhouse gas emissions in the future, which is an aim integrated in Kumla's environmental program, focussing among others on raising the use of clean energy in transport and mobility in the city. The city has a special interest in increasing electric charging infrastructure and the use of biogas. Furthermore it is interested in better organising and coordinating procurement processes between cities and e.g. transport service providers linked to greener transport. Kumla will be e.g. involved in piloting solutions in WP2. It is situated along E20 between Stockholm and Göteborg and very near the cities of Örebro and Hallsberg, so there is a lot of commuting between the cities via public transport and private vehicles. Therefor green transport is important for a sustainable development in Kumla. It is interested in raising its capacity for the implementation of clean fuel road map modules and actions.

998 / 1,000 characters

2.3 Associated Organisation Details - AO 2

Associated organisation name and type:

Organisation in original language: Lindesbergs Kommun (18 / 250 characters)

Organisation in English: Lindesberg Municipality (24 / 250 characters)

Department in original language: Näringslivsenheten (18 / 250 characters)

Department in English: The business unit (17 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Lindesbergs kommun (18 / 250 characters)

Country: Sweden

Postal Code: 711 80 (6 / 250 characters)

Town: Lindesberg (10 / 250 characters)

Website: www.lindesberg.se (17 / 100 characters)

Role of the associated organisation in this project:

Lindesberg will closely work together with Örebro County, raising its capacity for developing and implementing sustainable roadmap modules and formulating requirements for harmonising roadmaps. Lindesberg will e.g. be involved in WP2. The city is especially interested in developing charging infrastructure, in developing procurement processes and facilitating dialogues between involved partners for green transports and in the use of hydrogen in transport. Lindesberg is situated along the freight route through Bergslagen on which 90 percent of the Europe's iron ore is transported from northern Sweden to European industries. Therefor green transports and the development of suitable infrastructure are very important points for an overall sustainable development. The work in the city is based on goals in Agenda 2030.

Short facts:
- Region: Örebro County
- Municipality: Lindesberg
- Main city: Lindesberg
- Inhabitants: 9,718 (23,601 municipality)

957 / 1,000 characters

2.3 Associated Organisation Details - AO 3

Associated organisation name and type:

Organisation in original language: Hallsbergs Kommun (17 / 250 characters)

Organisation in English: Hallsberg Municipality (23 / 250 characters)

Department in original language: Drift- & Serviceförvaltningen (29 / 250 characters)

Department in English: Operations & Services Administration (36 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Hallsbergs kommun (17 / 250 characters)

Country: Sweden

Postal Code: 694 80 (7 / 250 characters)

Town: Hallsberg (9 / 250 characters)

Website: www.hallsberg.se (16 / 100 characters)

Role of the associated organisation in this project:

Hallsberg will closely work together with Örebro County receiving support by participating in the project to foster the use of clean fuels by implementing concrete and harmonized actions. The city has a special interest in increasing charging infrastructure as well as in using hydrogen. Hallsberg is situated along E20 between Stockholm and Göteborg. The railroad terminal functions as an important hub with connections to the port of Gothenburg and the freight route through Bergslagen on which 90% of the Europe's iron ore is transported from northern Sweden to European industries. Transportation and logistics are therefore an important part of Hallsberg as a city. Hallsberg wants to reduce the climate impact by making transport greener and has stated that in future procurements it will only buy vehicles using renewable fuels. Hallsberg will be involved e.g. in WP2.

Region:Örebro County
Municipality/main city:Hallsberg
Inhabitants:8,102 (16,158 municipality)

974 / 1,000 characters

2.3 Associated Organisation Details - AO 4

Associated organisation name and type:

Organisation in original language: Karlskoga Kommun (16 / 250 characters)

Organisation in English: Karlskoga Municipality (23 / 250 characters)

Department in original language: Samhälle och Serviceförvaltningen (33 / 250 characters)

Department in English: Society and the Service Administration (38 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Karlskoga kommun (16 / 250 characters)

Country: Sweden

Postal Code: 691 83 (7 / 250 characters)

Town: Karlskoga (9 / 250 characters)

Website: www.karlskoga.se (16 / 100 characters)

Role of the associated organisation in this project:

Karlskoga will closely work together with Örebro County receiving support by participating in the project to foster the use of clean fuels by implementing concrete and harmonized actions. The city has a special interest for using hydrogen and in establishing charging infrastructure. Karlskoga is situated along E18 between Stockholm and Oslo and has therefore a role as a stop along this transit route. But Karlskoga is also an expending area with a lot of industries and therefor green transports and infrastructure is seen as an important part for a green development of the city and its residents. Karlskoga also wants to better coordinate procurement processes for vehicles using renewable fuels in the green development. Karlskoga will be involved actively e.g. in WP2 pilot actions and in addition is interested in capacity building.

Short facts:
- Region: Örebro County
- Municipality: Karlskoga
- Main city: Karlskoga
- Inhabitants: 27 386 (30 437 municipality)

973 / 1,000 characters

2.3 Associated Organisation Details - AO 5

Associated organisation name and type:

Organisation in original language: Örebro kommun (13 / 250 characters)

Organisation in English: Örebro municipality (19 / 250 characters)

Department in original language: Avdelningen för utveckling och hållbarhet (41 / 250 characters)

Department in English: Department of sustainability and development (44 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Box 30000 (9 / 250 characters)

Country: Sweden

Postal Code: 701 35 (7 / 250 characters)

Town: Örebro (6 / 250 characters)

Website: www.orebro.se (13 / 100 characters)

Role of the associated organisation in this project:

The city of Örebro will work together with Örebro County to develop modules for sustainability plans and to formulate requirements for harmonising roadmaps. Örebro has a special interest in biogas, in developing electric charging infrastructure and procurement. Örebro is located at an intersection where important infrastructure at local, regional, national, and European level merge. The Örebro Airport (comprehensive network) that is one of the leading freight airports in Sweden is situated near the city. Two of northern Europe's busiest roads, the E18 and E20 also passes through the city leading to strong logistics cluster in the area. Örebro is conducting ambitious work to create a sustainable transport system in the fast-growing city of Örebro. Since 2007 the municipality has had a traffic strategy that meets the requirements for a sustainable urban mobility plan (SUMP). Örebro will e.g. be involved in WP2.
Municipality/main city: Örebro
Inhabitants: 126 009 (156,987 municipality)

999 / 1,000 characters

2.3 Associated Organisation Details - AO 6

Associated organisation name and type:

Organisation in original language: Lekeberg kommun (15 / 250 characters)

Organisation in English: Lekeberg municipality (21 / 250 characters)

Department in original language: Teknik och service (18 / 250 characters)

Department in English: Technology and service (22 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Lekebergs kommun (16 / 250 characters)

Country: Sweden

Postal Code: 716 81 (6 / 250 characters)

Town: Fjugesta (8 / 250 characters)

Website: www.lekeberg.se (15 / 100 characters)

Role of the associated organisation in this project:

Lekeberg will closely work together with Region Örebro County, mainly in WP2. Lekeberg has a special interest in increasing charging infrastructure in the city and in developing procurements linked to green transport. Lekeberg municipality is small municipality but has had a large influx in the municipality in recent years. Lekeberg is very close to the city of Örebro, and a large part of the inhabitants commute to Örebro. Therefore, transports between Lekberg and Örebro municipality are very important. Lekeberg is also located close to Örebro Airport (comprehensive network) that is one of the leading freight airports in Sweden. In addition, E18 between Stockholm and Oslo passes the municipality. Lekeberg works actively to reduce climate impact, and has a goal to increase the charging infrastructure and to make transport in the city greener.

Short facts:
- Region: Örebro County
- Municipality: Lekeberg
- Main city: Fjugesta

Inhabitants: 2,404 (8,234 municipality)

981 / 1,000 characters

2.3 Associated Organisation Details - AO 7

Associated organisation name and type:

Organisation in original language: Rīgas enerģētikas aģentūra (26 / 250 characters)

Organisation in English: Riga Energy Agency (18 / 250 characters)

Department in original language: n/a (3 / 250 characters)

Department in English: n/a (3 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Mazā Jauniela 5, Centra rajons (30 / 250 characters)

Country: Latvia

Postal Code: LV-1050 (7 / 250 characters)

Town: Riga (4 / 250 characters)

Website: rea.riga.lv/en (14 / 100 characters)

Role of the associated organisation in this project:

Riga Energy Agency (REA) is an independent, non-profit municipal agency founded by the municipality of Riga with the purpose to facilitate efficient energy management towards smart and sustainable urban development in the capital city of Latvia. REA is the country's key player in promoting and advising the Latvian capital's local decision makers as well as its inhabitants on the rational and sustainable use of energy. It will work together with PP9 in the project for the implementation and further development of climate-friendly solutions in Riga for transport and mobility, e.g. in the establishment of a reservation system for charging points. REA is directly responsible for issues related to climate, energy and sustainable development in Riga territory. REA is considered one of the most important project stakeholders in Latvia and will engage in project activities within WP1,WP2,WP3.

898 / 1,000 characters

2.3 Associated Organisation Details - AO 8

Associated organisation name and type:

Organisation in original language: Varsinais-Suomen liitto (23 / 250 characters)

Organisation in English: The Regional Council of Southwest Finland (41 / 250 characters)

Department in original language: Maankäytön ja ympäristön vastuualue (35 / 250 characters)

Department in English: Department of Land Use and Environment (38 / 250 characters)

Legal status: a) Public

Type of associated organisation: Regional public authority — Regional council, etc.

Associated organisation location and website:

Address: Linnankatu 52 B (BOX 273) (25 / 250 characters)

Country: Finland

Postal Code: 20100 (5 / 250 characters)

Town: Turku (5 / 250 characters)

Website: www.varsinais-suomi.fi (22 / 100 characters)

Role of the associated organisation in this project:

The Regional Council of Southwest Finland (RCSWF) is one of Finland's 19 regional councils. Regional councils are joint municipal development, planning and lobbying authorities.
RCSWF is e.g. responsible for preparing the Regional Land Use Plan and Traffic System Plans (both on regional and Turku City functional urban area). Council is also responsible for regional environmental reports and surveys. Council governs Lounaistieto, a regional information service which maintains a statistical analysis service, a map service and an open data portal.
RCSWF will participate project events and partner meetings, distribute the achievements and experiences into practice on the regional and Turku City Region Functional Urban Area (FUA) planning levels. The project helps the Council to promote and implement the regional sustainable urban mobility plan (SUMP) and thereby to achieve the objectives of carbon neutral and climate-friendly transport system.

954 / 1,000 characters

2.3 Associated Organisation Details - AO 9

Associated organisation name and type:

Organisation in original language
Freie und Hansestadt Hamburg, Behörde für Wirtschaft und Innovation, Referat Logistik
85 / 250 characters

Organisation in English
Free and Hanseatic City of Hamburg, Ministry for Economics and Innovation, Logistics Division
93 / 250 characters

Department in original language
IH 3 Referat Logistik
21 / 250 characters

Department in English
IH 3 Logistics Division
23 / 250 characters

Legal status
a) Public

Type of associated organisation
Regional public authority
Regional council, etc.

Associated organisation location and website:

Address
Alter Steinweg 4
16 / 250 characters

Country
Germany

Postal Code
20459
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.hamburg.de/bwi/
19 / 100 characters

Role of the associated organisation in this project:

Hamburg supports this project as associated partner.We are highly committed to implementing sustainable transport&mobility concepts&pushing for a sustainable mobility turnaround in order to contribute to the climate turnaround&achieve emission reduction targets as quickly as possible.Hamburg not only has a climate plan that is regularly updated,but in autumn 2021 also committed itself to targets in the field of urban logistics by adopting its "Strategy for the Last Mile".The project will be very useful in supporting our objectives for the city,esp.in terms of transnational knowledge transfer&exchange,best practices&transnational coordination on the implementation of measures for harmonised sustainability plans,strategies and measures on reducing emissions,incl.urban logistics&through this fostering details&implementation for green transport in cities.We work closely with PP Logistics Initiative Hamburg&will support the project&contribute to it in close cooperation&alignment with them.

1,000 / 1,000 characters

2.3 Associated Organisation Details - AO 10

Associated organisation name and type:

Organisation in original language
Baltic Sea States Subregional Co-operation
42 / 250 characters

Organisation in English
Baltic Sea States Subregional Co-operation
42 / 250 characters

Department in original language
Westpomerania Region Baltic Sea Cooperation Bureau
50 / 250 characters

Department in English
Westpomerania Region Baltic Sea Cooperation Bureau
50 / 250 characters

Legal status
a) Public

Type of associated organisation
Interest group
Trade union, foundation, charity, voluntary association, club, etc. other than NGOs

Associated organisation location and website:

Address
Korsarzy 34
11 / 250 characters

Country
Poland

Postal Code
70-540
6 / 250 characters

Town
Szczecin
8 / 250 characters

Website
www.bsssc.com
14 / 100 characters

Role of the associated organisation in this project:

BSSSC agrees that green mobility must be the new license to develop the transport sector. Ambitious policies to reduce the use of fossil fuels in transport and new smart mobility solutions are essential to address climate change in BSSSC regions in Poland, German, Sweden, Norway, Lithuania, Latvia, Finland and Estonia. Those regions face great challenges as they need better connections and new smart and green solutions to meet their transport needs.
BSSSC will support local and regional authorities in the Baltic Sea Region to develop startegies for sustainable fuels in transport. BSSSC will also encourage national governments in the Baltic Sea Region to facilitate and support initiatives and projects for smart and green trasnport. BSSSC will capitalise on the results of the project in its future activities related to EUSBSR Policy Area Transport and the Northern Dimension Partnership in Transport and Logistics.

926 / 1,000 characters

2.3 Associated Organisation Details - AO 11

Associated organisation name and type:

Organisation in original language
Środkowoeuropejski Korytarz Transportowy Europejskie Ugrupowanie Współpracy Terytorialnej z ograniczoną odpowiedzialnością
123 / 250 characters

Organisation in English
Central European Transport Corridor Limited Liability European Grouping of Territorial Co-operation
99 / 250 characters

Department in original language
not applicable
14 / 250 characters

Department in English
not applicable
14 / 250 characters

Legal status
a) Public

Type of associated organisation
EGTC
European Grouping of Territorial Cooperation

Associated organisation location and website:

Address
Korsarzy 34
11 / 250 characters

Country
Poland

Postal Code
70-540
6 / 250 characters

Town
Szczecin
8 / 250 characters

Website
cetc-egtc.eu
12 / 100 characters

Role of the associated organisation in this project:

EGTC has been supporting the development of environment-friendly solutions in transporta since its inception in 2013. EGTC will support activities carried out by partners from Skåne and Westtpomeranian Region. It will promote the project results among regional, national and international stakeholders. It will promote higher awareness for clean fuels policies and new opportunities for improved connectivity in the Baltic-Adriatic Corridor and North Sea-Baltic Corridor. The EGTC will also support the Westpomeranian Region and Szczecin and Świnoujście Seaports Authority in finding partners to ensure the implementation of the roadmaps.
641 / 1,000 characters

2.3 Associated Organisation Details - AO 12

Associated organisation name and type:

Organisation in original language
Stowarzyszenie Szczecińskiego Obszaru Metropolitalnego
54 / 250 characters

Organisation in English
Association of Szczecin Metropolitan Area
41 / 250 characters

Department in original language
not applicable
14 / 250 characters

Department in English
not applicable
14 / 250 characters

Legal status
a) Public

Type of associated organisation
NGO
Non-governmental organisations, such as Greenpeace, WWF, etc.

Associated organisation location and website:

Address
Jan Kilińskiego 3
17 / 250 characters

Country
Poland

Postal Code
71-414
6 / 250 characters

Town
Szczecin
8 / 250 characters

Website
som.szczecin.pl
15 / 100 characters

Role of the associated organisation in this project:

Association of Szczecin Metropolitan Area (SOM) will support the Westpomeranian Region in its activities in the City of Szczecin, including the preparation and implementation of clean fuel roadmap (A.1.2) and the Clean Fuel Toolbox (A.1.3) for the City of Szczecin. SOM will participate in trainings and project meetings dedicated to urban solutions.
354 / 1,000 characters

2.3 Associated Organisation Details - AO 13

Associated organisation name and type:

Organisation in original language
Ministerium für Wirtschaft, Infrastruktur, Tourismus und Arbeit Mecklenburg-Vorpommern
86 / 250 characters

Organisation in English
Ministry of Economics, Infrastructure, Tourism and Labour Mecklenburg-Vorpommern
81 / 250 characters

Department in original language
Abteilung Energie und Landesentwicklung
39 / 250 characters

Department in English
Energy and Regional Development Department
42 / 250 characters

Legal status
a) Public

Type of associated organisation
Regional public authority
Regional council, etc.

Associated organisation location and website:

Address
Johannes-Stelling-Straße 14
27 / 250 characters

Country
Germany

Postal Code
19053
5 / 250 characters

Town
Schwerin
8 / 250 characters

Website
www.regierung-mv.de/Landesregierung/wm
38 / 100 characters

Role of the associated organisation in this project:

The project proposal BalticGoesGreen is very much in line with the goals of our own project HyTruck where we aim for planning and developing a network of hydrogen refulling stations suited for large (fuel cell) trucks across the BSR.
We would therefore very much like to support BalticGoesGreen as an associated partner.
We hope that a close and continuing exchange of project results will benefit both projects in getting a better grasp on the problems and solutions facing the project partners and also in regards to project communication.

542 / 1,000 characters

2.3 Associated Organisation Details - AO 14

Associated organisation name and type:

Organisation in original language: Hanse- und Universitätsstadt Rostock
36 / 250 characters

Organisation in English: Hanseatic city of Rostock
25 / 250 characters

Department in original language: Büro des Oberbürgermeisters
27 / 250 characters

Department in English: Mayor's office
14 / 250 characters

Legal status: a) Public

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

Associated organisation location and website:

Address: Neuer Markt 1
13 / 250 characters

Country: Germany

Postal Code: 18055
5 / 250 characters

Town: Rostock
7 / 250 characters

Website: www.rathaus.rostock.de
22 / 100 characters

Role of the associated organisation in this project:

The Hanseatic city of Rostock would like to support the BalticGoesGreen project as an associated partner by:
• participating at respective regional workshops and/or being available for personal interviews
• sharing knowledge about greening measures and sustainability plans e.g. master plan 100% climate protection: climate neutral by 2050 and heating plan Rostock 2050
• discussing intermediate results with project partners We will work closely with the Port of Rostock on this project and hope that the partnership in the project will enable us to increase the use of clean energy in transport and mobility in the city.

622 / 1,000 characters

2.3 Associated Organisation Details - AO 15

Associated organisation name and type:

Organisation in original language: Region Skåne (12 / 250 characters)

Organisation in English: Region Skåne (12 / 250 characters)

Department in original language: Regional Utveckling, Enhet för transport och Infrastruktur (58 / 250 characters)

Department in English: Regional Development, Unit for Transport and Infrastructure (59 / 250 characters)

Legal status: a) Public

Type of associated organisation: Regional public authority — Regional council, etc.

Associated organisation location and website:

Address: Region Skåne (12 / 250 characters)

Country: Sweden

Postal Code: 29189 (5 / 250 characters)

Town: Kristanstad (11 / 250 characters)

Website: www.skane.se (12 / 100 characters)

Role of the associated organisation in this project:

Region Skåne is very much interested in the project topic and goals as it has an existing sustainability plan for sustainable transport. Region Skåne will participate in the project as an associated partner and will transfer the achievements and results of the project to the cities in the Region Skåne. Especially the topic of electric charging infrastructure is of great interest.

383 / 1,000 characters

3. Relevance

3.1 Context and challenge

The demand for cleaner transport in cities puts city administrations under pressure to implement practical solutions quickly. But cities face challenges, they cannot solve on their own.

Challenge 1: Lack of planning and implementation capacities in cities
While regions often have the capacities to foster sustainability on a more general level, actions have to be taken by cities. However the current capacities of cities are often too small to deal with issues, such as the integration of clean fuels. Mainly because the production and deployment of clean fuels happens on a much larger regional scale.

Challenge 2: Insufficient plans
Sustainability plans in some regions are described in very general terms and need to be detailed. Actions need to be coordinated and implemented (more action-oriented plans are needed). They are often also not focused enough on cities. Goals are defined in varying depths of detail. Some regions have clearly defined to be carbon neutral by 2030, while others have no goals set up. At the same time different regions have very dissimilar plans and procedures on very different maturity levels.

Challenge 3: Lack of coordination and critical mass
There is a lack of coordination between cities and regions. This also leads to a lack of coordination between cities in one region, as well as among cities and regions across regions and countries.
This also means that a lot of solutions cannot be implemented, as they need a critical mass of users to become viable. Enough demand for the production of Biogas, hydrogen but also for the necessary infrastructure and vehicles can only be raised, by bringing together several citeis in one region and several regions across countries.

Challenge 4: Lack of knowledge
There is a lack of knowledge regarding business models and technical viability of implementing clean fuel solutions, on the regional, as well as on the city level.

1,915 / 2,000 characters

3.2 Transnational value of the project

The harmonization of regional development plans across regions and across cities in different countries of the Baltic Sea region is necessary to achieve a critical mass for the development of infrastructures, for the production of clean fuels, and for the economical provision of clean vehicles. A common understanding between the regions helps to achieve a behaviour-change in many regions, as well outside the project partner countries.

Different regions have developed different solutions and developed these solutions to different degrees of maturity. Transnational cooperation allows the regions to learn from one another and thereby elevate all regions to the same level, thereby strengthening territorial cohesion in the Baltic Sea region by developing shared solutions. Forerunners can support the ones lagging behind.

Different countries also did put emphasis on different types of fuels and therefore have different knowledge levels and practical experiences of their deployment. These fuels have different advantages and disadvantages for different uses. Building knowledge and capacities across all countries, by exchanging knowledge and experiences will allow the different regions, to implement these fuel-solutions for the problems they are best suited to solve. Therefore speeding up the deployment of clean fuels.

1,332 / 2,000 characters

3.3 Target groups

Target group	Sector and geographical coverage	Its role and needs
Local public authority	City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). 331 / 500 characters	The city level of governance, has to take action and realize changes towards greener transport and mobility, as they are in charge of most of the city-transport infrastructure and policies controlling actual transport and mobility-operations (e.g. placement of charging stations and other clean fuelling stations, in charge of public transport, types of vehicles allowed into certain areas etc.) In order to do that, they need to increase their capacities, to improve their plans and implement them. As they are often too small to deal with issues, such as the integration of clean fuels (mainly because the production and deployment of clean fuels happens on a much larger scale, than that of a city) they also need to cooperate with regions and other cities. 761 / 1,000 characters
Regional public authority	The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). 479 / 500 characters	Regions can provide the critical mass necessary to actually make clean fuel solutions viable. While a single city will (at least initially) mostly not be able to generate enough demand for clean fuels, assets and infrastructure. Regions can support the implementation through: - Procurement schemes - Harmonized plans that direct policies into certain clean fuels, to create a focus, in order to gain enough momentum for certain fuels, but also certain actions. - Harmonizing city plans throughout the region, resulting in the necessary critical mass in a region for the implementation of infrastructure and vehicles. They do this via sustainability plans that need to become more detailed. Also goals need to be defined and harmonized. In order to create enough critical mass throughout the BSR-programme are, the strategies of the regions also need to be harmonized between regions. 896 / 1,000 characters
Business support organisation	Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum. 356 / 500 characters	Solutions implemented will only work, if they are accepted by the user side. The transport, mobility and logistics-business networks will ensure the viability and acceptance of actions taken in the project, by introducing their expert views and knowledge into the solutions. They will also promote the solutions in their networks. 330 / 1,000 characters

3.4 Project objective

Your project objective should contribute to:

Smart green mobility

Local public authority are city administrations, that struggle with too small capacities to implement green transport and mobility solutions. BalticGoesGreen provides them with an Impact Accelerator by bringing them together with regional public authorities and industry experts from clusters, that have the necessary capacities and equips them with modular strategies, and automated planning expert systems. The project actively develops plans for them and implements parts of these plans in the form of pilots.

Regional public authorities need to coordinate the clean fuel deployment in cities in their regions, without having the tangible reach to implement these solutions directly. BalticGoesGreen helps them to set up structures and coordinate better with cities in coordinating concrete plans. It also helps them coordinating with other regions in the Baltic Sea region, leading to more harmonized approaches and creating a critical mass towards infrastructure and asset suppliers.

Business support organisation and thereby the users of clean fuels need to have viable clean fuels solutions to reduce the CO2-emissions of their operation. Solutions need to be coordinated with them, to make sure they are going to be picked up by this users. BalticGoesGreen helps these users to bring in their view. By creating a network of networks, a broad view and input from multiple and divers viewpoints is guaranteed.

1,417 / 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 "EU Strategy for the Baltic Sea Region" and specifically the policy area (PA) Transport, formulates the "Development of measures towards climate-neutral and zero pollution transport" as one of its actions. The focus of the action lies on transformation towards a fossil –free society.
This goal is completely congruent with the goal of BalticGoesGreen, to empower cities to transform transport and mobility to clean and fossil-free fuels. First by implementing them in areas, they directly control (such as public service providers). Implementing the necessary infrastructure and proving the viability of clean fuels to a broad audience of potential users. This will create a critical mass and stimulus, in order to encourage other transport and mobility sectors to use fossil free fuels as well. As the barrier to entry is now much lower.

845 / 1,500 characters

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

PA Energy: Using green fuels in mobility and transport in a smart way is obviously connected to issues of energy and climate neutrality of energies. PA Energy intends to "commit to continue and intensify cooperation towards the achievement of the binding national and the EU's 20% renewable targets for 2020, and to ensure the delivery of the national contributions to, and the collective achievement of the binding 2030 EU target of at least 32%". By bringing together regions and cities from the BSR area, the project directly contributes to this goal, as it develops and implements tangible results towards the EU climate target on the level actions have to be taken. PA Energy also suggests to engage in joint projects and to discuss possibilities of joint support schemes, something that is an integral part of BalticGoesGreen, for example in the form of Joint procurement schemes in activity group 2.1.

PA Spatial Planning: The use of clean fuels in transport and mobility is closely connected to spatial issues for example, for production, landuse for infrastructure or the larger connection to the multi-fuel approach across European regions and cities. To solve the hen/egg-problem of fueling infrastructure and commitment to vehicle technologiescan be solved through the location of certain fuelling infrastructure in nodes (cities) on European transport routes. Spatial planning is therefore a natural integrated process within the project approach of BalticGoesGreen.

1,481 / 1,500 characters

3.6 Other political and strategic background of the project

Strategic documents
The European Green Deal: rethink policies for clean energy supply across the economy, industry, production and consumption, large-scale infrastructure, transport, food and agriculture. It also addresses transport as a major contributor to greenhouse gasses, that needs to be addressed. BalticGoesGreen addresses the consumption side of energy in its expression of transport and mobility in cities, as well as the revised TEN-T guidelines and the AFID, which operationalizes the Green Deal. 490 / 500 characters
Ambient Air Quality Directives: addresses procurement by public authorities, in line with the handbook on environmental public procurement, of road vehicles, fuels and combustion equipment to reduce emissions. This is an important aspect of BalticGoesGreen, which is reflected in Activitiy Groups 1.2., 1.3 and 2.1, were purchasing schemes are an important part of the solutions to be implemented. BalticGoesGreen will help public authorities to set up green procurement processes. 481 / 500 characters
The EU strategy for Sustainable and Smart Mobility wants to reduce GHG emissions by 90% in mobility, including boosting the uptake of lower and zero-emission vehicles, including use of sustainable alternative fuels and associated charging and refuelling infrastructure. BatlicGoesGreen builds capacities and structure in cities and regions, with the expressed goal of deploying clean fuels, by setting up infrastructure for renewable fuels. 440 / 500 characters

3.7 Seed money support

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

○ Yes ◉ No

3.8 Other projects: use of results and planned cooperation

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
Sustainable and Multimodal Transport Actions in the ScandinavianAdriatic Corridor (Scandria2Act) 96 / 200 characters	INTERREG Baltic Sea Region Programme 2014–2020 46 / 200 characters	Scandria2Act (S2A) described available technical and organisational solutions and financing instruments to strengthen the capacity of regional stakeholders in regards to clean fuels. BalticGoesGreen (BGG) will go one step further and actually implement plans and pilots to realize these solution, using some of the processes and solutions from S2A. Continuity will be ensured through the following partners who were active in S2A and BGG: PP1, PP2, PP3, PP6, PP7, PP8, PP11. Scandria2Act also resulted in the Scandria Alliance, that will be one of the organisations ensuring durability of project results. Project partners, that are also members of the Scandria Alliance are the regions of Berlin-Brandenburg, Helsinki-Uusimaa, Örebro and the Eastern Norway Counties. Additional members are the city of Hamburg, Region Skane, Regione Emilia Romagna, Region Kvarken and the city of Turku. 887 / 1,000 characters

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
Intermodal Green Alliance - Fostering Nodes (InterGreen-Nodes) 62 / 200 characters	INTERREG Central Europe Programme 2014–2020 43 / 200 characters	InterGreen-Nodes developed and demonstrated tangible solutions, such as the integration of clean fuel vehicles into city-owned companies. The experiences made with this will flow directly into the developed of strategy-modules in WP1, as well as into the setup of pilots in WP2. Experiences with the integration of charging stations and the procurement of electric vehicles will be of special value to BalticGroesGreen. Continuity will be ensured through the following partners who were active in InterGreen and BalticGoesGreen. Joint Spatial Planning Department Berlin Brandenburg, Rostock Port, Technical University of Applied Sciences Wildau. 645 / 1,000 characters
Platform BSR Access 19 / 200 characters	INTERREG Baltic Sea Region Programme 2014–2020 46 / 200 characters	BSR Access mobilised stakeholders to a more coherent, cross-sectoral and adaptive planning approach. A multi-fuel approach was used as a starting point for a realistic recommendation on future policy. By joining forces, the BSR Access partnership supported the European Coordinators with synergetic knowledge on how to facilitate the high quality, innovative and sustainable services for transport and mobility along the corridors and how to make these the drivers for accessibility and economic, social and territorial cohesion. The BSR network will be used in BalticGoesGreen, to ensure a continued cohesive planning approach across the Batlic Sea Region. Continuity will be ensured through the following partners who were active in Scandria2Act and BSR Access: Joint Spatial Planning Department Berlin Brandenburg, Eastern Norway County Network, HelsinkiUusimaa Regional Council, Region Örebro County. 905 / 1,000 characters
Blue Supply Chains (BSC) 24 / 200 characters	INTERREG Baltic Sea Region Programme 2021–2027 46 / 200 characters	BSC will build knowledge among port authorities regarding feasible greening measures and incentives for greening supply chains from a port authority perspective. As this will mainly mean using clean fuels and fostering the use of clean fuels through stronger cooperation with stakeholders, best practice and knowledge, strong intersections between BalticGoesGreen and BSC exist. We will regularly exchange knowledge and cross-examine solutions (such as strategy modules) in one project, on their use and implementation in the other project and vice versa. 555 / 1,000 characters
Hytruck 7 / 200 characters	INTERREG Baltic Sea Region Programme 2021–2027 46 / 200 characters	Hytruck aims at planning and developing a network of hydrogen refuelling stations suited for large (fuel cell) trucks across the BSR region. This is complements the goals of BalticGoesGreen (BGG) very well. BGG focusses on the city level, but the infrastructure necessary, to deploy hydrogen as a clean and green fuel in cities in the BSR region are the same. Hytruck also aligns itself very well with activity 2.3, which includes the development of hydrogen infrastructure. We will regularly exchange knowledge and cross-examine solutions (such as strategy modules) in one project, on their use and implementation in the other project and vice versa 650 / 1,000 characters

3.10 Horizontal principles

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

4. Management

Allocated budget 10%

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.

A Steering Committee consisting of all 6 WP-Leaders (and the LP) will meet every month. It will ensure a smooth project management, that includes all partner needs.

A Governance Board consisting of all public authorities in the project and the LP, as well as of the cities, involved through the regional public authorities, that are financing partners, will meet every three months. It will ensure that the project follows the needs of policy makers.

451 / 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.

N/A

3 / 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.

Communication tools we will use:
Media toolbox (email-lists, targeted social media and media strategy).
Monthly Newsletter
Project-website
Twitter-Account
LinkedIn-Account
Press releases (using the press mailing lists of all partners) informing the public about project milestones.

Conferences organized by the project:
Opening Conference (Berlin)
Conference (Bruxelles) addressing national and European decision makers (EU Commission DG Move, national ministries etc.)
Final Conference (Berlin)

497 / 500 characters

4.4 Cooperation criteria

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

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

5. Work Plan

Number	Work Package Name
1	Preparing solutions

Number	Group of Activity Name
1.1	Creation of a City, Transport- and Mobility Target group network for an Impact Accelerator
1.2	Development of Tools for the Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities
1.3	Digital Expert System on Clean Fuel Roadmap Development

Number	Work Package Name
2	WP2 Piloting and evaluating solutions

Number	Group of Activity Name
2.1	Impact Accelerator– Realizing clean fuel deployment in cities through roadmaps and implementation
2.2	Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga
2.3	Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstaden
2.4	Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden

Number	Work Package Name
3	WP3 Transferring solutions

Number	Group of Activity Name
3.1	Capacity Building for cities, through interactive training tools and training sessions
3.2	Disseminating Results

Work plan overview

Period:	1	2	3	4	5	6	Leader
WP.1: Preparing solutions							**PP1**
A.1.1: Creation of a City, Transport- and Mobility Target group network for an Impact Accelerator							PP11
D.1.1: City, Transport- and Mobility Target group network	D						
A.1.2: Development of Tools for the Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities							PP3
O.1.2: Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities		O					
A.1.3: Digital Expert System on Clean Fuel Roadmap Development							PP1
O.1.3: Digital Expert System on Clean Fuel Roadmap Development			O				
WP.2: WP2 Piloting and evaluating solutions							**PP6**
A.2.1: Impact Accelerator– Realizing clean fuel deployment in cities through roadmaps and implementation							PP9
O.2.1: O2.1.Actionalbe and concrete Clean Fuel Roadmaps for cities					O		
A.2.2: Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga							PP6
O.2.2: Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga						O	
A.2.3: Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstad							PP2
O.2.3: Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstad						O	
A.2.4: Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden							PP5
O.2.4: Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden						O	
WP.3: WP3 Transferring solutions							**PP5**
A.3.1: Capacity Building for cities, through interactive training tools and training sessions							PP1
O.3.1: Interactive Training Tool				O			
A.3.2: Disseminating Results							PP2
D.3.2: Dissemination Activities						D	

Outputs and deliverables overview

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

D 1.1	City, Transport- and Mobility Target group network	Purpose: The City, Transport- and Mobility Target group network constitutes two important parts of the actual impact accelerator, which provide expertise and peer support (the other parts being validation through rapid prototyping of solutions and introduction to early-stage funding). Content: Cities and mobility, transport and logistics actors are being brought together. Practically they will meet on a three-month base, as a governance board. They will ensure that the methods developed for Output 1.2 are viable and applicable from the users point of view. A network of networks of users of clean fuels, consisting of, Logistics Initiative Hamburg as coordinator and for example: ECCP European Cluster Collaboration Platform Estonian Logistics Cluste Clean Tech Cluster Lithuania Latvian Supply Chain Cluster Maritime Cluster of Western Pomerania LODZistics Logistics Business Network Central Poland Clean Cluster Denmark SAMS Norway Cluster Innovation Norway, etc. Transnational value: The transnational value will be ensured by bringing together actors form Germany, Poland, Latvia, Finland, Sweden, Denmark and Norway. This will also ensure that views from nearly all Baltic Sea programme area-countries will be represented in the project. And this will happen on a local.policy, regional policy and business user level. Form of Deliverable: 1) Contact Lists of all network members and documentation of their roles and scope of their work. 2) Meetings every three months with minutes, compiled in a chronological report.	O 1.2 Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities	
O 1.2	Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities	The toolbox will consist of descriptions. Each description consisting of a step-by-step-instructions on how to implement methods, of lessons learned from partners who already implemented them and of contact details and examples from already implemented instances, so that followers, wishing to implement these solutions themselves can use existing real world examples as blueprints. At least the following methods will become part of the toolbox: - Training-methods and step by step procedures to enable organisations to change to electric vehicles with suitable tools and trainings (based on experiences from partner regions, such as Örebro and Berlin-Brandenburg and results from the Interreg CE project InterGreen). - Funding opportunities throughout the regions (compiled by the Logistics Initiative Hamburg). - Training-methods and step by step procedures to enable organisations to change to electric vehicles with suitable tools and trainings trainings (based on experiences from partner regions, such as Skane (associated), Hovedstaden, Örebro and Berlin-Brandenburg. - Training-methods and step by step procedures to deploy electric charging infrastructure on a wide scale, based on the experiences of Eastern Norway counties (and especially Oslo). - Smart and innovative procurement methods for cities to implement clean transport services: Based on the experiences of Örebro region. - Implementing supply networks (production, logistics, fuelling stations) for biogas and hydrogen. - Policies and regulations to foster the use of clean fuels and clean energies (based on the experiences of Berlin-Brandenburg and Helsinki). - Creating clean fuel public transport systems (based on the experiences of Berlin-Brandenburg) - Setting up electric charging stations with organisations, such as housing associations in charge of apartment complexes, owners of properties with public traffic (public parking garages, supermarkets etc.) public fleet operators (based on the experiences of Örebro, Hovedstaden, Riga). - Easing access to charging stations through booking and reservations apps and platforms. - Reserving land-lots for clean fuel logistics use (such as clean fuel terminals). - Last mile strategy modules e.g.: last mile strategy of the city of Hamburg: How to sustainably control last mile transports on a local level. (base on the experiences of Hamburg) Form of Output: 1) Catalogue of tools and methods 2) Training material (powerpoints and reports) 3) Step-by-step descriptions of methods (reports on methods)		
O 1.3	Digital Expert System on Clean Fuel Roadmap Development	Digital, online expert system, that helps planners to develop sustainable clean fuel roadmaps, based on the toolbox from A1.2. Planners will input boundary conditions and the expert system will lead them through a step by step process to a optimal plan. The expert system will automate roadmap development so that regions can more easily find the right actions and the right scale for actions. The expert system will be designed as an interactive tool, that can be accessed online. Cities (and regions) will input their boundary conditions (such as their size, characteristics of their geographical structure and their population structure, transport structure or existing experiences with clean fuels). The expert system will then help them (through a step-by-step questionnaire) to find the right actions for them and calculate the probable effects, if they take these actions. It will entail functions, that model certain aspects and effects but will also include more qualitative expert knowledge, that we will collect, while developing the roadmaps. The output of the expert system, will be a list of possible actions, that would fit the specific needs and conditions of a city, with instructions on how to best implement them. I will also include recommendations on which funding programmes would be most fitting. Actions could be, for example, certain regulations or the introduction of certain energy sources (charging stations different fuels) with all the necessary steps to implement the action.		

O 2.1	O2.1.Actionalbe and concrete Clean Fuel Roadmaps for cities	The Output of Activity Group of 2.1 will be aligned roadmaps, as a basis for the deployment of clean fuels. Parts of these roadmaps will then be realized in Activitiy Groups 2.2 to 2.4. Transnational Value: The roadmaps will be developed jointly, in order to benefit from one another. Thus they will be harmonized on a transnational level Solutions: The different roadmaps are: Rostock will complement its existing sustainability plans to expand the city's hydrogen supply by developing the municipal hydrogen supply system to enable municipal companies and public transport to build and convert their vehicle fleets to hydrogen power. The planning principles are anchored in the city plans (A2.1;2.3). Based on the elaborated plans to expand the hydrogen capacities in Rostock within the BGG project. Westpommerania will develop clean fuel modules for the existing clean energy policies in the region of Westpommerania, especially for the city of Szczecin. The county of Barnim will develop clean fuel modules, among them the development of a string of hydrogen fuelling stations along the Berlin Autobahn-Ring A10. These modules will be integrated into the existing clean energy policy in the region of Berlin-Brandenburg. The plans will build upon the existing plans for the city of Berlin and additional plans will be developed for municipalities in the county of Barnim. Örebro region will further develop the existing Örebro - Action plans for the cities of Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro and Lekeberg. Hovedstaden will develop clean fuel modules for the existing clean energy policie in the region of Hovedstaden, among others with the city of Copenhagen. Riga will develop clean fuel modules for the existing clean energy policie in the region of Riga. Helsinki-Uusimaa will develop clean fuel modules for existing Climate Neutral Helsinki-Uusimaa Roadmap. The update includes new regional low carbon logistics plan. The development will happen with the cities of the region, among them the city of Helsinki. The Eastern Norway County Network will develop infrastructure for heavy duty transport, one action will be the adjustment of permission processes for charging stations and areas to allow the erection of heavy duty charging infrastructure more easily. This will become part of the clean fuel roadmaps. One of the cities ENCN will work with, will be the city of Oslo. Preparation of funding will be part of each of the roadmaps.		
O 2.2	Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga	The output consist of a pilot, that in itself consists of the following parts: - Jointly developed Roadmap-module on electric charging for vehicles for the regions and cities in Örebro, Hovedstaden and Riga, containing actions to implement electric charging with the cities and municipalities in their regions. - Developing infrastructure for electric charging in cooperation with the municipalities and companies: - Enable municipalities to do procurements for electric charging stations as a pilot in the project - Planning the need and position of charging stations - Building electric charging stations - Jointly preparing a smart charging reservation system		
O 2.3	Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstaden	The output consist of a pilot, that in itself consists of the following parts: - Jointly developed Roadmap-module on hydrogen use for vehicles for the cities in the regions of Örebro, Hovedstaden and Berlin-Brandenburg, containing actions to implement hydrogen fuelling supply and fuelling systems, with the cities in their region - implementing a hydrogen-fueling station along the outer Berlin-highway ring and combine it with a concept for the procurement and operation of hydrogen vehicles for public transport and municipal fleets (e.g. garbage trucks etc.) - building hydrogen fuelling infrastructure - Rostock will expand its hydrogen production capacity up to 1 GW. This will become an important milestone for the city in order to make traffic within the city and surrounding region as most climate-neutral as possible. The port of Rostock, together with the city of Rostock, will expand the hydrogen supply of the city by also expanding the cities hydrogen supply system in order to enable local municipal companies and the public transport system to set up and convert their vehicle fleets to hydrogen-powered ones. - Create a hydrogen network in close cooperation with the industry. The network will look for synergies and cooperation between companies to facilitate production, use in industrial applications and the use of hydrogen as a fuel in transportations. - Setting up a "green terminal " concept, including a electricity supply system produced from renewable sources and a system for supplying, storing and distributing alternative fuels, especially hydrogen, initially, for land vehicles and for inland vessels in the further horizon.		
O 2.4	Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden	The output consist of a pilot, that in itself consists of the following parts: - Örebro, Hovedstaden, Helsinki jointly develop a roadmap module, containing actions to implement biogas fuelling supply and fuelling systems, with the cities in their region - Based on an actor network of Biogas producers, suppliers and users, development of a Biogas supply system in the region. Determining sites for production and fuelling and planning of capacities. Spreading of good examples. Additionally enable organisations to change to clean vehicles with suitable tools and trainings. - Developing a biogas production network in cooperation with municipalities in the Helsinki-Uusimaa region. The network will look for synergies and cooperation between municipalities and companies to facilitate biogas production, and the use of biogas as a fuel in transportations by mapping and deciding on feeling sites and biogas-fuel sources.		
O 3.1	Interactive Training Tool	Common online training tool, in which all training measures will be implemented and made available to available to the target groups (no access barriers). The training tool will be operationalised as an add-on to the digital expert system developed in WP1 and hosted on the same server. The tool will be advertised and made available to regions and cities outside the partner network. Form of Output: 1) Training handbook with input from WP1 and 2 2) Digital, interactive, online tool based on training handbook		

D 3.2	Dissemination Activities	Purpose: Communication project results to transfer solutions outside the partnership, with the goal to engage actors outside the partnership to pick up and implement solutions developed in the project. Content: Policy dialogue activities with up to 130 participants as well as public and events and trainings with overall 150 participants (including conference in Bruxelles). Roadshow Inviting outside actors to selected project meetings such as the governance board meetings. Training on the expert tool (WP1) and using the training tool (WP3) to raise awareness and capacities of actors outside the project. Due to the development of solutions on a transnational level, all solutions will be developed with the different views and approaches of most BSR-regions countries integrated. All partners will be involved in communication activities, adding to the transnational value of dissemination activities. Form of Deliverable: 1) Documentation of each event 2) Modular Output Catalogue	3.1 Interactive Training Tool and 1.3 Digital Expert System on Clean Fuel Roadmap Development	

Work package 1

5.1 Preparing solutions

5.2 Aim of the work package

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

5.3 Work package leader

Work package leader 1	PP 1 - Technical University of Applied Sciences
Work package leader 2	PP 3 - Helsinki-Uusimaa Regional Council

5.4 Work package budget

Work package budget	25%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). 331 / 500 characters	The group of the cities, represented by their local public authorities, are Associated partners, that will be directly and actively involved through the regions, represented by the regional public authorities that are project partners. The cities will become part of the Impact Accelerator and involved through the Governance Board, that will meet every three months. Additionally they will be invited to give focussed inputs through questionnaires. In WP1 these cities will contribute with their experience in developing and implementing their sustainability plans as well with their needs in regard to implement their plans. These inputs will than become part of the toolbox (activity group 1.2), that will flow into the expert system (1.3). These cities will develop, adapt and complement their sustainability and transport plans, with the help of the regions in WP2. Additional cities will be recruited during the project to participate in the trainings and workshops in WP3. 979 / 1,000 characters
2	Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). 479 / 500 characters	The group of the regions, is represented by the regional public authorities that are financing project partners. They carry the project but will also become part of the Impact Accelerator and involved through the Governance Board, that will meet every three months. Additionally they will be invited to give focussed inputs through questionnaires. In WP1 these regions will help their cities, by collecting experiences and strategy modules to develop and implement sustainability plans. They will coordinate the inputs of the different cities in their regions, as well as among the regions, to ensure a harmonized approach. These cities will develop, adapt and complement their sustainability and transport plans, with the help of the regions in WP2. Additional regions will be recruited during the project to participate in the trainings and workshops in WP3. 860 / 1,000 characters
3	Business support organisation Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum. 356 / 500 characters	As part of the Impact Accelerator a network of mobility, transport and logistics initiatives from the partner regions will be created and led by the Logistics Initiative Hamburg, that already has extensive experience in international networks. Representatives of different Business support organisations will participate in meeting of the Governance Board (of which the Logistics Initiative Hamburg (PP11) will be permanent member. PP11 will also request regular evaluations of strategy and planning modules, developed in WP1, as well as request these inputs within its own network of partner companies. This will ensure, viability and acceptance of actions taken in the project, by introducing their expert views and knowledge into the solutions. Through regular updates (through the communication tools described in 4.3) we will also promote the solutions towards these target groups. 886 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
1.1	**Creation of a City, Transport- and Mobility Target group network for an Impact Accelerator**
1.2	**Development of Tools for the Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities**
1.3	**Digital Expert System on Clean Fuel Roadmap Development**

WP 1 Group of activities 1.1

5.6.1 Group of activities leader

Group of activities leader PP 11 - Logistics Initiative Hamburg

A 1.1

5.6.2 Title of the group of activities

Creation of a City, Transport- and Mobility Target group network for an Impact Accelerator

90 / 100 characters

5.6.3 Description of the group of activities

Issue:
Stakeholders need to be involved and need to communicate with one another / their input is needed to ensure viability of developed solutions.
This need to happen on two levels. On the first level, cities will be actively involved as users of the Impact Accelerator. On the second level businesses that will need to use the solutions implemented by cities, will also need to examine and give input to adjust solutions, in order to guarantee their viability and practicability.

Solution:
Creation of a city target group network. This target network is the main user of the Impact Accelerator. Stimulating the cities to network among themselves will accelerate developments, through a quicker exchange of experiences and knowledge. Cities and municipal utility companies will be involved via the regions. A network will be set up, to ensure their close involvement as target groups.
Initial members of the city target network will be: Berlin, Eberswalde, Hamburg, Rostock (DE), Szczecin (PL), Riga (LV), Turku, Helsinki (FI), Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro, Lekeberg (SE), Copenhagen (DK), Oslo (NO).

As part of the Impact Accelerator a network of mobility, transport and logistics initiatives from the partner regions will be created and led by the Logistics Initiative Hamburg, that already has extensive experience in international networks. The close involvement of such clusters and business support neworks, will guarantee, that solutions in close coordination with target groups. The Network will be based on the already existing networks of the Logistics Initiative Hamburg, which are already highly active in the BSR programme region, thus creating a network of networks: These networks are (among others):
ECCP European Cluster Collaboration Platform
Estonian Logistics Cluste
Clean Tech Cluster Lithuania
Latvian Supply Chain Cluster
Maritime Cluster of Western Pomerania
LODZistics Logistics Business Network Central Poland
Clean Cluster Denmark
SAMS Norway Cluster
Innovation Norway

Mobility, Transport and Logistics networks from all partner regions, will support the project through expert knowledge and actively participate in developing strategies.
The Hamburg Logistics Initiative will also use the experience gained through the "Green Logistics Capital" initiative to further BalticGoesGreen.

Operationalisation of the solution:
Cities are going to be actively involved, by their respective regions, that are financing partners in the project through the Governance Board consisting of all public authorities in the project and the LP), as well as of the cities. The governance board will meet every three months and ensure that the project follows the needs of policy makers and policy users.

Regular online-workshops (at least 6 workshops during the project lifetime) in which the project solutions will be presented and discussed with the Mobility, transport and logistics companies involved through the mobility, transport and logistics initiatives.

3,000 / 3,000 characters

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

D 1.1

Title of the deliverable

City, Transport- and Mobility Target group network

50 / 100 characters

Description of the deliverable

Purpose: The City, Transport- and Mobility Target group network constitutes two important parts of the actual impact accelerator, which provide expertise and peer support (the other parts being validation through rapid prototyping of solutions and introduction to early-stage funding).

Content: Cities and mobility, transport and logistics actors are being brought together. Practically they will meet on a three-month base, as a governance board. They will ensure that the methods developed for Output 1.2 are viable and applicable from the users point of view.
A network of networks of users of clean fuels, consisting of,
Logistics Initiative Hamburg as coordinator and for example:
ECCP European Cluster Collaboration Platform
Estonian Logistics Cluste
Clean Tech Cluster Lithuania
Latvian Supply Chain Cluster
Maritime Cluster of Western Pomerania
LODZistics Logistics Business Network Central Poland
Clean Cluster Denmark
SAMS Norway Cluster
Innovation Norway, etc.

Transnational value: The transnational value will be ensured by bringing together actors form Germany, Poland, Latvia, Finland, Sweden, Denmark and Norway. This will also ensure that views from nearly all Baltic Sea programme area-countries will be represented in the project. And this will happen on a local.policy, regional policy and business user level.

Form of Deliverable:
1) Contact Lists of all network members and documentation of their roles and scope of their work.
2) Meetings every three months with minutes, compiled in a chronological report.

1,533 / 2,000 characters

Which output does this deliverable contribute to?

O 1.2 Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities

77 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.1: Creation of a City, Transport- and Mobility Target group network for an Impact Accelerator						
D.1.1: City, Transport- and Mobility Target group network						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.2

5.6.1 Group of activities leader

Group of activities leader PP 3 - Helsinki-Uusimaa Regional Council

A 1.2

5.6.2 Title of the group of activities

Development of Tools for the Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities

100 / 100 characters

5.6.3 Description of the group of activities

Issue:
Lack of information and knowledge in cities about solutions to deploy clean fuels and accompanying measures and policies to foster clean fuel deployment.
Lack of standardization in solutions.
Lack of methods to measure and benchmark success.

Solution:
Developing a modular toolbox, consisting of measures and a common KPI system to measure success of implementation of measures.

A jointly developed toolbox with solutions-modules (methods) that reach from the strategic and policy-level to the implementation level. The partner regions in the project already have experiences with these methods.
These methods will be described in a standardized manner. Each description consisting of a step-by-step-instructions on how to implement them, lessons learned from partners who already implemented them and contact details and examples from already implemented instances, so that followers, wishing to implement these solutions themselves can use existing real world examples as blueprints for their own implementations. Each description will consist of a manual and an interactively guided instruction, in the Interactive Digital Expert System on Clean Fuel Roadmap Development, described in the group of activities 1.3.
Some of the methods that definitely will be part of the toolbox are listed in the output descriptions.

In order to measure success, TH Wildau will (together with the partner regions and cities from the Governance board) choose indicators for a transnational and transregional KPI system (THWi). These indicators will be used to develop a target system with the regions and cites. They will be based on measurements; regions are currently using or want to use in future and on an existing KPI system developed in the Interreg CE project InterGreen-Nodes.
At least one workshop will be held to adjust KPIs to the cities needs.
Based on that, TH Wildau will set up a calculation tool, that will become part of the KPI system.
The KPI system will allow to benchmark success in clean fuel deployment and in emission reduction, across regions and countries and makes results and methods comparable.

As the methods will be compiled from nearly all BSR-programme-countries the different perspectives of the programme area will be reflected, thus also reflecting the transnational character of the project.

Operationalisation of the solution:
All methods and the KPI system will be implemented into the Interactive Digital Expert System, described in the group of activities 1.3. This expert system will than be used in WP2, to implement solutions in the cites, with the regions.

2,601 / 3,000 characters

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

O 1.2

Title of the output

Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities

71 / 100 characters

Description of the output

The toolbox will consist of descriptions. Each description consisting of a step-by-step-instructions on how to implement methods, of lessons learned from partners who already implemented them and of contact details and examples from already implemented instances, so that followers, wishing to implement these solutions themselves can use existing real world examples as blueprints.
At least the following methods will become part of the toolbox:
- Training-methods and step by step procedures to enable organisations to change to electric vehicles with suitable tools and trainings (based on experiences from partner regions, such as Örebro and Berlin-Brandenburg and results from the Interreg CE project InterGreen).
- Funding opportunities throughout the regions (compiled by the Logistics Initiative Hamburg).
- Training-methods and step by step procedures to enable organisations to change to electric vehicles with suitable tools and trainings trainings (based on experiences from partner regions, such as Skane (associated), Hovedstaden, Örebro and Berlin-Brandenburg.
- Training-methods and step by step procedures to deploy electric charging infrastructure on a wide scale, based on the experiences of Eastern Norway counties (and especially Oslo).
- Smart and innovative procurement methods for cities to implement clean transport services: Based on the experiences of Örebro region.
- Implementing supply networks (production, logistics, fuelling stations) for biogas and hydrogen.
- Policies and regulations to foster the use of clean fuels and clean energies (based on the experiences of Berlin-Brandenburg and Helsinki).
- Creating clean fuel public transport systems (based on the experiences of Berlin-Brandenburg)
- Setting up electric charging stations with organisations, such as housing associations in charge of apartment complexes, owners of properties with public traffic (public parking garages, supermarkets etc.) public fleet operators (based on the experiences of Örebro, Hovedstaden, Riga).
- Easing access to charging stations through booking and reservations apps and platforms.
- Reserving land-lots for clean fuel logistics use (such as clean fuel terminals).
- Last mile strategy modules e.g.: last mile strategy of the city of Hamburg: How to sustainably control last mile transports on a local level. (base on the experiences of Hamburg)

Form of Output:
1) Catalogue of tools and methods
2) Training material (powerpoints and reports)
3) Step-by-step descriptions of methods (reports on methods)

2,535 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	Cities (represented by local public authorities) will use the toolbox in order to develop, complement or adapt their Sustainability plans (including SUMPs), as well as other transport and mobility plans. They will also use the KPI system to measure and benchmark their development in regards to past developments as well as in regards to other cities. They will also use the toolbox to better cooperate with their regions, other cities in their regions and other actors (e.g. public transport companies etc.), as the tools will be developed from a holistic perspective including actors from different levels. 608 / 1,000 characters
Target group 2 Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	Regions (represented by regional public authorities) will use the toolbox in order to develop, complement or adapt integrated regional sustainability plans with a focus on cities in their regions. The toolbox will stimulate and encourage the cooperative development and implementation of such plans, as the tools will be developed from a holistic perspective including actors from different levels. 398 / 1,000 characters

Durability of the output

The tools will be made available for anyone to use on the projects website, the website of the Technical University of Wildau, and on the website of the Scandria Alliance (currently headed by PP2 Joint Spatial Planning Department Berlin Brandenburg). The ScandriaAlliance provides an arena for cities and regions to collaborate on climate-smart transport and mobility and regional development between Scandinavia and the Adriatic Sea. The Scandria Alliance will actively carry the results of BalticGoesGreen forward and members of the Alliance will use the toolbox in their daily work. In addition the project will also actively pursue to disseminate the toolbox by offering it on other platforms as well (such as other Interreg projects) - compare part 3.8 of this application.

778 / 1,000 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.2: Development of Tools for the Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities						
O.1.2: Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

WP 1 Group of activities 1.3

5.6.1 Group of activities leader

Group of activities leader PP 1 - Technical University of Applied Sciences

A 1.3

5.6.2 Title of the group of activities

Digital Expert System on Clean Fuel Roadmap Development

55 / 100 characters

5.6.3 Description of the group of activities

Issue:
Cities in the BSR area (and beyond) have vastly different structures, work under different conditions and face a large number of possible measures, that would impact different cities, in different ways.
This makes choosing the right methods for a clean fuel deployment strategy difficult.

Solution:
Setting up an Interactive Digital Expert System on Clean Fuel Roadmap Development that allows for easy access to solutions and comparison of solutions to tailor them to needs of different cities.

TH Wildau will implement a Decision making tool to find those actions best suited to a certain region, based on an Analytical Hierarchie Processing Method.
The expert system will support cities and regions to commonly develop clean fuel roadmaps and also adjust plans over time and allow for the setup of KPIs in order to measure success. The system will be based on the methods and the KPI system described on Output O1.2 Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities.

Operationalisation of the solution:
The expert system will be designed as an interactive tool, that can be accessed online. Cities (and regions) will input their boundary conditions (such as their size, characteristics of their geographical structure and their population structure, transport structure or existing experiences with clean fuels). The expert system will than help them (through a step-by-step questionnaire) to find the right actions for them and calculate the probable effects, if they take these actions. It will entail functions, that model certain aspects and effects but will also include more qualitative expert knowledge.
It will be running on an easily accessible free content management system, that can easily be maintained for low costs (less than 1.000€ per year, once it is set up). Solution-descriptions will be deposited on a MySQL-database. Decision-trees will be based on existing free web-plug-ins.
The output of the expert system, will be a list of possible actions, that would fit the specific needs and conditions of a city, with instructions on how to best implement them.
I will also include recommendations on which funding programmes would be most fitting.
Actions could be, for example, certain regulations or the introduction of certain energy sources (charging stations different fuels) with all the necessary steps to implement the action. We will define a catalogue of actions in WP1.
A first operational version of the system will be made available early in Period 3, so it can be used to develop the pilots and solution in WP2. But I will be updated throughout the project, with the insights gained during the project.

Form of Output:
1) Digital online expert system
2) User handbook
3) Documentation on setup and architecture of the expert system

2,801 / 3,000 characters

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

☐

O 1.3

Title of the output

Digital Expert System on Clean Fuel Roadmap Development

55 / 100 characters

Description of the output

Digital, online expert system, that helps planners to develop sustainable clean fuel roadmaps, based on the toolbox from A1.2. Planners will input boundary conditions and the expert system will lead them through a step by step process to a optimal plan.
The expert system will automate roadmap development so that regions can more easily find the right actions and the right scale for actions.
The expert system will be designed as an interactive tool, that can be accessed online. Cities (and regions) will input their boundary conditions (such as their size, characteristics of their geographical structure and their population structure, transport structure or existing experiences with clean fuels). The expert system will then help them (through a step-by-step questionnaire) to find the right actions for them and calculate the probable effects, if they take these actions. It will entail functions, that model certain aspects and effects but will also include more qualitative expert knowledge, that we will collect, while developing the roadmaps.
The output of the expert system, will be a list of possible actions, that would fit the specific needs and conditions of a city, with instructions on how to best implement them.
I will also include recommendations on which funding programmes would be most fitting.
Actions could be, for example, certain regulations or the introduction of certain energy sources (charging stations different fuels) with all the necessary steps to implement the action.

1,509 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The cities in the project will use the expert system to develop, complement or adapt their sustainability plans (including SUMPs), as well as other transport and mobility plans together with their regions in the project. After the project ends, these plans will still need to be adapted to changing situations. The expert systems allows to do this in a seamless manner, connecting directly to the plans developed and implemented in the project. It will also allow to measure the success of solutions, implemented by the project, on a long term basis (after the project ended). 576 / 1,000 characters
Target group 2 Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The regions in the project will use the expert system to develop, complement or adapt sustainability plans, as well as other transport and mobility plans together with their cities in the project. After the project ends, these plans will still need to be adapted to changing situations. The expert systems allows to do this in a seamless manner, connecting directly to the plans developed and implemented in the project. It will also allow to measure the success of solutions, implemented by the project, on a long term basis (after the project ended). 552 / 1,000 characters

Durability of the output

The expert tool will be operated by TH Wildau during the project. After that the tools will be handed over to the Scandria Alliance and be operated by the Office of the General Secretary of the Alliance (currently this is Joint Spatial Planning Department Berlin Brandenburg [PP2]).
The Scandria Alliance provides an arena for cities and regions to collaborate on climate-smart transport and mobility and regional development between Scandinavia and the Adriatic Sea. The Scandria Alliance will actively carry the results of BalticGoesGreen forward and members of the Alliance will use the expert system in their daily work. In addition TH Wildau will offer the Expert System to other public parties interested, to establish a widespread use.

744 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: Preparing solutions						
A.1.3: Digital Expert System on Clean Fuel Roadmap Development						
O.1.3: Digital Expert System on Clean Fuel Roadmap Development						

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 6 - Region Örebro County

Work package leader 2 PP 4 - Westpomeranian Region

5.4 Work package budget

Work package budget 40%

5.4.1 Number of pilots

Number of pilots 4

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). 331 / 500 characters	The group of the cities, represented by their local public authorities, are Associated partners, that will be directly and actively involved through the regions, represented by the regional public authorities that are project partners. The cities will become part of the Impact Accelerator and involved through the Governance Board, that will meet every three months. These cities will develop, adapt and complement their sustainability and transport plans, with the help of the regions in WP2. They will be actively involved by developing plans with them and for them in WP2. Additional cities will be recruited during the project to participate in the trainings and workshops in WP3. 686 / 1,000 characters
2	Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). 479 / 500 characters	The group of the regions, is represented by the regional public authorities that are financing project partners. They carry the project but will also become part of the Impact Accelerator and involved through the Governance Board, that will meet every three months. These regions will develop, adapt and complement their sustainability and transport plans, with the help of their cities in WP2. They will coordinate and harmonize these plans between cities in their regions, as well as among themselves, thus resulting in transnationally harmonized plans. 556 / 1,000 characters
3	Business support organisation Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum. 356 / 500 characters	Representatives of different Business support organisations will participate in meeting of the Governance Board (of which the Logistics Initiative Hamburg (PP11) will be permanent member. PP11 will also request regular evaluations of the plans, developed in WP2, as well as request these inputs within its own network of partner companies. This will ensure, viability and acceptance of actions taken in the project, by introducing their expert views and knowledge into the solutions. They will also obtain regular information on the pilots implemented and be able to give their input, ensuring the viability of the pilots. Through regular updates (through the communication tools described in 4.3) we will also promote the solutions towards these target groups. 761 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
2.1	**Impact Accelerator– Realizing clean fuel deployment in cities through roadmaps and implementation**
2.2	**Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga**
2.3	**Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstaden**
2.4	**Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden**

WP 2 Group of activities 2.1

5.6.1 Group of activities leader

Group of activities leader PP 9 - Riga Planning Region

A 2.1

5.6.2 Title of the group of activities

Impact Accelerator– Realizing clean fuel deployment in cities through roadmaps and implementation

97 / 100 characters

5.6.3 Description of the group of activities

Issue:
There is a lack of coordination between cities and regions. This also leads to a lack of coordination between cities in one region, as well as among cities and regions across regions and countries.
This also means that a lot of solutions cannot be implemented, as they need a critical mass of users to become viable.
While regions often have the capacities to foster sustainability on a more general level, actions have to be taken by cities. However the current capacities of cities are often too small to deal with issues, such as the integration of clean fuels. Mainly because the production and deployment of clean fuels happens on a much larger regional scale.

Solution:
Regions can provide the critical mass necessary to actually make clean fuel solutions viable. While a single city will (at least initially) mostly not be able to generate enough demand for clean fuels, assets and infrastructure. Regions can support the implementation through:
- Joint procurement schemes (including the preparation of funding).
- Harmonized plans that direct policies into certain clean fuels, to create a focus, in order to gain enough momentum for certain fuels, but also certain actions.
- Harmonizing city plans throughout the region, resulting in the necessary critical mass in a region for the implementation of infrastructure and vehicles.
- Simplifying and reworking approval procedures for clean fuel infrastructure in cities.
Regions and cities jointly develop transnationally harmonized roadmaps for the cities of Eberswalde, Rostock (DE), Szczecin (PL), Riga (LV), Helsinki (FI), Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro, Lekeberg (SE), Copenhagen (DK), Oslo (NO). Plans for the cities of Berlin and Hamburg (DE) will be further integrated during the project.

Parts of these roadmaps are than going to be implemented in highly visible, tangible pilot activities within the activity groups 2.2-2.4.

Operationalisation of the solution:
Trainings on methods (described in WP1) for all cities involved
Development of actionable and concrete roadmaps towards clean fuel deployment for transport and mobility in the cities, using Output O1.3 Digital Expert System on Clean Fuel Roadmap Development, in each region
Workshops to define goals in each city and align these goals to the regional goals
Workshops to align goals between regions on a transnational level

The concrete nature of the roadmaps in each region and city is described in the description of Output O2.1.Actionalbe and concrete Clean Fuel Roadmaps for cities

Form of Output:
Report on each region describing the schemes, plans and changes made by the project for the following regions:
- Berlin-Brandenburg
- Helsinki-Uusima
- Westpomerania
- Capital Region of Denmark
- Örebro
- Eastern Norway Counties
- Rostock
- Riga Planning Region

2,823 / 3,000 characters

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

O 2.1

Title of the output

O2.1.Actionalbe and concrete Clean Fuel Roadmaps for cities

59 / 100 characters

Description of the output

The Output of Activity Group of 2.1 will be aligned roadmaps, as a basis for the deployment of clean fuels. Parts of these roadmaps will then be realized in Activitiy Groups 2.2 to 2.4.

Transnational Value:
The roadmaps will be developed jointly, in order to benefit from one another. Thus they will be harmonized on a transnational level

Solutions:
The different roadmaps are:
Rostock will complement its existing sustainability plans to expand the city's hydrogen supply by developing the municipal hydrogen supply system to enable municipal companies and public transport to build and convert their vehicle fleets to hydrogen power. The planning principles are anchored in the city plans (A2.1;2.3). Based on the elaborated plans to expand the hydrogen capacities in Rostock within the BGG project.

Westpommerania will develop clean fuel modules for the existing clean energy policies in the region of Westpommerania, especially for the city of Szczecin.

The county of Barnim will develop clean fuel modules, among them the development of a string of hydrogen fuelling stations along the Berlin Autobahn-Ring A10. These modules will be integrated into the existing clean energy policy in the region of Berlin-Brandenburg. The plans will build upon the existing plans for the city of Berlin and additional plans will be developed for municipalities in the county of Barnim.

Örebro region will further develop the existing Örebro - Action plans for the cities of Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro and Lekeberg.

Hovedstaden will develop clean fuel modules for the existing clean energy policie in the region of Hovedstaden, among others with the city of Copenhagen.

Riga will develop clean fuel modules for the existing clean energy policie in the region of Riga.

Helsinki-Uusimaa will develop clean fuel modules for existing Climate Neutral Helsinki-Uusimaa Roadmap. The update includes new regional low carbon logistics plan. The development will happen with the cities of the region, among them the city of Helsinki.

The Eastern Norway County Network will develop infrastructure for heavy duty transport, one action will be the adjustment of permission processes for charging stations and areas to allow the erection of heavy duty charging infrastructure more easily. This will become part of the clean fuel roadmaps. One of the cities ENCN will work with, will be the city of Oslo.

Preparation of funding will be part of each of the roadmaps.

2,473 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The cities in the project will use the expert system to develop, complement or adapt their sustainability plans (including SUMPs), as well as other transport and mobility plans together with their regions in the project. The development and continuous alignment of these plans is among the core responsibilities of local public authorities. Developing these plan jointly and with the help of regional public authorities will help the cities to implement these plans quicker and in more detail. The lessons learned through the project will also allow them to apply planning processes more effectively. 600 / 1,000 characters
Target group 2 Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The regional public authorities work consists of developing regional plans, such as transport, mobility and sustainability plans. They also need to adjust these plans to the needs of the cities, which are the ones who need to implement these plans. Developing these plans jointly in the project will help the regions to reach a higher degree of coordination, while learning from other regions and harmonizing their plans on a transnational level, leading to higher pressure in respect to infrastructure, energy and vehicle providers, making it possible to convince these provider more effectively to use green fuels. 616 / 1,000 characters

Durability of the output

The project is necessary to elevate the plans to a higher level and implement them quicker and more effectively. Once developed (in the project), the plans and the actions derived from them are going to be kept active by the local and regional public authorities in their day-to-day work. Preparation of further funding, for the implementation of certain aspects of these plans will eb an integral part of the Output.

417 / 1,000 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.1: Impact Accelerator– Realizing clean fuel deployment in cities through roadmaps and implementation						
O.2.1: O2.1.Actionalbe and concrete Clean Fuel Roadmaps for cities						

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 6 - Region Örebro County

A 2.2

5.6.2 Title of the group of activities

Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga

91 / 100 characters

5.6.3 Description of the group of activities

Issue:
A number of private and public actors already established electric charging points. However accessibility issues remain, as charging points are often blocked, without the possibility to reserve slots. The deployment of charging stations also is stagnating in many cities, as important actors could not be activated to install charging points. Additionally organisations that would like to operate electric vehicles often do not have the necessary knowledge to procure such vehicles and integrate them into their fleet.

Solutions and Operationalisation:
Örebro, Hovedstaden and Riga jointly develop a roadmap module, containing actions to implement electric charging with the cities in their respective regions: Riga, Copenhagen, Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro to address the above mentioned issues.
The electric charging pilot will implement parts of these roadmaps on clean fuel deployment, that are concerned with electric charging in tangible, concrete and highly visible pilot-actions, that can be already used during the project lifetime.
Riga will integrate information and booking of charging points from public and private actors, into a single digital online platform. Actors from Riga and Copenhagen will be brought together to develop the system architecture and set up the organizational system to establish a common platform.
At the same time the Örebro region will lead an initiative to enable cities to procure electric charging stations during the project lifetime, planning the need and position of charging stations with organisations, such as housing associations in charge of apartment complexes, owners of properties with public traffic (public parking garages, supermarkets etc.) public fleet operators working with the cities of Örebro, Lindseberg, Kumla, Hallsberg. Örebro will also enable organisations in their cities to change to electric vehicles with suitable tools and trainings, developed in WP1 (toolbox and expert system). Copenhagen and Riga will join these activities.
The regions of Berlin-Brandenburg, Helsinki-Uusimaa and Westpommerania, will use the experiences made during the implementation of these pilots, to complement their own roadmaps.

Form of Output:
1) Report on each solution with a description of the solution, step-by-step description on how to implement the solution, lessons learned from the project and description on how to implement the pilot into plans.
2) Input for training handbook for WP3

2,476 / 3,000 characters

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

O 2.2

Title of the output

Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga

91 / 100 characters

Description of the output

The output consist of a pilot, that in itself consists of the following parts:

- Jointly developed Roadmap-module on electric charging for vehicles for the regions and cities in Örebro, Hovedstaden and Riga, containing actions to implement electric charging with the cities and municipalities in their regions.
- Developing infrastructure for electric charging in cooperation with the municipalities and companies:
- Enable municipalities to do procurements for electric charging stations as a pilot in the project
- Planning the need and position of charging stations
- Building electric charging stations
- Jointly preparing a smart charging reservation system

681 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The cities in the project will implement tangible pilot-applications, that will directly help them to achieve their emission-goals. Due to the involvement of regional public authorities the cities experience a boost of their capacities during the project, that helps them to develop the necessary internal knowledge on how to set up solutions and expand them. These are capacities they than can use throughout their work. Developing these plan jointly and with the help of regional public authorities will help the cities to implement these plans quicker and in more detail. The lessons learned through the project will also allow them to apply planning processes more effectively. 681 / 1,000 characters
Target group 2 Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The regions in the project help their cities to implement a tangible pilot application, that is backed up by regional and city-level plans. They will integrate this pilots into their regional plans and lend capacities to the cities, to realize actions from these plans. Developing these plans jointly in the project will help the regions to reach a higher degree of coordination, while learning from other regions and harmonizing their plans on a transnational level, leading to higher pressure in respect to infrastructure, energy and vehicle providers, making it possible to convince these provider more effectively to use green fuels. The regions will also learn from the pilots for future implementation. 708 / 1,000 characters
Target group 3 Business support organisation Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum.	Business support organisation will be able to influence the implementation of pilot applications, in a way, that make these applications viable for users, thus increasing the likelihood of success. As a by-product of the experiences and knowledge gained in the project, the organisation will be able to advice their network members better on future developments and build better relations to the cities they are active in. 422 / 1,000 characters

Durability of the output

An integral part of BalticGoesGreen is the creation of processes and structures to enable actors (inside and outside the partnership), to reach their goals through better knowledge and experience. The project will enable them to carry on more effectively and efficiently. Additionally the experts system and training systems are automated and will be available for further training and adjustment of plans far after the project ends (compare WP1 and WP3).
Preparation of further funding, for the implementation of certain aspects of these pilot actions and for their extension will be an integral part of the Output (as part of the Jointly developed Roadmap-module).

666 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.2: Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga						
O.2.2: Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga						

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 2 - Joint Spatial Planning Department Berlin Brandenburg

A 2.3

5.6.2 Title of the group of activities

Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstaden

99 / 100 characters

5.6.3 Description of the group of activities

Issue:
The use of hydrogen in a city-context requires complex infrastructure. Beginning with the production of hydrogen, to transporting hydrogen, setting up and operating fuelling stations down to deploying the right vehicles.
The complexity of the demands for the use of hydrogen will often be too large for a single city to handle. Therefore hydrogen infrastructure needs to be set up, at least at a regional level, for the city-level to use it.

Solutions and Operationalisation:
Örebro, Hovedstaden, Westpommerania and Brandenburg jointly develop a roadmap module, containing actions to implement hydrogen fuelling infrastructure with the cities in their respective regions: Eberswalde, Szczecin, Copenhagen, Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro to address the above mentioned issues.
Hovedstaden will scale up the implementation activities in building hydrogen stations, that are already in use to supply hydrogen busses for public transport. Örebro and Westpommerania will use these experiences in the project: Örebro will create a hydrogen network in close cooperation with the industry. The network will look for synergies and cooperation between companies to facilitate production, use in industrial applications and the use of hydrogen as a fuel in transportations. The Port of Szczecin plans to separate one of the port areas and adapt its infrastructure to the needs of supplying vehicles with alternative fuels and energy sources. The "green terminal" concept will be developed, including an electricity supply system produced from renewable sources and a system for supplying, storing and distributing alternative fuels, especially hydrogen, initially, for land vehicles and for inland vessels which on a long term will be used to supply the city of Szczecin.
The county of Barnim in the German capital region, will implement a hydrogen-fueling station along the outer Berlin-highway ring and combine it with a concept for the procurement and operation of hydrogen vehicles for public transport and municipal fleets (e.g. garbage trucks etc.).
The regions of Helsinki-Uusimaa, Skane and Riga will use the experiences made during the implementation of these pilots, to complement their own roadmaps. Preparation of funding is also included in this activity group.

Form of Output:
1) Report on each solution with a description of the solution, step-by-step description on how to implement the solution, lessons learned from the project and description on how to implement the pilot into plans.
2) Input for training handbook for WP3

2,557 / 3,000 characters

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

☐

O 2.3

Title of the output

Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstaden

99 / 100 characters

Description of the output

The output consist of a pilot, that in itself consists of the following parts:

- Jointly developed Roadmap-module on hydrogen use for vehicles for the cities in the regions of Örebro, Hovedstaden and Berlin-Brandenburg, containing actions to implement hydrogen fuelling supply and fuelling systems, with the cities in their region

- implementing a hydrogen-fueling station along the outer Berlin-highway ring and combine it with a concept for the procurement and operation of hydrogen vehicles for public transport and municipal fleets (e.g. garbage trucks etc.)
- building hydrogen fuelling infrastructure
- Rostock will expand its hydrogen production capacity up to 1 GW. This will become an important milestone for the city in order to make traffic within the city and surrounding region as most climate-neutral as possible. The port of Rostock, together with the city of Rostock, will expand the hydrogen supply of the city by also expanding the cities hydrogen supply system in order to enable local municipal companies and the public transport system to set up and convert their vehicle fleets to hydrogen-powered ones.
- Create a hydrogen network in close cooperation with the industry. The network will look for synergies and cooperation between companies to facilitate production, use in industrial applications and the use of hydrogen as a fuel in transportations.
- Setting up a "green terminal " concept, including a electricity supply system produced from renewable sources and a system for supplying, storing and distributing alternative fuels, especially hydrogen, initially, for land vehicles and for inland vessels in the further horizon.

1,657 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The cities in the project will implement tangible pilot-applications, that will directly help them to achieve their emission-goals. Due to the involvement of regional public authorities the cities experience a boost of their capacities during the project, that helps them to develop the necessary internal knowledge on how to set up solutions and expand them. These are capacities they than can use throughout their work. Developing these plan jointly and with the help of regional public authorities will help the cities to implement these plans quicker and in more detail. The lessons learned through the project will also allow them to apply planning processes more effectively. 681 / 1,000 characters
Target group 2 Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The regions in the project help their cities to implement a tangible pilot application, that is backed up by regional and city-level plans. They will integrate this pilots into their regional plans and lend capacities to the cities, to realize actions from these plans. Developing these plans jointly in the project will help the regions to reach a higher degree of coordination, while learning from other regions and harmonizing their plans on a transnational level, leading to higher pressure in respect to infrastructure, energy and vehicle providers, making it possible to convince these provider more effectively to use green fuels. The regions will also learn from the pilots for future implementation. 708 / 1,000 characters
Target group 3 Business support organisation Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum.	Business support organisation will be able to influence the implementation of pilot applications, in a way, that make these applications viable for users, thus increasing the likelihood of success. As a by-product of the experiences and knowledge gained in the project, the organisation will be able to advice their network members better on future developments and build better relations to the cities they are active in. 422 / 1,000 characters

Durability of the output

An integral part of BalticGoesGreen is the creation of processes and structures to enable actors (inside and outside the partnership), to reach their goals through better knowledge and experience. The project will enable them to carry on more effectively and efficiently. Additionally the experts system and training systems are automated and will be available for further training and adjustment of plans far after the project ends (compare WP1 and WP3).

455 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.3: Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstad						
O.2.3: Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstad						

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 5 - The Capital Region of Denmark

A 2.4

5.6.2 Title of the group of activities

Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden

70 / 100 characters

5.6.3 Description of the group of activities

Issue:
The use of biogas in a city-context requires complex infrastructure. Beginning with the production of biogas, to transporting it, setting up and operating fuelling stations down to deploying the right vehicles.
The complexity of the demands for the use of biogas will often be too large for a single city to handle. Therefore hydrogen infrastructure needs to be set up, at least at a regional level, for the city-level to use it.

Solutions and Operationalisation:
Örebro, Helsinki-Uusimaa and Hovedstaden jointly develop a roadmap module, containing actions to implement biogas fuelling infrastructure with the cities in their respective regions: Helsinki, Copenhagen, Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro to address the above mentioned issues.
As the region of Hovedstaden is already using Biogas trucks and infrastructure in a 24 hour service. Thus Hovedstaden will act as a forerunner for other cities in other regions, sharing its experiences.
The Örebro region, together with its cities Örebro, Lindseberg, Kumla, Hallsberg will, based on an actor network of Biogas producers, suppliers and users, develop a Biogas supply system in the region. Determining sites for production and fuelling and planning of capacities. Spreading of good examples. Additionally enable organisations to change to clean vehicles with suitable tools and trainings.
The Helsinki-Uusimaa region will create a biogas production network in cooperation with cities in the Helsinki-Uusimaa region. The network will elaborate and develop synergies and cooperation between cities and companies to facilitate biogas production, and the use of biogas as a fuel in transportations by mapping and deciding on fuelling sites and biogas-fuel sources. Preparation of funding is also included in this activity group.

The regions of Berlin-Brandenburg, Riga and Westpommerania will use the experiences made during the implementation of these pilots, to complement their own roadmaps.

Form of Output:
1) Report on each solution with a description of the solution, step-by-step description on how to implement the solution, lessons learned from the project and description on how to implement the pilot into plans.
2) Input for training handbook for WP3

2,243 / 3,000 characters

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

☐

O 2.4

Title of the output

Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden

70 / 100 characters

Description of the output

The output consist of a pilot, that in itself consists of the following parts:

- Örebro, Hovedstaden, Helsinki jointly develop a roadmap module, containing actions to implement biogas fuelling supply and fuelling systems, with the cities in their region

- Based on an actor network of Biogas producers, suppliers and users, development of a Biogas supply system in the region. Determining sites for production and fuelling and planning of capacities. Spreading of good examples.
Additionally enable organisations to change to clean vehicles with suitable tools and trainings.
- Developing a biogas production network in cooperation with municipalities in the Helsinki-Uusimaa region. The network will look for synergies and cooperation between municipalities and companies to facilitate biogas production, and the use of biogas as a fuel in transportations by mapping and deciding on feeling sites and biogas-fuel sources.

926 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The cities in the project will implement tangible pilot-applications, that will directly help them to achieve their emission-goals. Due to the involvement of regional public authorities the cities experience a boost of their capacities during the project, that helps them to develop the necessary internal knowledge on how to set up solutions and expand them. These are capacities they than can use throughout their work. Developing these plan jointly and with the help of regional public authorities will help the cities to implement these plans quicker and in more detail. The lessons learned through the project will also allow them to apply planning processes more effectively. 681 / 1,000 characters
Target group 2 Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The regions in the project help their cities to implement a tangible pilot application, that is backed up by regional and city-level plans. They will integrate this pilots into their regional plans and lend capacities to the cities, to realize actions from these plans. Developing these plans jointly in the project will help the regions to reach a higher degree of coordination, while learning from other regions and harmonizing their plans on a transnational level, leading to higher pressure in respect to infrastructure, energy and vehicle providers, making it possible to convince these provider more effectively to use green fuels. The regions will also learn from the pilots for future implementation. 708 / 1,000 characters
Target group 3 Business support organisation Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum.	Business support organisation will be able to influence the implementation of pilot applications, in a way, that make these applications viable for users, thus increasing the likelihood of success. As a by-product of the experiences and knowledge gained in the project, the organisation will be able to advice their network members better on future developments and build better relations to the cities they are active in. 422 / 1,000 characters

Durability of the output

An integral part of BalticGoesGreen is the creation of processes and structures to enable actors (inside and outside the partnership), to reach their goals through better knowledge and experience. The project will enable them to carry on more effectively and efficiently. Additionally the experts system and training systems are automated and will be available for further training and adjustment of plans far after the project ends (compare WP1 and WP3).
Preparation of further funding, for the implementation of certain aspects of these pilot actions and for their extension will be an integral part of the Output (as part of the Jointly developed Roadmap-module).

666 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.4: Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden						
O.2.4: Pilot on the use of biogas in Örebro, Helsinki-Uusimaa and Hovedstaden						

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 5 - The Capital Region of Denmark

Work package leader 2 PP 9 - Riga Planning Region

5.4 Work package budget

Work package budget 25%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). 331 / 500 characters	The group of the cities, represented by their local public authorities, are associated partners, that will be directly and actively involved through the regions, represented by the regional public authorities that are project partners. The cities will become part of the Impact Accelerator and involved through the Governance Board, that will meet every three months. Additional cities will be recruited during the project to participate in the trainings and workshops in WP3 these additional cities, as well as the cities already integrated as associated partners will participate in the trainings taking place in WP3 to enhance their capacities, to develop, expand and implement their plans. They are also the main target group for the activities in Group of Activities 3.3. 778 / 1,000 characters
2	Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). 479 / 500 characters	The group of the regions, is represented by the regional public authorities that are financing project partners. They carry the project but will also become part of the Impact Accelerator and involved through the Governance Board, that will meet every three months Additional regions will be recruited during the project to participate in the trainings and workshops in WP3. As financing partners they will participate in developing the roadshow, Inform and raise awareness of relevant actors from key institutions, administrations and increase knowledge of regions and cities outside the project. Regions will contribute to communication activities according to their territorial relevance and Activity-responsibilities. Communication results will be regularly evaluated (project's online presence, segmented feedback from event participants by satisfaction questionnaires) and the strategy will be adopted if necessary. 921 / 1,000 characters
3	Business support organisation Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum. 356 / 500 characters	As part of the Impact Accelerator a network of mobility, transport and logistics initiatives from the partner regions will be created and led by the Logistics Initiative Hamburg, that already has extensive experience in international networks. Representatives of different Business support organisations will participate in meeting of the Governance Board (of which the Logistics Initiative Hamburg (PP11) will be permanent member. PP11 will also actively partake in the communication activities in WP3, and make sure, that a permanent information flow is established to the group of Business Support Organisation. Through regular updates (through the communication tools described in 4.3) we will also promote the solutions towards these target groups. 753 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
3.1	**Capacity Building for cities, through interactive training tools and training sessions**
3.2	**Disseminating Results**

WP 3 Group of activities 3.1

5.6.1 Group of activities leader

Group of activities leader PP 1 - Technical University of Applied Sciences

A 3.1

5.6.2 Title of the group of activities

Capacity Building for cities, through interactive training tools and training sessions

86 / 100 characters

5.6.3 Description of the group of activities

Issue:
In order to scale up solutions developed in the project, more cities and regions need to be involved. This will allow for the solutions to be adopted widely, throughout and beyond the BSR programme area:

Solutions and Operationalisation:
A common online training tool, in which all training measures will be implemented and made available to the target groups (no access barriers). The training tool will be operationalised as an add-on to the digital expert system developed in WP1 and hosted on the same server. The tool will be advertised and made available to regions and cities outside the partner network.
Numerous regions (not only partner regions) will be trained through this interactive training tool, that will also exist long after the projects end. Trainings will also be actively pursued through workshops during the projects lifetime, targeting cities that so far are not part of the project.
The lessons learned in the process of developing and/or revising the regional clean fuel roadmaps will be further developed into more generic training materials to be used by other regions. Trainings will be actively carried out with regions outside the partnership during the project-lifetime by TH Wildau (at least 6 online-training sessions).
Trainings will start in the second project year and regularly be updated and continued throughout the project lifetime.

1,383 / 3,000 characters

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

O 3.1

Title of the output

Interactive Training Tool

25 / 100 characters

Description of the output

Common online training tool, in which all training measures will be implemented and made available to available to the target groups (no access barriers). The training tool will be operationalised as an add-on to the digital expert system developed in WP1 and hosted on the same server. The tool will be advertised and made available to regions and cities outside the partner network.

Form of Output:
1) Training handbook with input from WP1 and 2
2) Digital, interactive, online tool based on training handbook

513 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
Target group 1 Local public authority City- and municipal authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The cities and region in the project will use the training system to expand their capacities for the implementation of clean field solutions, by training their staff. After the project ends, plans will still need to be adapted to changing situations. New plans will need to be developed. The training tool, will allow to hold up the proficiency of personnel (current and newly hired) in questions of using clean fuels. 419 / 1,000 characters
Target group 2 Regional public authority The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Helsinki-Uusimaa (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV).	The cities and region in the project will use the training system to expand their capacities for the implementation of clean field solutions, by training their staff. After the project ends, plans will still need to be adapted to changing situations. New plans will need to be developed. The training tool, will allow to hold up the proficiency of personnel (current and newly hired) in questions of using clean fuels. 419 / 1,000 characters
Target group 3 Business support organisation Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum.	Business Support organisation will use the trainings to be able to better advice their network members on integrating solutions into their processes. Helping them to better interact with local and regional public authorities. 225 / 1,000 characters

Durability of the output

The training tool will be operated by TH Wildau during the project. After that the tools will be handed over to the Scandria Alliance and be operated by the Office of the General Secretary of the Alliance (currently this is PP2 Joint Spatial Planning Department Berlin Brandenburg).
The Scandria Alliance provides an arena for cities and regions to collaborate on climate-smart transport and mobility and regional development between Scandinavia and the Adriatic Sea. The Scandria Alliance will actively carry the results of BalticGoesGreen forward and members of the Alliance will use the training system in their daily work. In addition TH Wildau will offer the training System to other public parties interested, to establish a widespread use.

748 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.1: Capacity Building for cities, through interactive training tools and training sessions						
O.3.1: Interactive Training Tool						

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 2 - Joint Spatial Planning Department Berlin Brandenburg

A 3.2

5.6.2 Title of the group of activities

Disseminating Results

21 / 100 characters

5.6.3 Description of the group of activities

Issue:
To further scale up solutions a large audience needs to be informed about their existence.
To activate appropriate support on the national and European levels, actors on these levels need to be activated.

Solutions and Operationalisation:
Communication activities follow 2 main objectives: a permanent information and awareness raising on the projects implementation and maximum leverage to spread and disseminate the results achieved in the WPT1-3 towards a broad stakeholder community.
Communication will use mostly the storytelling approach demonstrations as well as the open participatory approach.

The project will provide a multitude of different project events and trainings. They include / policy dialogue activities with up to 130 participants as well as public and events and trainings with overall 150 participants. Among them a conference in Bruxelles addressing national and European decision makers (EU Commission DG Move, DG Regio, national ministries etc.).

A roadshow will be organised by the Joint Spatial Planning Department Berlin-Brandenburg.

Each event will be evaluated via a evaluation questionnaire will be circulated in paper or digital form, from where the exact number can be deviated. Moreover an infographic will be implemented with a specification of the type of target groups, from which Countries and number of the participants.

1. Inform and raise awareness of relevant actors from key institutions, administrations, transport and mobility operators, etc.: Winning attention and backing for project objectives assure sustainability of results. Include
project website, general project promotion, and wide dissemination of project results.
2. Increase knowledge among the PPs and outside the consortium: main activities are connected to action plans and policy guidelines, where results will be communicated.
3. Gather feedback from relevant stakeholders on tools, outputs and project communication to achieve a sense of ownership and to propose customized and usable tools, based on different requirements.
4. Maximize project result uptake (e.g. harmonized plans and pilots of WP2): communication will use mostly the storytelling approach demonstrations as well as the open participatory approach.

PPs will contribute to communication activities according to their territorial relevance and Activity-responsibilities. Communication results will be regularly evaluated (project's online presence, segmented feedback from event participants by satisfaction questionnaires) and the strategy will be adopted if necessary. LP has the overall responsibility for the communication approach and will coordinate the activities in close cooperation with the partners. Permanent communication and participation will be implemented mainly by through publications and access of results are assured in developing a final modular output catalogue.

2,889 / 3,000 characters

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

D 3.2

Title of the deliverable

Dissemination Activities

24 / 100 characters

Description of the deliverable

Purpose:
Communication project results to transfer solutions outside the partnership, with the goal to engage actors outside the partnership to pick up and implement solutions developed in the project.

Content:
Policy dialogue activities with up to 130 participants as well as public and events and trainings with overall 150 participants (including conference in Bruxelles).
Roadshow
Inviting outside actors to selected project meetings such as the governance board meetings.
Training on the expert tool (WP1) and using the training tool (WP3) to raise awareness and capacities of actors outside the project.
Due to the development of solutions on a transnational level, all solutions will be developed with the different views and approaches of most BSR-regions countries integrated.
All partners will be involved in communication activities, adding to the transnational value of dissemination activities.

Form of Deliverable:
1) Documentation of each event
2) Modular Output Catalogue

990 / 2,000 characters

Which output does this deliverable contribute to?

3.1 Interactive Training Tool and 1.3 Digital Expert System on Clean Fuel Roadmap Development

93 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.2: Disseminating Results						
D.3.2: Dissemination Activities						

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	4	N/A	N/A	**RCR 104 - Solutions taken up or up-scaled by organisations**	7	Solution: Creation of a city target group network, provide expertise and peer support. The network will be scaled up through the Scandria Alliance after the project. Solution: Digital Expert System on Clean Fuel Roadmap Development to operatianalize the toolbox. Cities and regions in the project will use the expert system to develop, complement or adapt their sustainability plans (including SUMPs), as well as other transport and mobility plans together with their regions. The use of the system will be scaled up through the dissemination actions of the project and the system will be kept operational after the project by the Scandria Alliance. Realizing clean fuel deployment in cities through roadmaps and their implementation: The roadmaps are going to become part of the cities and regions plans and are therefore also going to be implemented after the projects end. Örebro, Hovedstaden and Riga jointly develop a roadmap module, containing actions to implement electric charging with the cities in their respective regions: Riga, Copenhagen, Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro to address the above mentioned issues. Örebro, Hovedstaden, Westpommerania and Brandenburg jointly develop a roadmap module, containing actions to implement hydrogen fuelling infrastructure with the cities in their respective regions: Eberswalde, Szczecin, Copenhagen, Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro. Solutions and Operationalisation: Örebro, Helsinki-Uusima and Hovedstaden jointly develop a roadmap module, containing actions to implement biogas fuelling infrastructure with the cities in their respective regions: Helsinki, Copenhagen, Hallsberg, Karlskoga, Kumla, Lindesberg, Örebro. All solutions are going to actively advertised towards other regions and cities, with instruments like the digital training tool and the digital expert system to ease the uptake and upscaling of these solutions. 1,917 / 2,000 characters

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.
		O.1.2: Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities	Cities (represented by local public authorities) will use the toolbox in order to develop, complement or adapt their Sustainability plans (including SUMPs), as well as other transport and mobility plans. They will also use the KPI system to measure and benchmark their development in regards to past developments as well as in regards to other cities. They will also use the toolbox to better cooperate with their regions, other cities in their regions and other actors (e.g. public transport companies etc.), as the tools will be developed from a holistic perspective including actors from different levels. Regions (represented by regional public authorities) will use the toolbox in order to develop, complement or adapt integrated regional sustainability plans with a focus on cities in their regions. The toolbox will stimulate and encourage the cooperative development and implementation of such plans. 908 / 1,000 characters			

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
		O.1.3: Digital Expert System on Clean Fuel Roadmap Development	The cities in the project will use the expert system to develop, complement or adapt their sustainability plans (including SUMPs), as well as other transport and mobility plans together with their regions in the project. After the project ends, these plans will still need to be adapted to changing situations. The expert systems allows to do this in a seamless manner, connecting directly to the plans developed and implemented in the project. It will also allow to measure the success of solutions, implemented by the project, on a long term basis (after the project ended). The regions in the project will use the expert system to develop, complement or adapt sustainability plans, as well as other transport and mobility plans together with their cities in the project. After the project ends, these plans will still need to be adapted to changing situations. The expert systems allows to do this in a seamless manner, connecting directly to the plans developed and implemented in the project. 997 / 1,000 characters

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
RCO 116 – Jointly developed	7	O.2.1: O2.1.Actionalbe and concrete Clean Fuel Roadmaps for cities	The cities in the project will use the expert system to develop, complement or adapt their sustainability plans (including SUMPs), as well as other transport and mobility plans together with their regions in the project. The development and continuous alignment of these plans is among the core responsibilities of local public authorities. The regional public authorities work consists of developing regional plans, such as transport, mobility and sustainability plans. They also need to adjust these plans to the needs of the cities, which are the ones who need to implement these plans. Developing these plans jointly in the project will help the regions and cities to reach a higher degree of coordination, while learning from other regions and harmonizing their plans on a transnational level, leading to higher pressure in respect to infrastructure, energy and vehicle providers, making it possible to convince these provider more effectively to use green fuels. 970 / 1,000 characters

developed solutions Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
		O.2.2: Pilot on Developing intelligent charging stations in cities in Örebro, Hovedstaden and Riga	Cities will implement tangible pilot-applications, that will directly help them to achieve their emission-goals. Due to the involvement of regional public authorities the cities experience a boost of their capacities during the project, that helps them to develop the necessary internal knowledge on how to set up solutions and expand them. Regions will integrate this pilots into their regional plans. Developing these plans jointly in the project will help regions to reach a higher degree of coordination, while learning from other regions and harmonizing their plans on a transnational level. Business support organisation will be able to influence the implementation of pilot applications, in a way, that make these applications viable for users, thus increasing the likelihood of success. As a by-product of the experiences and knowledge gained in the project, the organisation will be able to advice their network members better on future developments and build better relations to the cities. 1,000 / 1,000 characters

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
		O.2.3: Pilot on the use of hydrogen in Berlin-Brandenburg, Örebro, Westpommerania, Rostock and Hovedstaden	Cities will implement tangible pilot-applications, that will directly help them to achieve their emission-goals. Due to the involvement of regional public authorities the cities experience a boost of their capacities during the project, that helps them to develop the necessary internal knowledge on how to set up solutions and expand them. Regions will integrate this pilots into their regional plans. Developing these plans jointly in the project will help regions to reach a higher degree of coordination, while learning from other regions and harmonizing their plans on a transnational level. Business support organisation will be able to influence the implementation of pilot applications, in a way, that make these applications viable for users, thus increasing the likelihood of success. As a by-product of the experiences and knowledge gained in the project, the organisation will be able to advice their network members better on future developments and build better relations to the cities.

1,000 / 1,000 characters

Output indicators | **Result indicators**

Output indicator	Total target value in number	Result indicator	Total target value in number	Please describe what types of organisations are planned to actively participate in the project. Explain how this participation will increase their institutional capacity. These types of organisations should be in line with the target groups you have defined for your project.
RCO 87 - Organisations cooperating across borders	27	PSR 1 - Organisations with increased institutional capacity due to their participation in cooperation activities across borders	52	Project partners and associated organisations: City-authorities in charge of public transport providers and of local policies to foster clean fuel solutions. Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Riga (LV). Regional public authority: The regional level of governance. They are in charge of spatial planning and the overarching regional scope of transport planning for multiple cities, as well as their hinterland. They are also in charge of the development and implementation of regional sustainability plans Regions: Southwest Finland (FI), Helsinki-Uusimaa (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Regions: Southwest Finland (FI), Eastern Norway (NO), Berlin-Brandenburg (DE), Mecklenburg-Vorpommern (DE), Westpommerania (PL), Hovedstaden (DK), Örebro (SE), Skane (SE), Riga (LV). Business support organisation: Transport, mobility and logistics-business networks. They represent the user end of the clean fuel deployment spectrum. We will create an Impact Accelerator to increase capacities of cities, to rapidly develop and introduce solutions.

1,292 / 1,500 characters

				Other organisations: We are going to introduce standardized solution modules for clean fuel deployment through a toolbox and a digital expert system, that will be used to jointly develop, detailed and actionable plans for the cities in the project. Parts of these plans are going to be realized, during the project lifetime, by creating tangible, highly visible pilots, such as booking platforms, charging stations, smart procurement schemes and much more. We are going to actively push this solutions into other regions and cities. This will in part happen through the regions, that are already project partners and that will apply the solutions in additional cities, that are currently not associated partners. We are committing to involve another 26 organizations into the project, that are currently not involved, thereby doubling the number of involved organizations.

853 / 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	Technical University of Applied Sciences	Active 22/09/2022	620,000.00	93,000.00	93,000.00
2 - PP	Joint Spatial Planning Department Berlin Brandenburg	Active 22/09/2022	115,000.00	17,250.00	17,250.00
3 - PP	Helsinki-Uusimaa Regional Council	Active 22/09/2022	233,000.00	34,950.00	34,950.00
4 - PP	Westpomeranian Region	Active 22/09/2022	77,000.00	11,550.00	11,550.00
5 - PP	The Capital Region of Denmark	Active 22/09/2022	260,000.00	39,000.00	39,000.00
6 - PP	Region Örebro County	Active 22/09/2022	245,000.00	36,750.00	36,750.00
7 - PP	Eastern Norway County Network	Active 22/09/2022	142,000.00	21,300.00	21,300.00
8 - PP	Rostock Port	Active 22/09/2022	30,000.00	4,500.00	4,500.00
9 - PP	Riga Planning Region	Active 22/09/2022	121,000.00	18,150.00	18,150.00
10 - PP	Szczecin and Swinoujscie Seaports Authority SA	Active 22/09/2022	57,000.00	8,550.00	8,550.00
11 - PP	Logistics Initiative Hamburg	Active 22/09/2022	62,000.00	9,300.00	9,300.00
12 - PP	Barnim County	Active 22/09/2022	50,000.00	7,500.00	7,500.00
Total			2,012,000.00	301,800.00	301,800.00

No. & role	Partner name	CAT4 - External expertise & services	CAT5 - Equipment	Total partner budget
1 - LP	Technical University of Applied Sciences	34,000.00	2,100.00	842,100.00
2 - PP	Joint Spatial Planning Department Berlin Brandenb	32,000.00	0.00	181,500.00
3 - PP	Helsinki-Uusimaa Regional Council	64,000.00	0.00	366,900.00
4 - PP	Westpomeranian Region	37,900.00	0.00	138,000.00
5 - PP	The Capital Region of Denmark	16,000.00	0.00	354,000.00
6 - PP	Region Örebro County	34,000.00	0.00	352,500.00
7 - PP	Eastern Norway County Network	12,000.00	0.00	196,600.00
8 - PP	Rostock Port	50,500.00	0.00	89,500.00
9 - PP	Riga Planning Region	43,900.00	2,800.00	204,000.00
10 - PP	Szczecin and Swinoujscie Seaports Authority SA	1,500.00	0.00	75,600.00
11 - PP	Logistics Initiative Hamburg	7,000.00	0.00	87,600.00
12 - PP	Barnim County	40,000.00	0.00	105,000.00
Total		372,800.00	4,900.00	2,993,300.00

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. Technical Univers	Communication	CAT4-PP1-C-0	Promotion (poster, flyer, brochure etc.) 40 / 100 characters	No	N/A	4,000.00
1. Technical Univers	Events/meetings	CAT4-PP1-A-0	Opening Conference in the Capital Region Berlin 48 / 100 characters	No	N/A	3,000.00
1. Technical Univers	National control	CAT4-PP1-F-0	FLC 3 / 100 characters	No	N/A	10,000.00
1. Technical Univers	Events/meetings	CAT4-PP1-A-0	Final Conference in Berlin 26 / 100 characters	No	3.2	5,000.00
1. Technical Univers	Events/meetings	CAT4-PP1-A-0	Conference(Bruxelles)addressing national&EU decision makers(EU C, DG Move, national ministries etc.) 100 / 100 characters	No	N/A	4,500.00
1. Technical Univers	IT	CAT4-PP1-B-0	Rent for servers and software licences for Expert System 56 / 100 characters	No	1.3	4,500.00
4. Westpomeranian	Events/meetings	CAT4-PP4-A-0	smaller regional meetings and workshops for capacity building in cities 71 / 100 characters	No	2.1 2.3	1,000.00
4. Westpomeranian	Events/meetings	CAT4-PP4-A-0	project partner meeting in Poland 33 / 100 characters	No	N/A	2,000.00
4. Westpomeranian	Specialist support	CAT4-PP4-E-0	Expert support in the preparation of Clean Fuel Toolbox 57 / 100 characters	No	1.2	8,000.00
4. Westpomeranian	Specialist support	CAT4-PP4-E-1	Expert support in the preparation of regional clean fuel roadmap 65 / 100 characters	No	1.3	1,500.00
4. Westpomeranian	Specialist support	CAT4-PP4-E-1	Expert support in the preparation of roadmap modules 53 / 100 characters	No	2.1 2.2 2.3 2.4	1,000.00
4. Westpomeranian	Events/meetings	CAT4-PP4-A-1	Organisation of regional workshops in municipalities 53 / 100 characters	No	3.1 3.2	10,000.00
	Total					372,800.00

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
4. Westpomeranian	Specialist support	CAT4-PP4-E-1	Assessment of the potential for additional green energy terminals/hubs along the Oder Waterway 94 / 100 characters	No	2.3	10,000.00	
4. Westpomeranian	Other	CAT4-PP4-G-1	Stakeholder participation in project events 43 / 100 characters	No	2.1 2.3	3,500.00	
4. Westpomeranian	Other	CAT4-PP4-G-1	translations into national language 35 / 100 characters	No	1.3 2.3	900.00	
6. Region Örebro C	Events/meetings	CAT4-PP6-A-1	smaller regional meetings and workshops for capacity building in cities 71 / 100 characters	No	3.1	1,000.00	
6. Region Örebro C	Events/meetings	CAT4-PP6-A-1	project partner meeting in Sweden 33 / 100 characters	No	N/A	3,000.00	
6. Region Örebro C	Specialist support	CAT4-PP6-E-1	Organisation of regional workshops in municipalities 52 / 100 characters	No	2.1 2.2 2.3 2.4	30,000.00	
9. Riga Planning Re	Events/meetings	CAT4-PP9-A-1	Stakeholder workshops (2 events x 1000 EUR) to strengthen target group network in Riga region 93 / 100 characters	No	1.1	2,000.00	
9. Riga Planning Re	Specialist support	CAT4-PP9-E-2	A summary report on existing carbon neutrality plans in the Riga region and a regional KPI module 97 / 100 characters	No	1.2	4,000.00	
9. Riga Planning Re	Specialist support	CAT4-PP9-E-2	Roadmap module for improvement of electric charging system in the Riga region (partner input) 93 / 100 characters	No	2.1	5,000.00	
9. Riga Planning Re	Specialist support	CAT4-PP9-E-2	intelligent charging point booking plattform in Riga regio 58 / 100 characters	No	2.1	12,000.00	
9. Riga Planning Re	Specialist support	CAT4-PP9-E-2	Roadmap module for improvement of hydrogen use for vehicles in the Riga region (partner input) 94 / 100 characters	No	2.2	5,000.00	
	Total					372,800.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
9. Riga Planning Re	Specialist support	CAT4-PP9-E-2	Elaboration of a Clean Fuel Roadmap for Riga region 53 / 100 characters	No	2.4	7,600.00	
9. Riga Planning Re	Events/meetings	CAT4-PP9-A-2	Capacity building and dissemination activities in Riga region (3 events x 1000 EUR) 83 / 100 characters	No	3.1 3.2	3,000.00	
9. Riga Planning Re	Other	CAT4-PP9-G-2	Stakeholders' participation in project events abroad (4 events x 1 person per event x 700 EUR) 96 / 100 characters	No	2.1 2.2 2.3 2.4	2,800.00	
9. Riga Planning Re	Events/meetings	CAT4-PP9-A-2	Project partner meeting in Riga 31 / 100 characters	No	N/A	2,500.00	
10. Szczecin and S	Events/meetings	CAT4-PP10-A-	smaller regional meetings 25 / 100 characters	No	N/A	500.00	
10. Szczecin and S	Other	CAT4-PP10-G-	translations into national language 35 / 100 characters	No	2.1 2.2 2.3 2.4	1,000.00	
11. Logistics Initiati	Events/meetings	CAT4-PP11-A-	smaller regional meetings with NGO´s 36 / 100 characters	No	N/A	500.00	
11. Logistics Initiati	National control	CAT4-PP11-F-	FLC 3 / 100 characters	No	N/A	6,500.00	
3. Helsinki-Uusimaa	Events/meetings	CAT4-PP3-A-3	smaller regional meetings and workshops for capacity building in cities 71 / 100 characters	No	3.1	1,000.00	
3. Helsinki-Uusimaa	Events/meetings	CAT4-PP3-A-3	Project partner meeting in Helsinki 35 / 100 characters	No	N/A	3,000.00	
3. Helsinki-Uusimaa	Specialist support	CAT4-PP3-E-3	Expert support for the Impact Accelerator Toolbox for clean fuel deployment roadmaps in cities 94 / 100 characters	No	1.2	30,000.00	
3. Helsinki-Uusimaa	Specialist support	CAT4-PP3-E-3	Expert support Biogas potential in Helsinki-Uusimaa region 58 / 100 characters	No	2.4	30,000.00	
	Total					372,800.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
2. Joint Spatial Plan	Events/meetings	CAT4-PP2-A-3	smaller regional meetings and workshops for roadmap development in cities (Berlin Capital region) 97 / 100 characters	No	2.1 2.3	5,000.00	
2. Joint Spatial Plan	National control	CAT4-PP2-F-3	FLC 3 / 100 characters	No	N/A	7,000.00	
2. Joint Spatial Plan	Events/meetings	CAT4-PP2-A-3	Roadshow and documentation 26 / 100 characters	No	3.2	20,000.00	
8. Rostock Port	Events/meetings	CAT4-PP8-A-3	smaller regional meetings and workshops for capacity building in city of Rostock 80 / 100 characters	No	3.1	500.00	
8. Rostock Port	National control	CAT4-PP8-F-4	FLC 3 / 100 characters	No	N/A	10,000.00	
8. Rostock Port	Specialist support	CAT4-PP8-E-4	Expert support for capacity building for expansion of municipal hydrogen supply system of Rostock 97 / 100 characters	No	2.1 2.3	40,000.00	
12. Barnim County	Events/meetings	CAT4-PP12-A-	smaller regional meetings and workshops for roadmap development in the Barnim district 86 / 100 characters	No	2.1 2.3	1,000.00	
12. Barnim County	National control	CAT4-PP12-F-	FLC 3 / 100 characters	No	N/A	7,000.00	
12. Barnim County	Specialist support	CAT4-PP12-E-	Expert support for strategy for procurement & operation of hydrogen vehicles 77 / 100 characters	No	2.1 2.3	32,000.00	
1. Technical Univers	Events/meetings	CAT4-PP1-A-4	Regional Workshops for Roadmap Development in the Berlin Capital Region 71 / 100 characters	No	2.1 2.3	3,000.00	
7. Eastern Norway	Events/meetings	CAT4-PP7-A-4	smaller regional meetings and workshops for roadmap development with city of Oslo 81 / 100 characters	No	2.1 2.2	2,000.00	
7. Eastern Norway	National control	CAT4-PP7-F-4	FLC 3 / 100 characters	No	N/A	10,000.00	
	Total					372,800.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
5. The Capital Regi	Events/meetings	CAT4-PP5-A-4	smaller regional meetings and workshops for roadmap development with cities in the region 89 / 100 characters	No	2.1 2.3 2.4	2,500.00	
5. The Capital Regi	Events/meetings	CAT4-PP5-A-4	project partner meeting in Region Hovedstaden (catering, room rent) 67 / 100 characters	No	N/A	3,500.00	
5. The Capital Regi	National control	CAT4-PP5-F-5	FLC 3 / 100 characters	No	N/A	10,000.00	
	Total					372,800.00	

7.1.2 Equipment

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Technical Univers	Office equipment	CAT5-PP1-A-0	Laptop 6 / 100 characters	No	1.1 1.2 1.3 2.1 2.2 2.3 2.4 3.1 3.2 N/A	1,500.00	
1. Technical Univers	IT hardware and soft	CAT5-PP1-B-0	Hardware and Software for Laptop 33 / 100 characters	No	1.1 1.2 1.3 2.1 2.2 2.3 2.4 3.1 3.2 N/A	600.00	
9. Riga Planning Re	IT hardware and soft	CAT5-PP9-B-0	2 laptop computers for project experts 38 / 100 characters	No	1.1 1.2 1.3 2.1 2.2 2.3 2.4 3.1 3.2 N/A	2,800.00	
	Total					4,900.00	

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	Technical University of Applied Sciences	Active 22/09/2022	DE	ERDF	80.00 %	842,100.00	673,680.00	168,420.00	For each partner, the State aid relevance and applied aid measure are defined in the **State aid section**
2-PP	Joint Spatial Planning Department Berlin Brandenburg	Active 22/09/2022	DE	ERDF	80.00 %	181,500.00	145,200.00	36,300.00	
3-PP	Helsinki-Uusimaa Regional Council	Active 22/09/2022	FI	ERDF	80.00 %	366,900.00	293,520.00	73,380.00	
4-PP	Westpomeranian Region	Active 22/09/2022	PL	ERDF	80.00 %	138,000.00	110,400.00	27,600.00	
5-PP	The Capital Region of Denmark	Active 22/09/2022	DK	ERDF	80.00 %	354,000.00	283,200.00	70,800.00	
6-PP	Region Örebro County	Active 22/09/2022	SE	ERDF	80.00 %	352,500.00	282,000.00	70,500.00	
7-PP	Eastern Norway County Network	Active 22/09/2022	NO	Norway	50.00 %	196,600.00	98,300.00	98,300.00	
8-PP	Rostock Port	Active 22/09/2022	DE	ERDF	80.00 %	89,500.00	71,600.00	17,900.00	
9-PP	Riga Planning Region	Active 22/09/2022	LV	ERDF	80.00 %	204,000.00	163,200.00	40,800.00	
10-PP	Szczecin and Swinoujscie Seaports Authority SA	Active 22/09/2022	PL	ERDF	80.00 %	75,600.00	60,480.00	15,120.00	
11-PP	Logistics Initiative Hamburg	Active 22/09/2022	DE	ERDF	80.00 %	87,600.00	70,080.00	17,520.00	
12-PP	Barnim County	Active 22/09/2022	DE	ERDF	80.00 %	105,000.00	84,000.00	21,000.00	
Total ERDF						2,796,700.00	2,237,360.00	559,340.00	
Total Norway						196,600.00	98,300.00	98,300.00	
Total						2,993,300.00	2,335,660.00	657,640.00	

7.3 Spending plan per reporting period

	EU partners (ERDF)		Norwegian partners (Norway)		Total	
	Total	Programme co-financing	Total	Programme co-financing	Total	Programme co-financing
Period 1	366,374.00	293,099.20	27,000.00	13,500.00	393,374.00	306,599.20
Period 2	400,728.20	320,582.56	29,000.00	14,500.00	429,728.20	335,082.56
Period 3	515,206.80	412,165.44	35,000.00	17,500.00	550,206.80	429,665.44
Period 4	572,463.80	457,971.04	40,000.00	20,000.00	612,463.80	477,971.04
Period 5	572,463.80	457,971.04	40,000.00	20,000.00	612,463.80	477,971.04
Period 6	369,463.40	295,570.72	25,600.00	12,800.00	395,063.40	308,370.72
Total	2,796,700.00	2,237,360.00	196,600.00	98,300.00	2,993,300.00	2,335,660.00