1. Identification

Call	Date of submission
C1	25/04/2022

1.1. Full name of the project

Solutions for Zero Emission Transports in the Baltic Sea Region

63 / 250 characters

1.2. Short name of the project

TransZero BSR

13 / 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

Actions for sustainable transport need to be taken, to reach the climate goals. Green fossil-free transport is a priority for the Baltic Sea Region and is an important step in the transition to a climate neutral society. The transition to fossil-free transport is perceived as one of the largest challenges to achieve climate goals, because the pace of change is too slow and there is still lacking available solutions for fossil-free transport. Regional and local authorities need to improve their capacity to implement green solutions. There is a strong demand from municipalities to receive support from regional level - guidance with key indicators and a model for target-setting. There is a need for transnational cooperation to develop solutions to speed up the transition to emission-free freight transports in the BSR. Transports often cross borders and need joint solutions.

TransZero BSR will support the target groups by providing:
- sustainable solutions for zero emission transports in municipalities and regions
- green procurement solutions for transport purchasers of zero emission transports
- fossil-free solutions and tools for transport suppliers in zero emission transports.

Municipalities and regions are important actors for increasing the pace in the transition to climate neutral societies and they are the primary target group for the project. Transnational collaboration between regions in BSR
will bring actors together from the whole transport value chain.

1,490 / 1,500 characters

1.8. Summary of the partnership

Partners in the TransZero BSR project have in common that they are located in regions where large part of freight transport is carried out by road with trucks with fossil fuels. In TransZero partners can learn from each other and test different solutions in different regions or municipalities and then transfer the solution within a greater geography. TransZero BSR will mobilize municipalities, Public and Private Transport purchasers and transport suppliers to use smart green solutions for transports within the BSR to contribute to the goal of "a climate-neutral and zero emission transport sector" by providing comprehensive solutions to public authorities to take actions.

The TransZero BSR partnership consists of 8 Partner organisations and 23 Associated Partner organisations which are regional and local authorities, sectoral agencies, business support organisations and research institutions. The partnership will together develop joint guidelines, models and tools to harmonize and speed up the transition towards green mobility.

To speed up the transition into fossil free transport, actors need to cooperate within the whole value chain. This means cooperation between freight companies, public and private transport purchasers, fuel and energy companies, electricity network companies, municipalities in their role as landowners and planners, who make land available for establishing infrastructure (charging stations and fueling stations for green fuel).

Cooperation between countries, sectors and actors is needed if we should succeed in reaching the climate goals . A strong partnership is needed with regional and local partners responsible for climate issues, and which can make change.

By working together, transnationally, the partners in TransZero can support Municipalities, Public and Private Transport purchasers and Transport suppliers in the transition into fossil free transport by providing collaboration forums, digital platforms and workshops for actor mobilization and joint actions.

2,025 / 3,000 characters

1.11. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	1,752,117.52
	Own contribution ERDF	0.00	438,029.38
	ERDF budget	0.00	2,190,146.90
NO	NO co-financing	0.00	200,150.00
	Own contribution NO	0.00	200,150.00
	NO budget	0.00	400,300.00
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	1,952,267.52
	Total own contribution	0.00	638,179.38
	Total budget	0.00	2,590,446.90

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	Värmland County Administrative Board	Länsstyrelsen Värmland	SE	Regional public authority	a)	474,000.00 €	Active	22/09/2022
2	PP	Dalarna County Administrative Board	Länsstyrelsen Dalarna	SE	Regional public authority	a)	304,400.00 €	Active	22/09/2022
3	PP	Regional Council of North Karelia	Pohjois-Karjalan maakuntaliitto	FI	Regional public authority	a)	306,988.00 €	Active	22/09/2022
4	PP	Viken County Council	Viken fylkeskommune	NO	Regional public authority	a)	400,300.00 €	Active	22/09/2022
5	PP	Mazovia Energy Agency	Mazowiecka Agencja Energetyczna Sp. z o.o.	PL	Sectoral agency	a)	293,041.30 €	Active	22/09/2022
6	PP	City of Lappeenranta	Lappeenrannan kaupunki	FI	Local public authority	a)	276,600.00 €	Active	22/09/2022
7	PP	Saue Municipality Government	Saue Vallavalitsus	EE	Local public authority	a)	315,532.00 €	Active	22/09/2022
8	PP	Wroclaw University of Science and Technology	Politechnika Wrocławska	PL	Higher education and research institution	a)	219,585.60 €	Active	22/09/2022

2.1.2 Associated Organisations

No.	Organisation (English)	Organisation (Original)	Country	Type of Partner
AO 1	Dalarna regional council	Region Dalarna	SE	Regional public authority
AO 2	Mid Sweden Chamber of Commerce	Mellansvenska Handelskammaren	SE	Business support organisation
AO 3	The Swedish association of road transport companies	Sveriges Åkeriföretag	SE	Business support organisation
AO 4	Procurement center of Falun-Borlänge region	Upphandlingscenter Falun-Borlänge-regionen	SE	Sectoral agency
AO 5	Energy intelligent Dalarna	Energiintelligent Dalarna	SE	Interest group
AO 6	The Swedish Association of Road Transport Companies	Sveriges Åkeriföretag Värmland	SE	Business support organisation
AO 7	RISE Research Institutes of Sweden	RISE	SE	Higher education and research institution
AO 8	IUC Stål & Verkstad	IUC Stål & Verkstad	SE	Business support organisation
AO 9	Karlstad's Energy	Karlstads Energi AB	SE	Local public authority
AO 10	LBC - Frakt i Värmland AB	LBC - Frakt i Värmland AB	SE	Small and medium enterprise
AO 11	Municipality of Halden	Halden kommune	NO	Local public authority
AO 12	Municipality of Nordre Follo	Nordre Follo kommune	NO	Local public authority
AO 13	Municipality of Lilleström	Lillestrøm kommune	NO	Local public authority
AO 14	Municipality of Gol	Gol kommune	NO	Local public authority
AO 15	City of Sokołów Podlaski	Gmina Miejska Sokołów Podlaski	PL	Local public authority
AO 16	Engineering and Communal Services Company	Przedsiębiorstwo Usług Inżynieryjno-Komunalnych Spółka z o.o.	PL	Infrastructure and public service provider
AO 17	Legionowo Municipality	Gmina Miejska Legionowo	PL	Local public authority
AO 18	City of Ostrołęka	Miasto Ostrołęka	PL	Local public authority
AO 19	City of Warsaw	Miasto Warszawa	PL	Local public authority
AO 20	Greenreality Network	Greenreality Network	FI	Interest group
AO 21	Regional Transport Department	Regional Transport Department	FI	Sectoral agency
AO 22	Paper Province	Paper Province	SE	Business support organisation
AO 23	Union of Harju County Municipalities	Harjumaa Omavalitsuste Liit	EE	Sectoral agency

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 Länsstyrelsen Värmland

22 / 250 characters

Organisation in English Värmland County Administrative Board

36 / 250 characters

Department in original language Regional utveckling

19 / 250 characters

Department in English Regional development

20 / 250 characters

Partner location and website:

Address	Våxnäsgatan 5 13 / 250 characters	**Country**	Sweden
Postal Code	65186 5 / 250 characters	**NUTS1 code**	Norra Sverige
Town	Karlstad 8 / 250 characters	**NUTS2 code**	Norra Mellansverige
Website	www.lansstyrelsen.se/varmland 29 / 100 characters	**NUTS3 code**	Värmlands län

Partner ID:

Organisation ID type	Organisation number (Organisationsnummer)
Organisation ID	202100-2395
VAT Number Format	SE + 12 digits
VAT Number	**N/A** ☐ SE202100239501 14 / 50 characters
PIC	891559011 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:

Värmland County Administrative Board (VCAB) is the Lead partner for the project. VCAB will lead the partnership regarding Project management and Steering group meetings. Also overall Communication will be a task for VCAB as Lead partner. VCAB is an experienced organisation when it comes to the role as Lead partner in the Interreg B North Sea Region Programme, but is aware of all objectives and rules also in the Interreg Baltic Sea programme. VCAB will be actively involved in all Work Packages and GoAs, but will focus a little bit extra on WP2 where we have a role as WP-leader together with Viken County Council in Norway. Letters of support have been signed with 15 municipalities in Värmland, Region Värmland and 19 private actors regarding cooperation for the transition to green mobility/participation in VCAB's TransZero BSR activities. Close cooperation with other County Administrative Boards in Sweden will be used for reaching out nationally in the transfer phase of the project.

994 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 2

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

Partner name:

Organisation in original language	Länsstyrelsen Dalarna (21 / 250 characters)
Organisation in English	Dalarna County Administrative Board (35 / 250 characters)
Department in original language	Agenda 2030 (11 / 250 characters)
Department in English	Agenda 2030 (11 / 250 characters)

Partner location and website:

Address	Åsgatan 84 (10 / 250 characters)	**Country**	Sweden
Postal Code	791 72 (6 / 250 characters)	**NUTS1 code**	Norra Sverige
Town	Falun (5 / 250 characters)	**NUTS2 code**	Norra Mellansverige
Website	www.lansstyrelsen.se/dalarna (28 / 100 characters)	**NUTS3 code**	Dalarnas län

Partner ID:

Organisation ID type	Organisation number (Organisationsnummer)
Organisation ID	212000-2429
VAT Number Format	SE + 12 digits
VAT Number	**N/A** ☐ SE202100242901 (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:

Dalarna County Administrative Board has a long tradition of leading the transision towards a climate neutral and fossil free society at regional level. Since 2009, Dalarnas has been apointed by the Swedish government as pilot region for green growth. We are responsible for leading and coordinating energy and climate work in the sectors of buildings, industry and transport as well as energy systems. We have managed several energy and climate Interreg projects. We have established solid cooperations for stakeholders being involved in the different sectors, under the umbrella of Energy Intelligent Dalarna. In the transport sector we have a stakeholder cooperation that includes local, regional and national authorities as well as transport suppliers, R&D and business organization. Dalarna will in TransZero coordinate GoA3 about green solutions for transport suppliers.

876 / 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	Pohjois-Karjalan maakuntaliitto (31 / 250 characters)
Organisation in English	Regional Council of North Karelia (33 / 250 characters)
Department in original language	Alueidenkäyttö (14 / 250 characters)
Department in English	Regional planning (17 / 250 characters)

Partner location and website:

Address	Siltakatu 2 (11 / 250 characters)	**Country**	Finland
Postal Code	80100 (5 / 250 characters)	**NUTS1 code**	Manner-Suomi
Town	Joensuu (7 / 250 characters)	**NUTS2 code**	Pohjois- ja Itä-Suomi
Website	www.pohjois-karjala.fi (22 / 100 characters)	**NUTS3 code**	Pohjois-Karjala

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	0927140-5
VAT Number Format	FI + 8 digits
VAT Number	N/A ☐ FI09271405 (10 / 50 characters)
PIC	991453879 (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:

Regional Council of North Karelia has major competences & practice in initiating and managing transnational projects as well as international networks & conferences. We have been partners in finished Interreg Baltic Sea Region projects EMMA and EMMA Extensions. Regional Council has just created regional Climate and Energy Program and coordinates projects on climate change, increasing energy efficiency etc. In TransZero BSR North Karelia will be WP-leader for Work package 3 and also organise the final conference/end event together with Lappeenranta.

555 / 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 Viken fylkeskommune

19 / 250 characters

Organisation in English Viken County Council

20 / 250 characters

Department in original language Klimaavdelingen

15 / 250 characters

Department in English Department of Climate

21 / 250 characters

Partner location and website:

Address Oscar Pedersens vei 39

22 / 250 characters

Postal Code 1702

4 / 250 characters

Town Sarpsborg

9 / 250 characters

Website viken.no

8 / 100 characters

Country Norway

NUTS1 code Norge

NUTS2 code Oslo og Viken

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	896929513 (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:

Viken county council is working for a fossil free transport sector in 2030. As part of this, the county has taken part in a range of national and international projects focusing on topics such as public procurement, fossil free machines, charging and fuelling infrastructure, fossil free heavy duty vehicles, etc. We will build on the knowledge and experience from these former projects in the TransZero project. The county council has established a partnership called Klima Viken which includes the national authority (Statsforvalteren) and local municipalities, and a partnership with private companies and NGOs called Klimapartnere Viken, and will implement the project activities in close cooperation with the TransZero BSR partners. Viken will be WP-leader for WP2 in cooperation with Värmland and also coordinate GoA2 about Solutions for Public and Private Transport purchasers.

885 / 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	Mazowiecka Agencja Energetyczna Sp. z o.o. (42 / 250 characters)
Organisation in English	Mazovia Energy Agency (21 / 250 characters)
Department in original language	n/a (3 / 250 characters)
Department in English	n/a (3 / 250 characters)

Partner location and website:

Address	Nowogrodzka 31/330 (18 / 250 characters)	**Country**	Poland
Postal Code	00-511 (6 / 250 characters)	**NUTS1 code**	Makroregion województwo mazowieckie
Town	Warsaw (6 / 250 characters)	**NUTS2 code**	Warszawski stołeczny
Website	www.mae.com.pl (14 / 100 characters)	**NUTS3 code**	Miasto Warszawa

Partner ID:

Organisation ID type	Tax identification number (NIP)
Organisation ID	1132760903
VAT Number Format	PL + 10 digits
VAT Number	N/A ☐ PL1132760903 (12 / 50 characters)
PIC	972351863 (9 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

Mazovia Energy Agency (MAE) was established in March 2009 by Mazovian Voivodeship to set up energy policy in the region and assist public and private institutions in energy planning. MAE with a balanced structure of stakeholders and work programme fulfils public mission and is recognized regionally, nationally and at EU level. MAE focuses on renewable energy; local sustainable transport development; energy efficiency; energy planning; market development and systematic collection of relevant regional data; capacity building. MAE employees possess long-term experience in the field of international cooperation in the area of innovative energy technologies, innovative financing and sustainable development, participation in European Commission's programs (Interreg, Horizon2020, LIFE). MAE experts provide consultancy for Polish decision makers and try to participate in the legislative process. In TransZero BSR MAE will be the WP leader for WP1 in cooperation with the Polish university WST.

1,000 / 1,000 characters

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

○ Yes ○ No

State aid relevance

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

○ Yes ○ No

2.2 Project Partner Details - Partner 6

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

Partner name:

Organisation in original language	Lappeenrannan kaupunki (22 / 250 characters)
Organisation in English	City of Lappeenranta (20 / 250 characters)
Department in original language	Elinvoima ja kaupunkikehitys (28 / 250 characters)
Department in English	Vitality and Urban Development (30 / 250 characters)

Partner location and website:

Address	Villimiehenkatu 1 (17 / 250 characters)	**Country**	Finland
Postal Code	53100 (5 / 250 characters)	**NUTS1 code**	Manner-Suomi
Town	Lappeenranta (13 / 250 characters)	**NUTS2 code**	Etelä-Suomi
Website	https://www.lappeenranta.fi/en (30 / 100 characters)	**NUTS3 code**	Etelä-Karjala

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	0162193-3
VAT Number Format	FI + 8 digits
VAT Number	N/A ☐ FI01621933 (10 / 50 characters)
PIC	997355650 (9 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

Lappeenranta is the winner of the title European Green Leaf Award 2021. The city promotes the adoption of renewable energy, circular economy, smart green mobility, energy efficiency in buidlings, and water purity and diversity of nature. The city has participated in Buildings4Effect Baltic Sea funded project and currently invloved in two Horizon Europe projects (PATTERN and TransforAR). The projects deals with measures on adaptation to climate change. The city has coolaboration with several national and international networks Including Covenat of Mayors, Circular City Accord, EBN, and ClicInnovation, and manymore. In TransZero project, the city will participate in developing green procurement guidlines for transport suppliers and purchasers, and conduct a pilot study in yellow machinery using electrification and in collaboration with local companies. Lappeenranta is WP3-leader in cooperation with Northe Karelia and will support partners regarding transfer of green solutions.

990 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 7

LP/PP Project Partner

Partner Status Active

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

Partner name:

Organisation in original language Saue Vallavalitsus

18 / 250 characters

Organisation in English Saue Municipality Government

28 / 250 characters

Department in original language Arendusosakond

14 / 250 characters

Department in English Development Department

22 / 250 characters

Partner location and website:

Address Kütise 8

8 / 250 characters

Postal Code 76505

5 / 250 characters

Town Saue

5 / 250 characters

Website www.sauevald.ee

15 / 100 characters

Country Estonia

NUTS1 code Eesti

NUTS2 code Eesti

NUTS3 code Põhja-Eesti

Partner ID:

Organisation ID type Registration code (Registrikood)

Organisation ID 77000430

VAT Number Format EE + 9 digits

VAT Number N/A ☐ EE102061251

11 / 50 characters

PIC 893172994

9 / 9 characters

Partner type:

Legal status a) Public

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

Partner financial data:

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

Role of the partner organisation in this project:

Saue Municipality is located in northern Estonia, next to Estonian capital Tallinn. It has a population of 24 646 and an area of 628 square kilometers. The municipality was formed as a result of the 2017 administrative territorial reform with the voluntary merger of 3 rural municipalities and one town Municipal government pays a special attention on the balances territorial development and has initiated respective strategic and operational measures. It has a high financial capacity to invest into social and technical infrastructure and has mobilized substantial resources from various national and international funds. During 2019-2022 it was a partner of BaltSe@nioR 2.0 project – Innovative solutions to support BSR in providing more senior friendly public spaces, co-financed by the European Regional Development Fund within the INTERREG Baltic Sea Region. Saue will in TransZero BSR coordinate GoA1, about green transport solutions for municipalities.

962 / 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	Politechnika Wrocławska (23 / 250 characters)
Organisation in English	Wroclaw University of Science and Technology (44 / 250 characters)
Department in original language	Wydział Mechaniczny (19 / 250 characters)
Department in English	Department of Mechanical Engineering (37 / 250 characters)

Partner location and website:

Address	Wybrzeże Wyspiańskiego 27 (25 / 250 characters)	**Country**	Poland
Postal Code	50-370 (6 / 250 characters)	**NUTS1 code**	Makroregion południowo-zachodni
Town	Wroclaw (7 / 250 characters)	**NUTS2 code**	Dolnośląskie
Website	www.pwr.edu.pl (14 / 100 characters)	**NUTS3 code**	Miasto Wrocław

Partner ID:

Organisation ID type	Tax identification number (NIP)
Organisation ID	8960005851
VAT Number Format	PL + 10 digits
VAT Number	N/A ☐ PL8961315851 (12 / 50 characters)
PIC	999845931 (9 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

Experience of Wroclaw University of Science and Technology: Wroclaw University of Science and Technology is active in international cooperation and involved in numerous research programs under FP7, EUREKA, COST, ARISS, the Coal and Steel Fund, and Structural Funds. International research projects Currently, there are approx. 70 international projects (e.g. H2020, EURA-NET, Norway Grants, EIT-KIT, COSME, etc.), approx. 120 projects financed from structural funds, approx. 120 projects financed from funds domestic. In TransZero BSR Wroclaw University will take the lead of WP1 together with MAE and support the partnership regarding advanced cost-benefit analyzes using the simulation tools the university has developed for interested institutions. Wroclaw University will work closely in WP2 and WP3 with MAE as well as with other project partners.

852 / 1,000 characters

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

○ Yes ◉ No

State aid relevance

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

○ Yes ◉ No

2.3 Associated Organisation Details - AO 1

Associated organisation name and type:

Organisation in original language: Region Dalarna (14 / 250 characters)

Organisation in English: Dalarna regional council (24 / 250 characters)

Department in original language: Utvecklingsförvaltningen (24 / 250 characters)

Department in English: Department of regional development (34 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Myntgatan 2 (11 / 250 characters)

Country: Sweden

Postal Code: 79121 (5 / 250 characters)

Town: Falun (5 / 250 characters)

Website: https://www.regiondalarna.se/ (29 / 100 characters)

Role of the associated organisation in this project:

Leading the regional energy and cooparation "Energiintelligent Dalarna" is a common responsibility for the county board of Dalarna as well as Dalarna regional council, in practise meaning that both organizations are deeply involved in strategic energy and climate work. The regional council also have the responsibility for regional infrastructure planning. They will therefor be closely involved in piloting the tool for planning of infrastructure for electric charging stations. Dalarna regional council also host the regional energy agency that will be involved in supporting transport suppliers.

Which groups of activities does this organisation contribute to? How?
GoA 2.1 and GoA 2.3

690 / 1,000 characters

2.3 Associated Organisation Details - AO 2

Associated organisation name and type:

Organisation in original language
Mellansvenska Handelskammaren
29 / 250 characters

Organisation in English
Mid Sweden Chamber of Commerce
30 / 250 characters

Department in original language
Näringslivsutveckling
21 / 250 characters

Department in English
Regional development
20 / 250 characters

Legal status
a) Public

Type of associated organisation
Business support organisation

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

Associated organisation location and website:

Address
Tensionhuset, Trotzsgatan 20, Falun
35 / 250 characters

Country
Sweden

Postal Code
78162
5 / 250 characters

Town
Falun
5 / 250 characters

Website
https://mellansvenskahandelskammaren.se
39 / 100 characters

Role of the associated organisation in this project:

Mid Sweden Chamber of Commerce have developed an action plan for transports of goods. They have a network of large companies that purchase a lot of transport service, interested in reaching the goal of fossil free transports. The solutions in the project are exactly the activities that is pointed out in the action plan and by the companies. The project will use them as reprentatives for the target group in GoA on support to transport suppliers. They will also be involved in the planning of charging infrastructure.

Which groups of activities does this organisation contribute to? How?
GoA 1 Sharing experience in developing the guideline for planning of charging infrastructure and then contribute in the planning of infrastructure.
GoA 3 Providing a network of industrial companies for piloting the guidelines for transport purchacers.

843 / 1,000 characters

2.3 Associated Organisation Details - AO 3

Associated organisation name and type:

Organisation in original language: Sveriges Åkeriföretag (21 / 250 characters)

Organisation in English: The Swedish association of road transport companies (51 / 250 characters)

Department in original language: Mitt Sverige (12 / 250 characters)

Department in English: Mid Sweden (10 / 250 characters)

Legal status: a) Public

Type of associated organisation: Business support organisation

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

Associated organisation location and website:

Address: Ölandsgatan 6 (13 / 250 characters)

Country: Sweden

Postal Code: 791 19 (6 / 250 characters)

Town: Falun (5 / 250 characters)

Website: https://www.akeri.se/sv/kontakt/mitt (36 / 100 characters)

Role of the associated organisation in this project:

With 6000 transport companies as members, Sveriges Åkeriföretag, has the best possible opportunity to reach out to traMaserfrakt transport company will be involved in reaching the target group when planning and piloting GoA. Maserfrakt is the largest transport company in Mid Sweden, having many hundred individual transport companies as associated companies. Maserfrakt has 970 road trucks and 640 working machinery. The project will pilot the guidelines for suppliers of working machinery transports toghether with Maserfrakt.nsport suppliers that are the target group for GoA 3. The organization will help the project to develop the guidelines in GoA 3 for transport suppliers and reaching the target group when piloting the guidelines.

741 / 1,000 characters

2.3 Associated Organisation Details - AO 4

Associated organisation name and type:

Organisation in original language
Upphandlingscenter Falun-Borlänge-regionen
42 / 250 characters

Organisation in English
Procurement center of Falun-Borlänge region
43 / 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
Sectoral agency
Local or regional development agency, environmental agency, energy agency, employment agency, etc.

Associated organisation location and website:

Address
Carlavägen 24
13 / 250 characters

Country
Sweden

Postal Code
77182
5 / 250 characters

Town
Ludvika
7 / 250 characters

Website
https://upphandlingscenterfbr.se
32 / 100 characters

Role of the associated organisation in this project:

The procurement center do many of the public procurments for their members and has experience also in transport procurements. They want to be better in procurement of sustainable transports and have requested support from guidelines how this could be done. Procurement center will pilot the guidelines for purchasing fossil free transports that the project develop.
365 / 1,000 characters

2.3 Associated Organisation Details - AO 5

Associated organisation name and type:

Organisation in original language: Energiintelligent Dalarna (25 / 250 characters)

Organisation in English: Energy intelligent Dalarna (26 / 250 characters)

Department in original language: EFFECT4dalarna (14 / 250 characters)

Department in English: EFFECT4dalarna (14 / 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: Åsgatan 38 (10 / 250 characters)

Country: Sweden

Postal Code: 79184 (5 / 250 characters)

Town: Falun (5 / 250 characters)

Website: www.energiintelligent.dalarna.se (32 / 100 characters)

Role of the associated organisation in this project:

The network of Energiintelligent Dalarna consist of all organizations in Dalarna being part of the energy and climate transition. The board is represented by regional policy makers and leaders of larger organizations. The network has several sub-groups for different thematic areas. The sub-group EFFEKT4dalarna includes all gridowers. Partners in EFFEKT4dalarna will be part of the planning of infrastructure för charging electrical vehicles since it is critical to have enough power suply to the locations.

508 / 1,000 characters

2.3 Associated Organisation Details - AO 6

Associated organisation name and type:

Organisation in original language
Sveriges Åkeriföretag Värmland
30 / 250 characters

Organisation in English
The Swedish Association of Road Transport Companies
51 / 250 characters

Department in original language
Värmland
8 / 250 characters

Department in English
Varmland
8 / 250 characters

Legal status
b) Private

Type of associated organisation
Business support organisation
Chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.

Associated organisation location and website:

Address
Tullhusgatan 1 A
16 / 250 characters

Country
Sweden

Postal Code
652 26
6 / 250 characters

Town
Karlstad
8 / 250 characters

Website
www.akeri.se
12 / 100 characters

Role of the associated organisation in this project:

With transport companies as members, The Swedish Association of Road Transport Companies (Värmland), will be one of the most important channels to reach out to the transport suppliers (the target group of GoA 3) in Värmland, Sweden. They will support the County Administrative Board of Värmland in the development ofthe GoA 3 solutions for transport companies and in the testing, evaluation and adjustment of the solutions. The Swedish Association of Road Transport Companies is a member of The world road transport organisation IRU, an important channel in the transffering of the solutions to transport companies within the EU.
The Swedish Association of Road Transport Companies will be supportive in the development of the solutions for transport suppliers in GoA 3 and be the important link to transport companies in the piloting of the solutions and will also participate in the broader transffering of the solutions to transport companies within Sweden.

960 / 1,000 characters

2.3 Associated Organisation Details - AO 7

Associated organisation name and type:

Organisation in original language: RISE
4 / 250 characters

Organisation in English: RISE Research Institutes of Sweden
34 / 250 characters

Department in original language: Förnybar energi från vind och hav
33 / 250 characters

Department in English: Renewable Energy from Wind and Sea
34 / 250 characters

Legal status: a) Public

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

Associated organisation location and website:

Address: Sommargatan 101 A
17 / 250 characters

Country: Sweden

Postal Code: 656 37
6 / 250 characters

Town: Karlstad
8 / 250 characters

Website: https://www.ri.se
17 / 100 characters

Role of the associated organisation in this project:

RISE is a research institute and innovation partner. During 2022 RISE accomplish a prestudy/feasibility study within fossil-free goods transports in Värmland, Sweden (financed by ERUF NMS). The prestudy will be finalized in December 2022 and the results will be valuable input for the TransZero BSR. During the project implementation in TransZero BSR RISE will be able to contribute with expertice competence in the development of solutions within GoA 1 and GoA2 but also in the piloting of the solutions.
RISE will support the lead partner mainly in GoA2 and GoA3, but also in GoA1. Through international collaboration with industry, academia and public sector, RISE has the experience of development and testing of sustainable solutions and will contribute with the system perspective into the project. The results from the prestudy performed by RISE in Värmland during 2022 will also help the County Administrative Board of Värmland in the prioritization during the TransZero BSR project.

994 / 1,000 characters

2.3 Associated Organisation Details - AO 8

Associated organisation name and type:

Organisation in original language: IUC Stål & Verkstad (19 / 250 characters)

Organisation in English: IUC Stål & Verkstad (19 / 250 characters)

Department in original language: Värmland (8 / 250 characters)

Department in English: Värmland (8 / 250 characters)

Legal status: b) Private

Type of associated organisation: Business support organisation

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

Associated organisation location and website:

Address: Sommargatan 101A (16 / 250 characters)

Country: Sweden

Postal Code: 656 37 (6 / 250 characters)

Town: Karlstad (8 / 250 characters)

Website: https://iucstalverkstad.se (26 / 100 characters)

Role of the associated organisation in this project:

IUC Stål & Verkstad is a part of the regional innovation platform "Sustainable Steel Regions". Fossil-free production and transports is an important basis for a climate-neutral society. IUC Industrial Development Centra is a natural meeting platform for the steel and engineering industry. The members are considerable transport purchasers, who need fossil-free transport solutions to be competitive in the future. IUC Stål & Verkstad will support by catalyzing the collaboration between the industry and the transport companies in the process for developing solutions for sustainable goods transports (purchasing guidelines for sustainable transports).
IUC Stål & Verkstad will as the speaking partner for the industry mainly contribute in the collaboration to develop, test and transfer solutions within GoA 2.

812 / 1,000 characters

2.3 Associated Organisation Details - AO 9

Associated organisation name and type:

Organisation in original language: Karlstads Energi AB (19 / 250 characters)

Organisation in English: Karlstad's Energy (17 / 250 characters)

Department in original language: Affärsstrategi och marknad (26 / 250 characters)

Department in English: Business Strategy (17 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Hedvägen 20 (11 / 250 characters)

Country: Sweden

Postal Code: 654 60 (6 / 250 characters)

Town: Karlstad (8 / 250 characters)

Website: https://www.karlstadsenergi.se/ (31 / 100 characters)

Role of the associated organisation in this project:

Karlstads Energi is an energy company with operations within district heat, CHP plant, energy services and waste handling. Karlstads Energi owns and operate the CHP plant in Karlstad and is a considerable transport purchaser in the region. Karlstads Energi also operates the waste transports in the municipality of Karlstad, and want to be a forerunner in the convertion into fossil-free waste transports. Karlstads Energi intends to participate actively in TransZero BSR and to contribute in the development and testing of solutions for a fossil-free transport system in the region with focus on the transports of waste and forest raw material to the CHP plant. Karlstad Energi can also contribute with knowledge about available solutions for charging electrified vehicle.Karlstads Energi will mainly contribute in the development and testing of solutions within GoA 1 and GoA 2 (with focus on transports of waste and forest raw material), but can also provide important competens into GoA 3.

993 / 1,000 characters

2.3 Associated Organisation Details - AO 10

Associated organisation name and type:

Organisation in original language: LBC - Frakt i Värmland AB (25 / 250 characters)

Organisation in English: LBC - Frakt i Värmland AB (25 / 250 characters)

Department in original language: Ekonomi & administration (24 / 250 characters)

Department in English: Economy & Administration (24 / 250 characters)

Legal status: b) Private

Type of associated organisation: Small and medium enterprise

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

Associated organisation location and website:

Address: Lovartsgatan 3 (14 / 250 characters)

Country: Sweden

Postal Code: 652 21 (6 / 250 characters)

Town: Karlstad (8 / 250 characters)

Website: https://lbcfrakt.com/ (21 / 100 characters)

Role of the associated organisation in this project:

LBC Frakt i Värmland AB is a member owned logistic company within the transport industry. LBC Frakt's members are 50 haulage companies with vehicle for freight transport and working machinery. LBC Frakt will be involved in the planning, development and piloting of the solutions for GoA 3.
LBC Fakt will participate actively in the project and will pilot the guidelines for suppliers of transports within GoA 3. LBC Frakt's members are freight companies which delivers transport and working machine services to public and private customers. LBC Frakt will be an important assiciated partner, as a link between the transport suppliers and the transport purchasers (the municipalities and the industry). The competence and experience of LBC Frakt will be valuable in the collaboration forums, which will be an important element in the project.

842 / 1,000 characters

2.3 Associated Organisation Details - AO 11

Associated organisation name and type:

Organisation in original language: Halden kommune
14 / 250 characters

Organisation in English: Municipality of Halden
22 / 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: Halden kommune, Post office box 150
35 / 250 characters

Country: Norway

Postal Code: N-1781
6 / 250 characters

Town: HALDEN
6 / 250 characters

Website: www.halden.kommune.no
21 / 100 characters

Role of the associated organisation in this project:

The municipality will provide pilots for testing standards and recipes for increasing the demand for fossil free transport in public procurements, including second to last mile transport, and will provide feedback for improving the standards and templates to be used by public buyers in other municipalities throughout the region. The municipality has experience with and infrastructure for electric and biogas fuelled vehicles. This partner will contribute to activities in GoA 1 and 2 of Work package 2

505 / 1,000 characters

2.3 Associated Organisation Details - AO 12

Associated organisation name and type:

Organisation in original language: Nordre Follo kommune (20 / 250 characters)

Organisation in English: Municipality of Nordre Follo (28 / 250 characters)

Department in original language: Innkjøpsavdeling (16 / 250 characters)

Department in English: Department of public procurement (32 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Post office box 3010 (20 / 250 characters)

Country: Norway

Postal Code: 1402 (4 / 250 characters)

Town: SKI (3 / 250 characters)

Website: www.ski.kommune.no (18 / 100 characters)

Role of the associated organisation in this project:

The municipality will provide pilots for testing standards and recipes for increasing the demand for fossil free transport in public procurements, including second to last mile transport, and will provide feedback for improving the standards and templates to be used by public buyers in other municipalities throughout the region. The municipality has experience with and infrastructure for electric vehicles.

This partner will contribute to activities in GoA 1 and 2 of Work package 2 by testing, implementing and providing feedback to standardized guidelines and recipes for applying minimum requirements and award criterions for fossil free transport and machinery when purchasing goods and services. The municipality will apply and test the relevant methods and recipes in selected procurements of goods and services and selected procurements involving construction sites.

879 / 1,000 characters

2.3 Associated Organisation Details - AO 13

Associated organisation name and type:

Organisation in original language: Lillestrøm kommune
18 / 250 characters

Organisation in English: Municipality of Lilleström
26 / 250 characters

Department in original language: Innkjøpsavdeling
16 / 250 characters

Department in English: Department of public procurement
32 / 250 characters

Legal status: a) Public

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

Associated organisation location and website:

Address: Post office box 313
19 / 250 characters

Country: Norway

Postal Code: 2001
4 / 250 characters

Town: Lillestrøm kommune
18 / 250 characters

Website: www.lillestrom.kommune.no
25 / 100 characters

Role of the associated organisation in this project:

The municipality will provide pilots for testing standards and recipes for increasing the demand for fossil free transport and machinery in public procurements, including second to last mile transport, and will provide feedback for improving the standards and templates to be used by public buyers in other municipalities throughout the region. The municipality has experience with and infrastructure for electric and hydrogen vehicles.

This partner will contribute to activities in GoA 1 and 2 of Work package 2 by testing, implementing and providing feedback to standardized guidelines and recipes for applying minimum requirements and award criterions for fossil free transport and machinery when purchasing goods and services. The municipality will apply and test the relevant methods and recipes in selected procurements of goods and services and selected procurements involving construction sites.

905 / 1,000 characters

2.3 Associated Organisation Details - AO 14

Associated organisation name and type:

Organisation in original language: Gol kommune
11 / 250 characters

Organisation in English: Municipality of Gol
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: Gamlevegen 4
12 / 250 characters

Country: Norway

Postal Code: 3550
4 / 250 characters

Town: Gol
3 / 250 characters

Website: gol.kommune.no
14 / 100 characters

Role of the associated organisation in this project:

The municipality will provide pilots for testing standards and recipes for increasing the demand for fossil free transport and machinery in public procurements, including second to last mile transport, and will provide feedback for improving the standards and templates to be used by public buyers in other municipalities throughout the region. The municipality is in a rural mountain area, and has experience with and infrastructure for electric vehicles.

This partner will contribute to activities in GoA 1 and 2 of Work package 2 by testing, implementing and providing feedback to standardized guidelines and recipes for applying minimum requirements and award criterions for fossil free transport and machinery when purchasing goods and services. The municipality will apply and test the relevant methods and recipes in selected procurements of goods and services and selected procurements involving construction sites.

925 / 1,000 characters

2.3 Associated Organisation Details - AO 15

Associated organisation name and type:

Organisation in original language: Gmina Miejska Sokołów Podlaski
30 / 250 characters

Organisation in English: City of Sokołów Podlaski
24 / 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: Wolności 21
11 / 250 characters

Country: Poland

Postal Code: 08-300
6 / 250 characters

Town: Sokołów Podlaski
16 / 250 characters

Website: https://sokolowpodl.pl/
23 / 100 characters

Role of the associated organisation in this project:

City of Sokołów Podlaski (a city in eastern Poland, in Mazovian Voivodeship, app. 18,000 inhabitants) and their local Engineering and Communal services Company (own by the city) will cooperate and be involved in pilot activities. The subject of the company's activities is, among others, collection and transport of municipal waste, water and sewage. The vehicles they operate are mainly diesel vehicles. The city will be involved in testing solutions created in the project that will help in the transformation of the transport company into electric vehicles. The main barrier in this respect is the lack of a policy for the company, as well as the lack of adequate infrastructure in the city (only one small electric charging station in the suburbs of the city). The solutions created in the project can show them the path to change, as well as the financial and environmental benefits of potential investments.

914 / 1,000 characters

2.3 Associated Organisation Details - AO 16

Associated organisation name and type:

Organisation in original language: Przedsiębiorstwo Usług Inżynieryjno-Komunalnych Spółka z o.o.
61 / 250 characters

Organisation in English: Engineering and Communal Services Company
42 / 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: Infrastructure and public service provi — Public transport, utility company (water supply, electricity supply, sewage, gas, waste collection, airport, port, railway, etc.)

Associated organisation location and website:

Address: Kosowska 75
11 / 250 characters

Country: Poland

Postal Code: 08-300
6 / 250 characters

Town: Sokołów Podlaski
16 / 250 characters

Website: https://puiksokolowpodl.pl/
27 / 100 characters

Role of the associated organisation in this project:

City of Sokołów Podlaski (a city in eastern Poland, in Mazovian Voivodeship, app. 18,000 inhabitants) and their local Engineering and Communal services Company (own by the city) will cooperate and be involved in pilot activities. The subject of the company's activities is, among others, collection and transport of municipal waste, water and sewage. The vehicles they operate are mainly diesel vehicles. The city will be involved in testing solutions created in the project that will help in the transformation of the transport company into electric vehicles. The main barrier in this respect is the lack of a policy for the company, as well as the lack of adequate infrastructure in the city (only one small electric charging station in the suburbs of the city). The solutions created in the project can show them the path to change, as well as the financial and environmental benefits of potential investments.

914 / 1,000 characters

2.3 Associated Organisation Details - AO 17

Associated organisation name and type:

Organisation in original language: Gmina Miejska Legionowo (23 / 250 characters)

Organisation in English: Legionowo Municipality (23 / 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: Józefa Piłsudskiego 41 (22 / 250 characters)

Country: Poland

Postal Code: 05-120 (6 / 250 characters)

Town: Legionowo (9 / 250 characters)

Website: https://legionowo.pl/ (21 / 100 characters)

Role of the associated organisation in this project:

Legionowo is a city in the Mazovian Voivodeship, the seat of the Legionowo poviat, located approx. 22 km north of the center of the capital with app. 50 tho. Inhabitants. The participation of the municipality will be important in transferring solutions tested and developed in the pilot. The municipality is interested in the transformation of transport and in the results of the project and their possible implementation in their municipality.

444 / 1,000 characters

2.3 Associated Organisation Details - AO 18

Associated organisation name and type:

Organisation in original language: Miasto Ostrołęka
16 / 250 characters

Organisation in English: City of Ostrołęka
17 / 250 characters

Department in original language: Wydział Planowania i Zintegrowanego Rozwoju
43 / 250 characters

Department in English: Planning and Integrated Development Department
46 / 250 characters

Legal status: a) Public

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

Associated organisation location and website:

Address: Józefa Bema 1
13 / 250 characters

Country: Poland

Postal Code: 07-400
6 / 250 characters

Town: Ostrołęka
9 / 250 characters

Website: https://www.ostroleka.pl/
25 / 100 characters

Role of the associated organisation in this project:

Ostrołęka is a city with poviat rights in the Mazovian Voivodeship with the app. 50 thousand inhabitants. It is a center of services and the energy, construction, pulp and paper and food industries. The participation of the municipality will be important in transferring solutions tested and developed in the pilot. The city is interested in the transformation of transport and in the results of the project and their possible implementation in their area.

456 / 1,000 characters

2.3 Associated Organisation Details - AO 19

Associated organisation name and type:

Organisation in original language: Miasto Warszawa (15 / 250 characters)

Organisation in English: City of Warsaw (14 / 250 characters)

Department in original language: Biuro Infrastruktury (20 / 250 characters)

Department in English: Infrastructure Office (21 / 250 characters)

Legal status: a) Public

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

Associated organisation location and website:

Address: Plac Bankowy 3/5 (16 / 250 characters)

Country: Poland

Postal Code: 00-950 (6 / 250 characters)

Town: Warsaw (6 / 250 characters)

Website: https://um.warszawa.pl/ (23 / 100 characters)

Role of the associated organisation in this project:

The city of Warsaw is a pioneer in Poland in the field of sustainable transport, including the transport of waste. The City's involvement will focus mainly in WP1 during the development of solutions. Good practices from this city can help create effective tools and solutions that will be tested in less developed terrain.

322 / 1,000 characters

2.3 Associated Organisation Details - AO 20

Associated organisation name and type:

Organisation in original language: Greenreality Network
20 / 250 characters

Organisation in English: Greenreality Network
20 / 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: Interest group — Trade union, foundation, charity, voluntary association, club, etc. other than NGOs

Associated organisation location and website:

Address: Villimiehenkatu 1
17 / 250 characters

Country: Finland

Postal Code: 53100
6 / 250 characters

Town: Lappeenranta
13 / 250 characters

Website: https://www.greenreality.fi/en/network
39 / 100 characters

Role of the associated organisation in this project:

Greenreality Network is a network of the Energy and Environment sector's companies operating in South Karelia. It creates growth and new business opportunities for its members as well as the entire area. The network will assist in providing technical assistance and exploit the project results. The network will assist in dissemination activities and evaluate the piloting cases.

380 / 1,000 characters

2.3 Associated Organisation Details - AO 21

Associated organisation name and type:

Organisation in original language: Regional Transport Department
30 / 250 characters

Organisation in English: Regional Transport Department
30 / 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: Sectoral agency

Local or regional development agency, environmental agency, energy agency, employment agency, etc.

Associated organisation location and website:

Address: Villimiehenkatu 1
17 / 250 characters

Country: Finland

Postal Code: 53100
6 / 250 characters

Town: Lappeenranta
13 / 250 characters

Website: www.lappeenranta.fi
21 / 100 characters

Role of the associated organisation in this project:

The transport department will provide technical assistance and data inputs to create green procurement guidelines for suppliers and buyers for the South Karelia region. The department will assist in implementing the piloting in Lappeenranta. Moreover, the department will utilise the project outcomes and adopt solutions developed, tested in the project specifically related to green transport procurement.

407 / 1,000 characters

2.3 Associated Organisation Details - AO 22

Associated organisation name and type:

Organisation in original language: Paper Province (14 / 250 characters)

Organisation in English: Paper Province (14 / 250 characters)

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

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

Legal status: b) Private

Type of associated organisation: Business support organisation

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

Associated organisation location and website:

Address: Sommargatan 101A (16 / 250 characters)

Country: Sweden

Postal Code: 656 37 (6 / 250 characters)

Town: Karlstad (8 / 250 characters)

Website: www.paperprovince.com (21 / 100 characters)

Role of the associated organisation in this project:

Paper Province is a bioeconomy cluster owned by more than 120 member companies. The members from the industry are considerable purchaser of transports in Värmland. Paper Province will support Trans Zero BSR by mobilizing members from the forest industry in the collaboration during the development, testing and transffering of solutions for fossile-free goods transports. During 2021 Paper Province accomplished the pre study VRAM (Hydrogen a regional actor mobilization in Värmland) to investigate if the transport companies and the transport purchasers in Värmland are interested to be forerunners and go into solutions with fuel-cell vehicles driven by hydrogen to speed up the transition. The prestudy will contribute with valuable input to TransZero BSR. Paper Province will contribute with competence, information and collaboration in GoA 2 and GoA 3. The cluster is an important channel to the forest industry and will support in the process for sustainable goods transports.

982 / 1,000 characters

2.3 Associated Organisation Details - AO 23

Associated organisation name and type:

Organisation in original language: Harjumaa Omavalitsuste Liit
27 / 250 characters

Organisation in English: Union of Harju County Municipalities
36 / 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: Sectoral agency

Local or regional development agency, environmental agency, energy agency, employment agency, etc.

Associated organisation location and website:

Address: Sirge
6 / 250 characters

Country: Estonia

Postal Code: 2
1 / 250 characters

Town: Tallin
6 / 250 characters

Website: www.hol.ee
10 / 100 characters

Role of the associated organisation in this project:

Union of Harju County Municipalities has initiated and carried out several projects (incl. INTERREG BSR projects) in the field of sustainable transport. In TransZero, the union participates in regional workshops and ensures the necessary linkages of Transzero and previos transport-related projects covering the region.
It will contribute int GoA of 2.1 by providing input into the evaluation of the solutions and GoA 3.1 by transfering the solutions to the member municipalities of the union and it's partners, using the formats of monthly general assembly, newsletters and communication with international partners.

618 / 1,000 characters

3. Relevance

3.1 Context and challenge

Actions for sustainable transport need to be taken, to reach the climate goals. Fossil-free transport is a priority for the Baltic Sea Strategy and an important step in the transition to a climate neutral society. The transition to fossil-free transport is perceived as one of the largest challenges to achieve climate goals, because the pace of change is too slow and there is still lacking available solutions for fossil-free transport. Regional and local authorities need to improve their capacity to implement green solutions. There is a strong demand from municipalities to receive support from regional level - guidance with key indicators and a model for target-setting.

High costs for fuel and transport are a current risk for the availability of transport where businesses in BSR risk their competitiveness. The lack of fossil-free transport solutions reduces competitiveness, where BSR has the potential to be a pioneering region in converting freight transports in to green transports. The transition towards green mobility rely on electrical vehicles, biofuel and hydrogen supply, but none of it is available to the extent that is needed. In order to accelerate development, regional planning of the infrastructure for charging stations and filling stations is needed to accelerate the strategically important pace of expansion.

Without clear market signals from public authorities about the demand for fossil-free transport, transport companies hold back investments in new vehicles and fuels. There is currently a lack of such policies from authorites and other large transport purchasers that show the level of ambitions. Clearer requirements need to be set in public procurement, but there is a lack of knowledge on how to do this in the best way. Transport companies, on the other hand, are unsure of the type of vehicles and fuels they can invest in and there is lack of knowledge about the measures they can actually take today with existing vehicles to reduce climate impact.

1,997 / 2,000 characters

3.2 Transnational value of the project

There is a need for transnational cooperation to develop solutions to speed up the transition to emission-free freight transports in the BSR. Transports often cross borders and need joint solutions. Partners in the project have in common that they are located in regions where large part of freight transport is carried out by road with trucks with fossil fuels. In TransZero partners can learn from each other and we can test different solutions in different regions or municipalities and transfer the solution within a greater geography.

Uncertainty, lack of manpower resources and lack of experience in using climate and environmental award criterions is a significant barrier to increase the demand for fossil free transport in local public procurement of goods and services. Differing use of methods and criteria among municipalities is a factor that risks creating uncertainty and slowing the transition to green mobility among suppliers of transport. When the same methods and standards are used in procurements in a wider region, there is a greater degree of predictability for local suppliers of transport to ensure that investments in green mobility will be necessary and useful. Through TransZero BSR joint methods and recipes for awarding and demanding fossil free transport can be developed and implemented over a wider region, accelerating the transition to green mobility.
Many different stakeholders have important roles to reach targets on fossil-free transports.

Cooperation between countries, sectors and actors is needed. A strong partnership is needed with regional and local partners responsible for climate issues, and which can make change.
By working together, transnationally, the partners in TransZero can support Municipalities, Public and Private Transport purchasers and Transport suppliers in the transition into fossil free transport by providing collaboration forums, platforms and workshops for actor mobilization and joint actions.

1,972 / 2,000 characters

3.3 Target groups

Target group	Sector and geographical coverage	Its role and needs
Regional public authority	Regional planning and development authorities in the Baltic Sea Region 70 / 500 characters	Regional authorities are unaware of how quickly the transition needs to take place. To show the way, clear and ambitious targets need to be adopted. Their role will be to mobilize capacity, to set regional targets for fossil free transports and to organize cooperation among a wide range of relevant stakeholders that need to be involved. Regional authorities need to improve planning of infrastructure for charging of electrical trucks and biofuels to make sustainable mobility chains possible for the industry. Their role will be to develop plans for electric charging infrastructure and filling stations for biofuel and hydrogen. Regional authorities will: - communicate the demand for green mobility solutions to create incentives for freight companies to invest in fossil free transports - support transport companies to invest in fossil-free vehicles and transport solutions - have a major role in reaching and involving municipalities and cities in the transition towards green mobility. 999 / 1,000 characters

Target group	Sector and geographical coverage	Its role and needs
Local public authority	Municipalites and cities in the Baltic Sea Region 50 / 500 characters	Regional and local authorities a canal to reach local public authorities. The municipalities need to improve their capacity to plan for and implement green solutions. There is a strong demand from municipalities to receive support from regional level on concrete solutions for sustainable transport, smart green mobility and transition to a climate-neutral society. 365 / 1,000 characters
Large enterprise	Large companies in the partner countries that purchase large amount of transport services. Large transport suppliers, above all, road freight companies. 153 / 500 characters	Large industries can many times be large purchasers of transport services. Their policies and requirements paves the way for the transition in to sustainable transports. By setting own policies and communicating ambitious targets, the market actors will have incentives in investing in new vehicles, fuels and other solutions. They also need to set relevant and ambitious requirements in procurement of transport service and also to follow up what climate impact delivered service has had. Their role will be to be part of developing guidelines and standards for requirements in procurements of transport as well as adopting the guidelines and standards. Some of the transport suppliers also count as large enterprises. They will also be involved in the stakeholder cooperation that will be created and they are a target group for receiving support on developing own action plans on what can be done in their organisations to lower climate impact from their transports. 972 / 1,000 characters
Small and medium enterprise	Small and mediumsize enterprises in partner countries that are transport suppliers, above all, road freight companies. 118 / 500 characters	The transport sector traditionally consist of many small enterprises, often owning one or two trucks for transporting different kind of gods. They are an end target group for the project in terms of reaching support in implementing the guidance with a checklist on what they can do to lower their climate impact. They have a need to better understanding the changes that comes with the transition and the new requirements that will be set. To be prepared, to invest in the best way and to stay competitive. 507 / 1,000 characters
Business support organisation	Intermedian organizations in partner countries reaching end the end target groups of small, mediumsize and large transport suppliers, such as clusters, chambers of commerce, transport business groups, sectorial business agencies etc. 233 / 500 characters	These organisations have a special interest in supporting their transport company members and organisations that rely on sustainable transports. They have important knowledge and experience that is needed for planning of infrastructure. Their role will be to contribute to the infrastructure plans. They also have a need to share their experience in a larger context and to contribute to energy and climate goals for the transport sector, why they are important to involve in the stakeholder forums that will be created. Involved business organisations will also be an important channel to reach the transport suppliers that will be given support. 649 / 1,000 characters

3.4 Project objective

Your project objective should contribute to:

Smart green mobility

TransZero BSR will mobilize municipalities, Public and Private Transport purchasers and transport suppliers to use smart green solutions for transports within the BSR to contribute to the goal of "a climate-neutral and zero emission transport sector" by providing comprehensive solutions to public authorities to take actions. The partnership will develop common standards, guidelines, models and tools to harmonize and speed up the transition towards green mobility.

TransZero BSR will support target groups by the following way:

Providing solution for targets, planning and cooperation for zero emission transports
1. Guidelines for collection of data and setting targets for green mobility
2. Guidelines for planning of infrastructure for charging electrical trucks and fuel stations for biofuel.
3. Guidelines on creating regional cooperation for overcoming obstacles for green mobility.

Providing solution for guidance for transport purchasers of zero emission transports
1. Guidelines for transport buyers' development of own policies for sustainable transports
2. Concrete and detailed guidelines for procurements of transport services, including indicators and methods for planning of last milage transports.
3. Guidelines for following up procurement requirements and tool for calculating CO2

Providing solutions for support to transport suppliers in zero emission transports
1. Guidelines for transport suppliers in fossil free transport solutions
2. Tool for calculations of climate impact from different kind of transports.

To speed up the transition into fossil free transport, actors need to cooperate within the whole value chain. This means cooperation between freight companies, public and private transport purchasers, fuel and energy companies, electricity network companies, municipalities in their role as landowners and planners, who make land available for establishing infrastructure (charging stations and fueling stations for green fuel).

1,971 / 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.

Transport sector in the EU is a vital sector yet it represents a major challenge in terms of emissions produced and fossil fuels consumed, so as for the Baltic Sea region. The sector requires overhauling thorough innovations and cross-border cooperation. Whilst "transitional corridors" for better connectivity, electrification and e-charging infrastructures are posited as key interventions in the revised EUSBSR Transport Action Plan, assisting cities to develop in-house and tailored solutions for the local transport sector would be of added value. Of particular importance is the use of alternative fuels produced from local resources or synesthetic fuels from carbon capture sources. Due to EUSBSR complex structure, different stakeholders, policy areas, different level institution it is vital to create a platform for collaboration and exchange of skills and experiences among BSR cities and regional councils. TransZero BSR project propose new areas of intervention including goods and raw materials transport (steel, wood, snow removal, and gravel and mineral products) and using heavy machinery. Green transport procurement require the involvement of municipalities, service purchasers and suppliers, and it also involve various external stakeholders. Given the importance of EUSBSR Transport Action Plan, a digital calculation tool will be designed, tested, and validated to facilitate the use of alternative fuels and other green options based in LCA calculations and business models.

1,499 / 1,500 characters

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

PA Energy - PA 'Energy' focuses on ensuring competitive, secure and sustainable energy in the Baltic Sea region. Regional cooperation in the energy sector is conducted within the framework of the BEMIP plan, whose actions are to be implemented mainly in the areas of energy infrastructure, gas and electricity markets, power generation, security of energy supply, energy efficiency and renewable energy. Regarding electricity and gas markets the focus in on achieving open, competitive and fully integrated regional energy market in the Baltic Sea region. TransZero contributes to sustainable energy infrastructure for transports, and competitiveness for the transport sector and the industry.

PA Energy is related to the following EU regional - and international strategic frameworks: National Emission Ceilings Directive (NECD), Ambient Air Quality Directives (AAQD) Zero Pollution action plan. TransZero project aims at reducing pollution and improving air quality by facilitating the use of green energy solutions in the Transport sector.

By delivering solutions for sustainable transports, the TransZero project also contribute to the cross sectorial policy area of climate and sustainability.

1,203 / 1,500 characters

3.6 Other political and strategic background of the project

Strategic documents

A European Green Deal
Striving to be the first climate-neutral continent
Climate change and environmental degradation are an existential threat to Europe and the world. To overcome these challenges, the European Green Deal will transform the EU into a modern, resource-efficient and competitive economy, ensuring:
• no net emissions of greenhouse gases by 2050
• economic growth decoupled from resource use
• no person and no place left behind

443 / 500 characters

Clean veihcle directive, The revised Clean Vehicles Directive promotes clean mobility solutions in public procurement tenders, providing a solid boost to the demand and further deployment of low- and zero-emission vehicles. The new Directive defines "clean vehicles" and sets national targets for their public procurement.

323 / 500 characters

Agenda 2030:
Goal 9. Build resilient infrastructure
Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable
Goal 12. Ensure sustainable consumption and production patterns
Goal 13. Take urgent action to combat climate change and its impacts
Goal 17. Strengthen the means of implementation and revitalize the global partnership for sustainable development

387 / 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
Pre-study Fossil-free transport in Värmland 43 / 200 characters	Tillväxtverket (Swedish Agency for Economic and Regional Growth) 64 / 200 characters	RISE - Research Institutes of Sweden is the project owner of this Pre-Study. RISE is also an associated partner in TransZero BSR. We will cooperate with RISE and use some results from this Pre-project, regarding Freight flows and conditions for electrified heavy transport in Värmland, in TransZero BSR. 303 / 1,000 characters
"Fossilfritt 2030 - Fossilfria och effektiva transporter i östra Mellansverige" (Fossil free 2030 – Fossil free and efficient transports in eastern Mid Sweden) 159 / 200 characters	ERDF 5 / 200 characters	The project "Fossilfritt 2030 - Fossilfria och effektiva transporter i östra Mellansverige" (Fossil free 2030 – Fossil free and efficient transports in eastern Mid Sweden) has developed some tools for public procurements and some guidance on electrical vehicles and biofuel that can be used in the project development. 318 / 1,000 characters
E-FIX (Horizon2020) 19 / 200 characters	Horizon2020 11 / 200 characters	E-FIX is committed to increasing access to new sources of finance for energy efficiency and renewable energy projects. In particular, it focuses on unleashing the potential of energy performance contracting, crowdfunding and leasing in the European Union and the Eastern Neighbourhood. E-FIX can be used for business models/financing instrument selection and development of procurement guidance. E-FIX results can be useful especially focus on leasing in terms of transport. This project can be useful, especially beyond TransZero BSR. 535 / 1,000 characters
BALTIC LOOP 11 / 200 characters	funded from INTERREG Central Baltic 35 / 200 characters	BALTIC LOOP focused on solutions improving and smoothening transport flows of both people and goods in three selected corridors running in the West-East direction; (Northern, Middle and Southern) within the Central Baltic Region, namely Örebro-Turku/Tallinn/Riga – St. Petersburg. Web-page: https://www.balticloop.eu/ We will use some of the results in TransZero BSR. 367 / 1,000 characters
CleanCon 8 / 200 characters	Interreg ØKS 12 / 200 characters	CleanCon is an Interreg ØKS project that will be concluded in September 2022. This project focuses on electric and hydrogen machinery. Relevant tools developed by this project include a fossil free machine wiki (https://klimaostfold.no/fossilfrie-arbeidsmaskiner-og-kjoretoy/) and guidelines for public procurement of fossil free construction sites. We will use the results in TransZero BSR. 391 / 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 15%

4.1 Project management

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

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

Värmland County Administrative Board (VCAB) as lead partner confirm that we will follow the rules for the project management as described in the manual. We have an International Secretariat at Värmland County Administrative Board with all functions needed. We also will inform all partners about the rules.

306 / 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.

Värmland County Administrative Board (VCAB) confirm as lead partner that we follow the rules for the financial management and control as described in the programme manual. VCAB has, in department Regional Development an International Secretariat with all functions needed. VCAB will compile all reports in the BAMOS+. All project partners will support the lead partner by providing progress and financial reporting for their organisations. It will be ensured in a Partnership Agreement.

486 / 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.

The partnership is well aware of the required Programme communication. VCAB leads the communication work and each partner appoint a communication contact. A Communication plan (with objectives, channels, methods, target groups and activities will be developed. An online tool will be used for internal communication. Videos and social media will be used. Opening event will be held by lead partner. Mid term event by Viken County Council (NO), Closing event by Regional Council of North Karelia (FI).

500 / 500 characters

4.4 Cooperation criteria

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

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

5. Work Plan

Number	Work Package Name
1	WP1 Preparing solutions

Number	Group of Activity Name
1.1	Preparing Green Mobility Solutions for Municipalities and Regions
1.2	Preparing Green Solutions for Public and Private Transport Purchasers
1.3	Preparing Green Mobility Solutions for Transport Suppliers

Number	Work Package Name
2	WP2 Piloting and evaluating solutions

Number	Group of Activity Name
2.1	Piloting Green Mobility Solutions for Municipalities and Regions
2.2	Piloting Solutions for Public and Private Transport Purchasers
2.3	Piloting Green Mobility Solutions for Transport Suppliers

Number	Work Package Name
3	WP3 Transferring solutions

Number	Group of Activity Name
3.1	Transferring Green Mobility Solutions for Municipalities and Regions within the BSR and Beyond
3.2	Transferring Solutions for Public and Private Transport Purchasers within the BSR and Beyond
3.3	Transferring Green Mobility Solutions for Transport Suppliers within the BSR and Beyond

Work plan overview

Period:	1	2	3	4	5	6	Leader
WP.1: WP1 Preparing solutions							**PP8**
A.1.1: Preparing Green Mobility Solutions for Municipalities and Regions							PP7
D.1.1: Guidelines for infrastructure planning, target setting and collaboration for green mobility		D	D				
A.1.2: Preparing Green Solutions for Public and Private Transport Purchasers							PP4
D.1.2: Detailed transnational guidelines for procurement of transport services		D	D				
A.1.3: Preparing Green Mobility Solutions for Transport Suppliers							PP2
D.1.3: Guidelines and tools for transport suppliers of green mobility solutions		D	D				
WP.2: WP2 Piloting and evaluating solutions							**PP4**
A.2.1: Piloting Green Mobility Solutions for Municipalities and Regions							PP7
O.2.1: Transnational guideline for local and regional planning and target setting for green mobility				O	O		
A.2.2: Piloting Solutions for Public and Private Transport Purchasers							PP4
O.2.2: Detailed transnational guidelines for procurement of green transport services				O	O		
A.2.3: Piloting Green Mobility Solutions for Transport Suppliers							PP2
O.2.3: Transnational guidelines and tools for suppliers of green mobility solutions				O	O		
WP.3: WP3 Transferring solutions							**PP3**
A.3.1: Transferring Green Mobility Solutions for Municipalities and Regions within the BSR and Beyond							PP7
D.3.1: Transfer of tested and evaluated Transnational solutions for municipalities				D	D	D	
A.3.2: Transferring Solutions for Public and Private Transport Purchasers within the BSR and Beyond							PP4
D.3.2: Transfered detailed transnational guidelines for procurement of transport services				D	D	D	
A.3.3: Transferring Green Mobility Solutions for Transport Suppliers within the BSR and Beyond							PP2
D.3.3: Transferred guidelines and tools for suppliers of green mobility solutions				D	D	D	

Outputs and deliverables overview

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

D 1.1	Guidelines for infrastructure planning, target setting and collaboration for green mobility	The GoA 1.1 Coordinator collects the elements produced in WP1 by partners, including best practice, descriptions and plans and document the deliverables as guidelines ready for partners to pilot. The guidelines are at this stage put together as 3 deliverables, not yet in a harmonized way. Deliverables for GoA 1.1: 1 Guidelines for collection of data and targets setting for green mobility The guidelines will describe what data needs to be collected and proposed methodology on how to collect the data, taking partner countries specific circumstances in consideration. There will also be a guide on setting regional and local targets for green mobility in local and regional authorities to act as role models in sustainable transports. 2 Guidelines on creating regional and transnational collaboration forums for overcoming obstacles for green mobility. Based on best practice the guideline will describe in general what actors need to be involved and their different roles in the transition towards sustainable transports. 3 Guidelines for planning of infrastructure for charging electrical trucks and fuel stations for biofuel as well as mobility solutions. The guideline will show how potentials for different type of vehicles and freight transports can be calculated, taking technical and cost-benefit factors in consideration. The deliverable will also include guidelines for methodology in planning of infrastructure for filling stations and electrical charging stations. At this stage the guidelines will be of a more general kind for all type of road freight transports.	Tested transnational guideline for local and regional planning and target setting for green mobility	
D 1.2	Detailed transnational guidelines for procurement of transport services	The GoA 1.2 Coordinator collects the elements produced in WP1 by partners, including best practice, descriptions and plans and document the deliverables as guidelines ready for partners to pilot. The guidelines are at this stage put together as 4 deliverables, in a preliminary version. Deliverables for GoA 1.2: 1. Guidelines for transport purchasers' development of own policies for sustainable transports 2. Methods and guidelines for how to do market analysis before procurements to gain knowledge of the market. 3. Concrete and detailed guidelines for procurements of fossil-free and energy-efficient transport, including indicators and methods for planning of last milage transports. 4. Guidelines for following up procurement requirements and tool for calculating CO2.	Detailed tested and evaluated transnational guidelines for procurement of green transport services	
D 1.3	Guidelines and tools for transport suppliers of green mobility solutions	The GoA 1.3 Coordinator collects the elements produced in WP1 by partners, including best practice, descriptions and plans and document the deliverables as guidelines ready for partners to pilot. The guidelines are at this stage a preliminary version. Deliverables for GoA 1.3: 1 Guidelines for support to transport suppliers in developing own action plans on green mobility, with different elements: - Digital route optimization - Coordinate business systems with others for coordinated transport - Dialogue about delivery times, time windows and anticipation - Choice of fuel and vehicle - Optimization of the vehicle fleet, including aerodynamic design, wheel axles and tires - Driving and driver support - Systematic sustainability management and follow up. - Guidance for how energy efficiency and climate impact can be calculated from their own transports, so that they can measure and report their climate impact, among other things in procurements. 2 Calculation tool A tool for calculation of climate impact, energy efficiency and profitability from different kinds of transports. 3 Plan for testing of fossil-free vehicle in targeted transport sector Testing green vehicles Plan for physical tests of vehicles.	Transnational guidelines and tools for transport suppliers in green transport solutions	
O 2.1	Transnational guideline for local and regional planning and target setting for green mobility	The GoA 1 Coordinator collects documentations from the pilots by partners, including evaluations and proposed improvements. Sector specific conclusions for different type of transports are included as additional sections to the guidelines. The guidelines are put together as 3 deliverables in a harmonized way as one output. OUTPUT (3 parts) 1 Transnational guidelines for collection of data and targets setting for green mobility Tested, evaluated and improved guidelines for data collection and target settiings. 2 Transnational guidelines on creating regional collaboration for overcoming obstacles for green mobility. Tested, evaluated and improved guidelines for collaboration model for transnational cooperation among several actors within the whole transport value chain for overcoming obstacles for green mobility. 3 Transnational guidelines for planning of infrastructure for charging electrical trucks and fuel stations for biofuel as well as mobility solutions. Tested, evaluated and improved guidelines extended with specific type of freight transports piloted by partners. By implementing the guidelines for green mobility the target groups will increase their institutional capacity to contribute to the transition to sustainable transports. Public authorities will be supported in setting targets develop infrastructure plans for charging stations and filling stations for renewable fuels. Transnational guidelines for how to collect data, setting up collaboration forums and developing plans are essential to support public authorities. National and EU targets for the green deal as well as EUSBSR targets for sustainable transports will easier be met.		

O 2.2	Detailed transnational guidelines for procurement of green transport services	Trough the pilot the TransZero BSR has contributed to tested and evaluated transport solutions for working machines in the woods, working machines for road works, snow transports, freight transports of raw material, distrubution of goods and waist transports within municipalities, etc. Today, price, efficiency and market predictability are the driving forces for the private actors procuring transport. Climate and energy issues are important aspects for these actors, but they lack knowledge, capacity and drivers. Through tested and evaluated transnational guidelines for procurement, TransZero BSR has contributed to necessary market conditions that will make it possible to switch to fossil-free transportation. We have contributed to the increase of capacity building and transfer og knowledge between private and public procurement actors in the different partner countries. All partners have been involved in this output. When the same methods and standards are used in procurements in a wider region, there is a greater degree of predictability for local suppliers of transport to ensure that investments in green mobility will be necessary and useful. Through TransZero BSR joint methods and recipes for awarding and demanding fossil free transport can be implemented over a wider region, accelerating the transition to green mobility. By adopting long term policies on sustainable transports, transport suppliers will have a framework to base investment decisions on. The transnational value comes from solutions that are developed in a transnational context and customized for the large group of transport suppliers in BSR and beyond. The GoA2 Coordinator collects documentations from the pilots by partners, including evaluations and proposed improvements. Sector specific conclusions for different type of transports are included as additional sections to the guidelines. The guidelines are put together as 4 deliverables in a harmonized way as one output. Output: Detailed transnational guidelines for procurement of green transport services consists of four parts: 1 Tested, evaluated and improved transnational guidelines for guidelines for municipalities 'and larger private transport buyers' own action plans for sustainable transport 2 Tested, evaluated and improved transnational guidelines for market analysis 3 Tested, evaluated and improved transnational guidelines for procurement requirements and tool for CO2 calculations. 4 Tested, evaluated and improved transnational guidelines for following up procured transports		
O 2.3	Transnational guidelines and tools for suppliers of green mobility solutions	Suppliers of transports needs increased knowledge and concrete tools about what measures they themselves can take to increase energy efficiency and reduce climate impact. By implementing the guidelines, they will increase their institutional capacity and be able to develop an action plan or green mobility. Larger companies have more knowledge and a more systematic work, but there are very many small transport companies so the guides will be designed to suit even the small ones. Transport companies need to increase the pace of the transition to sustainable transport and implement strategic investments in fossil-free and energy-efficient transport. By implementing the solutions from TransZero they will increase their motivation and capacity to take relevant actions. The calculation tool for CO2 and cost benefit will facilitate the tendering process and support fair analysis of different transport solutions, but also to provide good basis for investment decisions in new type of vehicles. Many of the new vehicles driven by electricity, hydrogen and biogas are still new to the market and there is a fare share of uncertainty if the solutions will meet the needs. By providing possibilities for testing new type of vehicles it will lower the risks. The transnational value comes from solutions that are developed in a transnational context and customized for the large group of transport suppliers in BSR and beyond. The GoA Coordinator collects documentations from the pilots by partners, including evaluations and proposed improvements. Sector specific conclusions for different type of transports are included as additional sections to the guidelines. The guidelines are put together in a harmonized way as one output. Output: Transnational guidelines and tools for suppliers of green mobility solutions consists of three parts: 1 Tested, evaluated and improved transnational guidelines for action plans in transport supplier organizations 2. Transnational tool for calculations of climate impact and cost benefits for different kind of green transport solutions 3. Tested solutions for fossil-free vehicles		

D 3.1	Transfer of tested and evaluated Transnational solutions for municipalities	Based on the tested and evaluated solutions for municipalities and regions, TransZero BSR will transfer: 1. Transnational guidelines for municipalities' collection of data and target-setting for green mobility. The guidelines include references ad explanations of the new EU and EUBSR BA Transport policies, objectives, and regulations. Guidelines will include overview of the selected transport fuels such as methanol, biofuels, hydrogen as well as emerging technologies such as batteries, fuel cells, wind assisted propulsion, and Ammonia from renewable local resources. 2. Tested and evaluated transnational guidelines for regional and local strategic planning of infrastructure for charging electrical trucks and fuel stations for biofuel. 3. Tested and evaluated collaboration model for transnational cooperation among several actors within the whole transport value chain for overcoming obstacles for green mobility. The solutions wil be transferred through: - joint digital platform - social media - printed material - films etc. - all partners' own established networks and channels - events/workshops/seminars disseminating knowledge - at least 2 regional events/workshops disseminating results - 8 transnational partner meetings (in all partner regions) - at least 300 persons extending competencies on green mobility solutions for municipalities and regions - transnational guidelines available as digital guidance material through websites with advisory services Through cooperation with municipalities and regions we will present methods and findings as physical and digital seminars/webinars. Associated partners, municipalilties and regional actors (in hosting partner region) will be invited to the transnational partners meetings that will be held in each country (Kick-off Värmland (SE), partner meeting Saue (EE), Warszawa (PL), Transnational Mid-term conference in Viken (NO), partner meeting Dalarna (SE) and Final closing event in North Karelia/Lappeenranta (FI).	Transferred transnational guideline for local/regional planning for green mobility	
D 3.2	Transfered detailed transnational guidelines for procurement of transport services	The detailed transnational guidelines for procurement of transport services will be presented and disseminated through physical and digital workshops and seminars, combining group-discussions and teamwork to transfer results. Findings and future development scenarios will also presented in partners' media-channels. Recipes and methods for procurement will also be available as digital guidance material through websites linking standardized methods with advisory services. Through our cooperation with different kinds of authorities and large transport purchasers on procurement guidance we will present methods and findings as part of digital webinars. In the TransZero BSR through our partnership networks we will establish business forums, inviting actors from current branches to cooperate in order to develop and shape the future fossil free transportation marketplace. - At least 2 events/workshops disseminating knowledge about requirements and standards for procurement of fossil free transport in each country. - At least 400 persons extending their competencies on green procurement and fossil free transport technologies and vehicles. - Transnational Mid-term conference in Norway and Final closing event in Finland gather partners, associated organisations and stakeholders together.	Detailed tested and evaluated transnational guidelines for procurement of green transport services	
D 3.3	Transferred guidelines and tools for suppliers of green mobility solutions	Based on tested and evaluated GoA 1.3 solutions the project will transfer guidelines for cleaner and fossil-free transport options using greener and cleaner options. The guidelines and tools for suppliers will be presented and disseminated through physical and digital workshops and seminars, combining group-discussions and teamwork to transfer results. Results and future development scenarios will also be presented in partners' media-channels. Also regional physical demonstration events wher green vehicle solutions will be presented/demonstrated will be held in partner regions. Transnational tools will also be available as digital guidance material through websites with advisory services. Through our cooperation with different kinds of business support organisations and transport suppliers, we will present methods and findings as part of digital webinars. Transnational Mid-term conference in Norway and Final closing event in Finland will gather partners, associated organisations and stakeholders in physical events. - Through our partnership's different networks we will establish business forums, inviting actors from current branches to cooperate in order to develop and shape the future fossil free transportation marketplace. - At least 2 events/workshops disseminating knowledge about cleaner and fossil-free options for transport suppliers in each country. - At least 400 persons extending their competencies on green mobility solutions for transport suppliers.	Transnational guidelines and tools for suppliers of green mobility solutions.	

Work package 1

5.1 WP1 Preparing solutions

5.2 Aim of the work package

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

5.3 Work package leader

Work package leader 1	PP 8 - Wroclaw University of Science and Technology
Work package leader 2	PP 5 - Mazovia Energy Agency

5.4 Work package budget

Work package budget	20%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Regional public authority Regional planning and development authorities in the Baltic Sea Region 70 / 500 characters	Regional public authorities need to be aware of the need for green solutions and lead the work towards the climate goals. Project partners are regional authorities from Sweden, Norway, Finland and Poland via MAE/Mazovia). They coordinate and participate in all activities. In WP 1 will no other regions than the partner regions be targeted. 341 / 1,000 characters
2	Local public authority Municipalites and cities in the Baltic Sea Region 50 / 500 characters	Municipalities are represented as partner in the project, by representatives from Finland and Estonia as well as by associated organisations from SE, NO and PL. We will engage municipalities and capture their needs of the municipalities in the development of the solutions. 276 / 1,000 characters
3	Large enterprise Large companies in the partner countries that purchase large amount of transport services. Large transport suppliers, above all, road freight companies. 153 / 500 characters	The target group is represented as associated partners from SE and FI. Mid Sweden Chamber of Commerce is an example of an organization that has many large companies as members purchasing a lot of transports, being largly involved in sustainable transport issues. The Swedish association of road transport companies is an examples of an organizations that has many large road freight companies as members, willing to take part of project activities. We will reach large private puurchasers within the industru mainly through the assosiated partners who are business support organisations. 588 / 1,000 characters
4	Small and medium enterprise Small and mediumsize enterprises in partner countries that are transport suppliers, above all, road freight companies. 118 / 500 characters	Small and medium enterprises are the end users, often reached via business support organisations. The development of solutions in GoA 1.3 will be carried out in cooperation with transport suppliers. Our Swedish associated Partner LBC Frakt Värmland has many small enterprise members (hauliers). We will engage the member organisation (business support organisations) in the development of the solutions in WP 1 (GoA 3) 418 / 1,000 characters
5	Business support organisation Intermedian organizations in partner countries reaching end the end target groups of small, mediumsize and large transport suppliers, such as clusters, chambers of commerce, transport business groups, sectorial business agencies etc. 233 / 500 characters	We have several Business support organisations as asscociated partners who will participate in the development of green solutions for municipalities, transport purchasers and transport suppliers. Business support organisations will be a useful channel to their businesses. 273 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
1.1	**Preparing Green Mobility Solutions for Municipalities and Regions**
1.2	**Preparing Green Solutions for Public and Private Transport Purchasers**
1.3	**Preparing Green Mobility Solutions for Transport Suppliers**

WP 1 Group of activities 1.1

5.6.1 Group of activities leader

Group of activities leader PP 7 - Saue Municipality Government

A 1.1

5.6.2 Title of the group of activities

Preparing Green Mobility Solutions for Municipalities and Regions

65 / 100 characters

5.6.3 Description of the group of activities

National goals need to be concretized at regional and local level. The transition to fossil-free and energy-efficient transport requires a functioning infrastructure and the responsibility for infrastructure planning lies at regional and municipal public authorities. They need to set targets and having strategic plans for electric charging infrastructure and refueling with renewable fuels such as biogas, biofuels and hydrogen. Roadmaps are needed to gain capacity to be successful in the transition.

In this GoA, we build further on e.g. the studies in Värmland and Dalarna as well as the knowledge of Wroclaw university. A workgroup with partners will be compiled and a detailed work plan will be adopted for planning activities and sharing responsibility, in the three phases, Methodology preparation, development of solutions and documentation. WP1-leader Wroclaw university and MAE will cooperate with the GoA 1.1 coordinator Saue municipality, but all partners will contribute to developing the guidelines and with the support from associated partners.

To speed up the transition into fossil free transport, actors need to cooperate within the whole value chain (freight companies, transport purchasers, fuel and energy companies, grid owners, municipalities in their role as landowners and planners.

PREPARING SOLUTIONS FOR:

Target setting
- EU and national energy and climate targets for the transport sector is analyzed in a regional and local context to analyze their own role in contributing to the common goals and agreeing how relevant targets can be set.
- Developing guidelines for regions and municipality on setting own targets for sustainable transports, especially for road freight transports.

Collaboration
- Mapping best practice on stakeholder forums in transport sector
- Saue municipality, Värmland and Dalarna region prepare regional and transnational stakeholder forums for green mobility
- Developing guidelines for stakeholder forums.

Data collection
- Partners identifying and agreeing on what transport data is relevant for the regional and local level
- Possible methodologies on how to collect the needed data is defined.
- Identification of possible digital planning tools and transferring data into digital tools and maps in GIS
- Mapping best practice
- Developing methodology guideline for data collection by Wroclaw university.

Planning
- Calculations of potentials for fossil free transports for different type of vehicles and freight transports, mapping possibilities for different technology choices (electricity, biofuel, hydrogen etc)
- Conducting advanced cost-benefit analyzes using simulation tools by Wroclaw university
- Developing methodology guideline for potential calculations and strategical infrastructure planning for filling stations for green fuel and electrical charging stations

2,848 / 3,000 characters

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

D 1.1

Title of the deliverable

Guidelines for infrastructure planning, target setting and collaboration for green mobility

91 / 100 characters

Description of the deliverable

The GoA 1.1 Coordinator collects the elements produced in WP1 by partners, including best practice, descriptions and plans and document the deliverables as guidelines ready for partners to pilot. The guidelines are at this stage put together as 3 deliverables, not yet in a harmonized way.

Deliverables for GoA 1.1:

1 Guidelines for collection of data and targets setting for green mobility
The guidelines will describe what data needs to be collected and proposed methodology on how to collect the data, taking partner countries specific circumstances in consideration. There will also be a guide on setting regional and local targets for green mobility in local and regional authorities to act as role models in sustainable transports.

2 Guidelines on creating regional and transnational collaboration forums for overcoming obstacles for green mobility.
Based on best practice the guideline will describe in general what actors need to be involved and their different roles in the transition towards sustainable transports.

3 Guidelines for planning of infrastructure for charging electrical trucks and fuel stations for biofuel as well as mobility solutions.
The guideline will show how potentials for different type of vehicles and freight transports can be calculated, taking technical and cost-benefit factors in consideration. The deliverable will also include guidelines for methodology in planning of infrastructure for filling stations and electrical charging stations. At this stage the guidelines will be of a more general kind for all type of road freight transports.

1,589 / 2,000 characters

Which output does this deliverable contribute to?

Tested transnational guideline for local and regional planning and target setting for green mobility

100 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.1: Preparing Green Mobility Solutions for Municipalities and Regions						
D.1.1: Guidelines for infrastructure planning, target setting and collaboration for green mobility						

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 4 - Viken County Council

A 1.2

5.6.2 Title of the group of activities

Preparing Green Solutions for Public and Private Transport Purchasers

69 / 100 characters

5.6.3 Description of the group of activities

In GoA 1.2 the partnership will, under the coordination of Viken County Council in Norway, develop guidelines to support municipalities and private transport buyers in adopting policies and procurement standards. All partners will map existing BSR best practices and contribute to the development of guidelines.

PREPARING SOLUTIONS FOR:

Policies
- Develop guidelines for municipalities and larger private transport purchasers own strategies for sustainable transport. Clarify how you can contribute to the transition in the long term.

Market analysis
- Develop methods for how to do market analysis before procurements (meetings, google, surveys, call, etc.) to gain knowledge of existing and possible fossil-free transports on the market
- Determine how long-term agreements are needed to promote development in the best way. Long-term agreements are required for suppliers to dare to invest, while at the same time flexibility is needed for new technology and new conditions.

Procurement requirements
- Procurement guidance will be developed to support public authorities and other larger transport purchasers into green transport procurement. The guidance will help to establish standards for sustainable transport so that it will be easier for suppliers to meet procurement requirements and that provides long term framework to base investment decision on. Differing use of methods and criteria among municipalities is a factor that risks creating uncertainty and slowing the transition to green mobility among suppliers of transport.

The development of the guidelines will build further on the experiences from Viken in Norway on already developed “recipes” for purchasing sustainable transports in municipalities of different kind .

The work will be carried out together with WP1 leaders Wrocklaw University and MAE and all partners.
Examples of procurement requirements:
- Digital route optimization
- System for dialogue about delivery times, time windows and anticipation requirements for coordination of systems / assignments
- Joint loading centers to be used
- Choice of transport method
- Choice of fuel, eg requirements for maximum CO2
- Type of vehicles
- Driving pattern

Follow up
- Develop methods and guidelines for following up procurement requirements. Requirements shouldn't be set that cannot be followed up. Not only through email and excel, but face to face follow-up which also becomes learning. Develop technical calculation data to be able to calculate CO2 from transports in a standardized way, with the same boundaries of climate impact in the value chain.

2,594 / 3,000 characters

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

D 1.2

Title of the deliverable

Detailed transnational guidelines for procurement of transport services

71 / 100 characters

Description of the deliverable

The GoA 1.2 Coordinator collects the elements produced in WP1 by partners, including best practice, descriptions and plans and document the deliverables as guidelines ready for partners to pilot. The guidelines are at this stage put together as 4 deliverables, in a preliminary version.

Deliverables for GoA 1.2:

1. Guidelines for transport purchasers' development of own policies for sustainable transports

2. Methods and guidelines for how to do market analysis before procurements to gain knowledge of the market.

3. Concrete and detailed guidelines for procurements of fossil-free and energy-efficient transport, including indicators and methods for planning of last milage transports.

4. Guidelines for following up procurement requirements and tool for calculating CO2.

790 / 2,000 characters

Which output does this deliverable contribute to?

Detailed tested and evaluated transnational guidelines for procurement of green transport services

98 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.2: Preparing Green Solutions for Public and Private Transport Purchasers						
D.1.2: Detailed transnational guidelines for procurement of transport services						

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 2 - Dalarna County Administrative Board

A 1.3

5.6.2 Title of the group of activities

Preparing Green Mobility Solutions for Transport Suppliers

58 / 100 characters

5.6.3 Description of the group of activities

GoA 1.3: Support transport companies to develop strategies / roadmaps for sustainable transport. Dalarna will coordinate this GoA in cooperation with WP1-leaders Wroclaw university and MAE.

All partners will pilot, test and evaluate the guidelines for transport suppliers that can be both public authorities own transports and private companies. The pilots will focus on specific types of transports. This will create experience that can contribute to further development of the more general guidelines delivered by WP1 and the guidelines can be improved and expanded with guidelines for specific type of transports. Piloting in all partner countries will also identify national difference that needs to be highlighted before publishing the output as transnational guidelines for BSR and beyond.

The specific type of transports that will be studied and piloted by partners are transports of raw materials (e g wood and mineral products), waist transports, distribution of goods (distribution trucks) and working machinery transports (e g snow, road constructions). In the pilots, associated partners to the project will be involved, contributing with in depth knowledge and experience needed to be able to produce high quality transnational guidelines.

PREPARING SOLUTIONS FOR:

Green mobility guidelines
- Develop guidelines to support transport companies to develop own action plans for green mobility.
- Develop guidance for what a transport supplier can do to switch to fossil-free, energy efficient transport solutions, for example:
- Digital route optimization
- Coordinate business systems with others for coordinated transport
- Dialogue about delivery times, time windows and anticipation
- Choice of fuel and vehicle
- Optimization of the vehicle fleet, including aerodynamic design, wheel axles and tires
- Driving and driver support
- Systematic sustainability management and follow up.

CO2 calculation
- Tool for how energy efficiency and climate impact can be calculated from their own transports, so that they can measure and report their climate impact, among other things in procurements.

Testing green vehicles
- Preparing test of fossil-free vehicles in targeted transport sector, to enable test of eco-efficient transport solutions for geen mobility.

2,277 / 3,000 characters

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

D 1.3

Title of the deliverable

Guidelines and tools for transport suppliers of green mobility solutions

72 / 100 characters

Description of the deliverable

The GoA 1.3 Coordinator collects the elements produced in WP1 by partners, including best practice, descriptions and plans and document the deliverables as guidelines ready for partners to pilot. The guidelines are at this stage a preliminary version.

Deliverables for GoA 1.3:

1 Guidelines for support to transport suppliers in developing own action plans on green mobility, with different elements:
- Digital route optimization
- Coordinate business systems with others for coordinated transport
- Dialogue about delivery times, time windows and anticipation
- Choice of fuel and vehicle
- Optimization of the vehicle fleet, including aerodynamic design, wheel axles and tires
- Driving and driver support
- Systematic sustainability management and follow up.
- Guidance for how energy efficiency and climate impact can be calculated from their own transports, so that they can measure and report their climate impact, among other things in procurements.

2 Calculation tool
A tool for calculation of climate impact, energy efficiency and profitability from different kinds of transports.

3 Plan for testing of fossil-free vehicle in targeted transport sector
Testing green vehicles
Plan for physical tests of vehicles.

1,231 / 2,000 characters

Which output does this deliverable contribute to?

Transnational guidelines and tools for transport suppliers in green transport solutions

90 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.3: Preparing Green Mobility Solutions for Transport Suppliers						
D.1.3: Guidelines and tools for transport suppliers of green mobility solutions						

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 4 - Viken County Council

Work package leader 2 PP 1 - Värmland County Administrative Board

5.4 Work package budget

Work package budget 40%

5.4.1 Number of pilots

Number of pilots 3

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Regional public authority Regional planning and development authorities in the Baltic Sea Region 70 / 500 characters	Viken County Concil, Norway is the WP2 leader, who will coordinate the piloting of solutions and ensure that all regions are involved in the test, evaluation and adjustment of solutions in WP2. County Administrative Board of Värmland, Sweden will assist Viken County Concil in the role as WP2 leader. Cooperation is needed between public and private transport purchasers, fuel/energy companies, electricity network companies, municipalities in their role as landowners and planners, who make land available for establishing infrastructure (charging stations and filling stations for green fuel) and freight companies. All regional partners in TransZero BSR are involved in WP2 and will participate in one or another way in all three pilots, even if partners focus on different parts in the pilots: 1. County Administrative Board of Värmland, Sweden (Lead Partner) 2. County Administrative Board of Dalarna, Sweden 3. Regional Council of North Karelia, Finland 4. Viken County Council, Norway 992 / 1,000 characters
2	Local public authority Municipalites and cities in the Baltic Sea Region 50 / 500 characters	Municipalities and regions in the Baltic Sea Region is the primary target group for TransZero BSR. The piloting of the solutions within GoA1 and GoA2 will be performed in close cooperation with municipalities in all the regions that participate in the TransZero BSR project. The partner organizations who are local public authorities (Lappeenranta City, Finland and Saue Municipality, Estonia) will give advice to the WP2 leader on how to involve and egage the municipalities in the best way in the piloting of the solutions developed in GoA1 and GoA2. 553 / 1,000 characters
3	Large enterprise Large companies in the partner countries that purchase large amount of transport services. Large transport suppliers, above all, road freight companies. 153 / 500 characters	Large enterprice within the industy are important purchasers of transportservices. We will reach out to the industry throug associated partners as business support organisations and business clusters. Together with our associated partners we will engage and involve the private transport purchasers in the piloting of the solutions within GoA2. The business support organisations and clusters already have good channels for cooperation with the industry. The piloting of solutions for green transport is of high interest for the transport purchasers, as they need fossil free transport solutions to be competitive in the future. Many of the large enterprise interested to be forerunners and who speed up the transition to a fossile-free transport system. For example enterprice from the forest, pulp, paper and steel industry will be involved in process for piloting the GoA2 solutions for purchasing of sustainable goods transports. 934 / 1,000 characters
4	Small and medium enterprise Small and mediumsize enterprises in partner countries that are transport suppliers, above all, road freight companies. 118 / 500 characters	The small and medium transport suppliers are the core of the transport system and will be involved in the piloting of the GoA2 green mobility transport solutions for hauliers. The solutions will be tested by transport companies who will be testing and implementing the tools in their own business processes. We will reach the small and medium transpport suppliers throgh the regional offices' energy experts or through the business support organisations (some of our assosiated partners) 489 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
5	Business support organisation Intermedian organizations in partner countries reaching end the end target groups of small, mediumsize and large transport suppliers, such as clusters, chambers of commerce, transport business groups, sectorial business agencies etc. 233 / 500 characters	Many of our associated partners are business support organisations, clusters and member organisations who will participate in the piloting of the solutions within GoA2 and GoA3 together with the transport purchasers within the industry and together with the transport suppliers. The business support organisations is a established channel with close contact to the industry and the hauliers. 391 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
2.1	**Piloting Green Mobility Solutions for Municipalities and Regions**
2.2	**Piloting Solutions for Public and Private Transport Purchasers**
2.3	**Piloting Green Mobility Solutions for Transport Suppliers**

WP 2 Group of activities 2.1

5.6.1 Group of activities leader

Group of activities leader PP 7 - Saue Municipality Government

A 2.1

5.6.2 Title of the group of activities

Piloting Green Mobility Solutions for Municipalities and Regions

64 / 100 characters

5.6.3 Description of the group of activities

All partners will test and evaluate the green mobility solutions for municipalities and regions. Since there is a large range of different kind of road transports with very many transport suppliers involved, there is a need to pilot the tools and methods for specific groups of transports. This will create experience that can contribute to further development of the more general guidelines delivered by WP1 and the guidelines can be improved and expanded with guidelines for specific type of transports. Piloting in all partner countries will also identify national difference that needs to be highlighted before publishing the output as transnational guidelines for BSR and beyond.

The specific type of transports that will be studied and piloted by partners are transports of raw materials (e g wood and mineral products), waste transports and working machinery transports (e g snow, road constructions). In the pilots, associated partners to the project will be involved, contributing with in depth knowledge and experience needed to be able to produce high quality transnational guidelines.

Compiling output: Saue municipality collects the tested and evaluated guidelines from partners, and put them together as a transnational output with support from WP2 leader Viken and by Värmland.

PILOTING OF:

Targets
- The guide on setting regional and local targets for green mobility in local and regional authorities, will be piloted in partner regions. To do this, EU and national targets for the transport sector has to be analyzed in a regional and local context with relevant stakeholders.
- Partner regions and municipality define own targets for sustainable transports, especially for road freight transports.
- Documentation, evaluation of guidelines and proposals for further improvements.

Collaboration
- Detailed mapping of stakeholders that needs to be involved in collaboration and actions on turning transports into sustainability.
- Creating stakeholder forums and platforms for relevant actors in partner regions/municipalities.
- Documentation, evaluation of guidelines and proposals for further improvements.

Data collection and planning
- Partners collect transport data based on guidelines from WP1 and benchmark data among BSR countries, including interviews with transport suppliers/stakeholders.
- Partners calculate potentials for fossil free transports for different type of vehicles, mapping possibilities for technology choices (electricity, biofuel, hydrogen etc)
- Guidelines on planning of infrastructure for charging electrical trucks, fuel stations for biofuel and mobility solutions are piloted in each partner region/municipality. The result will be infrastructure plans for both general level and for the specific type of transport types targeted in the pilots and roadmaps for sustainable transports, including where to locate and who should finance the investments.
- Documentation, evaluation of guidelines and proposals for further improvements.

2,991 / 3,000 characters

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

O 2.1

Title of the output

Transnational guideline for local and regional planning and target setting for green mobility

94 / 100 characters

Description of the output

The GoA 1 Coordinator collects documentations from the pilots by partners, including evaluations and proposed improvements. Sector specific conclusions for different type of transports are included as additional sections to the guidelines. The guidelines are put together as 3 deliverables in a harmonized way as one output.

OUTPUT (3 parts)

1 Transnational guidelines for collection of data and targets setting for green mobility
Tested, evaluated and improved guidelines for data collection and target settiings.

2 Transnational guidelines on creating regional collaboration for overcoming obstacles for green mobility.
Tested, evaluated and improved guidelines for collaboration model for transnational cooperation among several actors within the whole transport value chain for overcoming obstacles for green mobility.

3 Transnational guidelines for planning of infrastructure for charging electrical trucks and fuel stations for biofuel as well as mobility solutions.
Tested, evaluated and improved guidelines extended with specific type of freight transports piloted by partners.

By implementing the guidelines for green mobility the target groups will increase their institutional capacity to contribute to the transition to sustainable transports. Public authorities will be supported in setting targets develop infrastructure plans for charging stations and filling stations for renewable fuels.

Transnational guidelines for how to collect data, setting up collaboration forums and developing plans are essential to support public authorities. National and EU targets for the green deal as well as EUSBSR targets for sustainable transports will easier be met.

1,675 / 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 Municipalites and cities in the Baltic Sea Region	Municipalities and municipal companies that have captured the project's solutions: - has included the transition to fossil-free freight transport in strategy documents, and has gained increased competence and awareness of how strategic planning needs to be taken into account to enable the transition to a fossil-free transport system. - plans in the long term and strategically to simplify the expansion of charging infrastructure and tank infrastructure for fossil-free heavy vehicles, - has introduced requirements for fossil freedom in the documentation for the procurement of heavy vehicles and transport services, - has developed collaboration with other organizations to increase the pace of change. 706 / 1,000 characters
Target group 2 Large enterprise Large companies in the partner countries that purchase large amount of transport services. Large transport suppliers, above all, road freight companies.	The heavier industry's transport purchaser who participated in the project has: - introduced goals for sustainable freight transport solutions in policies / strategy documents, - including requirements for fossil freedom in procurement documents and requirements specifications for procurement of transport services and vehicles, - developed its routines for monitoring sustainability requirements and tools for calculating climate footprints from transport. 458 / 1,000 characters
Target group 3 Small and medium enterprise Small and mediumsize enterprises in partner countries that are transport suppliers, above all, road freight companies.	Transport companies that participated in the project have: - introduced targets for transition to fossil-free transport in target and strategy documents increased their competence in sustainable transport solutions - implemented tool for calculating climate footprints from different modes of transport. 303 / 1,000 characters

Durability of the output

The project has contributed to expansion of charging and tank infrastructure for renewable fuels and a faster conversion of the vehicle fleet, which has brought BSR closer to a sustainable transport system. Solutions developed within the project are used by the target group, which has increased the capacity for conversion and has a long-term effect on the regions' freight transport system. The project has contributed to a more sustainable transport system with reduced climate footprint within the BSR. Through the project, regions, municipalities, industry and transport companies have received increased knowledge, harmonized strategies, models and tools with other countries within BSR. The project has provided exchange with regions and municipalities that are at the forefront. This exchange has improved the awareness, equalized the knowledge level and increased the capacity for green transition in the BSR for the future.

933 / 1,000 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.1: Piloting Green Mobility Solutions for Municipalities and Regions						
O.2.1: Transnational guideline for local and regional planning and target setting for green mobility						

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 4 - Viken County Council

A 2.2

5.6.2 Title of the group of activities

Piloting Solutions for Public and Private Transport Purchasers

64 / 100 characters

5.6.3 Description of the group of activities

All partners will pilot and evaluate the procurement guidance of fossil-free and energy-efficient transport to support regional and local public authorities and other larger transport purchasers. The pilots will focus on specific types of transports. This will create experience that can contribute to further development of the more general guidelines delivered by WP1 and the guidelines can be improved and expanded with guidelines for specific type of transports.

The specific type of transports that will be studied and piloted by partners are transports of raw materials (e g wood and mineral products), waist transports and working machinery transports (e g snow, road constructions). In the pilots, associated partners to the project will be involved, contributing with in depth knowledge and experience needed to be able to produce high quality transnational guidelines.
When it comes to public procurement, a significant part of the climate impact of transporting goods is related to the earlier stages of the transport chain. Currently there are no methods and standards to evaluate suppliers in public tenders on their green mobility performance in the second to last mile part of the transport chain. Through TransZero BSR we will work with partners and regions directly related to the second to last mile and find relevant indicators and methods to extend and increase the level of fossil free transport in a bigger area.

Compiling output: Viken County Council collects the tested and evaluated solutions from partners, and put them together as a transnational output with support from WP2 leader Viken and by Värmland. Piloting in all partner countries will also identify national difference that needs to be highlighted before publishing the output as transnational guidelines for BSR and beyond.

PILOTING OF:

Action Plan
- Piloting guidelines for municipalities 'and larger private transport buyers' own action plans for sustainable transport.
- Communicate strategies so that transport suppliers has long-term framework to act strategically on.

Market analysis
- Piloting methods for how to do market analysis before procurements to gain knowledge of the market and how long term contracts are needed.

Procurement requirements
- Piloting procurement guidance in preferable real procurements in municipalities, regions and private transport purchasers. If this, for time reason is not possible, the piloting will in some cases be done in a theoretical way, testing the proposed requirements.
Through BSR recipes and ready-made standards that can easily and quickly be integrated in relevant tenders will be piloted, tested and made available to public and private procurers, building capacity and competencies for enabling the transition to emission-free transport in their procurement of goods and services.
- Piloting the calculation tool to compare CO2 from different transport solutions.

Follow up
- Piloting the methods for following up procurement requirements.

2,998 / 3,000 characters

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

☐

O 2.2

Title of the output

Detailed transnational guidelines for procurement of green transport services

77 / 100 characters

Description of the output

Trough the pilot the TransZero BSR has contributed to tested and evaluated transport solutions for working machines in the woods, working machines for road works, snow transports, freight transports of raw material, distrubution of goods and waist transports within municipalities, etc.

Today, price, efficiency and market predictability are the driving forces for the private actors procuring transport. Climate and energy issues are important aspects for these actors, but they lack knowledge, capacity and drivers. Through tested and evaluated transnational guidelines for procurement, TransZero BSR has contributed to necessary market conditions that will make it possible to switch to fossil-free transportation. We have contributed to the increase of capacity building and transfer og knowledge between private and public procurement actors in the different partner countries. All partners have been involved in this output.

When the same methods and standards are used in procurements in a wider region, there is a greater degree of predictability for local suppliers of transport to ensure that investments in green mobility will be necessary and useful. Through TransZero BSR joint methods and recipes for awarding and demanding fossil free transport can be implemented over a wider region, accelerating the transition to green mobility.

By adopting long term policies on sustainable transports, transport suppliers will have a framework to base investment decisions on. The transnational value comes from solutions that are developed in a transnational context and customized for the large group of transport suppliers in BSR and beyond.

The GoA2 Coordinator collects documentations from the pilots by partners, including evaluations and proposed improvements. Sector specific conclusions for different type of transports are included as additional sections to the guidelines. The guidelines are put together as 4 deliverables in a harmonized way as one output.

Output: Detailed transnational guidelines for procurement of green transport services consists of four parts:
1 Tested, evaluated and improved transnational guidelines for guidelines for municipalities 'and larger private transport buyers' own action plans for sustainable transport
2 Tested, evaluated and improved transnational guidelines for market analysis
3 Tested, evaluated and improved transnational guidelines for procurement requirements and tool for CO2 calculations.
4 Tested, evaluated and improved transnational guidelines for following up procured transports

2,552 / 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 Regional public authority Regional planning and development authorities in the Baltic Sea Region	Regional public authorities will use the procurement guidelines for green transport solutions when purchasing vehicles and transport services. 142 / 1,000 characters
Target group 2 Local public authority Municipalites and cities in the Baltic Sea Region	Local public authorities will use the procurement guidelines for green transport solutions when purchasing vehicles and transport services. 139 / 1,000 characters
Target group 3 Large enterprise Large companies in the partner countries that purchase large amount of transport services. Large transport suppliers, above all, road freight companies.	Large enterprises will use the procurement guidelines for green transport solutions when purchasing vehicles and transport services. 132 / 1,000 characters

Durability of the output

The project has contributed to that green transport solutions have been taken up by regional and local public authorities and large enterprises. Green solutions for procurement of transport will be used in the BSR after project's lifetime. Procurement solutions developed within the project are used by the target group. Through TransZero BSR joint methods and recipes for awarding and demanding fossil free transport have been developed and implemented over a wider region, accelerating the transition to green mobility.

523 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.2: Piloting Solutions for Public and Private Transport Purchasers						
O.2.2: Detailed transnational guidelines for procurement of green transport services						

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 - Dalarna County Administrative Board

A 2.3

5.6.2 Title of the group of activities

Piloting Green Mobility Solutions for Transport Suppliers

57 / 100 characters

5.6.3 Description of the group of activities

Piloting and evaluating of climate impact and cost calculation tool which make it possible for transport purchasers to compare different transport solutions (ie. life cycle cost calculation).
All partners will pilot, test and evaluate the guidelines for transport suppliers. The pilots will focus on specific types of transports. This will create experience that can contribute to further development of the more general guidelines delivered by WP1 and the guidelines can be improved and expanded with guidelines for specific type of transports. Piloting in all partner countries will also identify national difference that needs to be highlighted before publishing the output as transnational guidelines for BSR and beyond.

The specific type of transports that will be studied and piloted by partners are transports of raw materials (e g wood and mineral products), waste transports, distribution of goods (distribution trucks) and working machinery transports (e g snow, road constructions). In the pilots, associated partners to the project will be involved, contributing with in depth knowledge and experience needed to be able to produce high quality transnational guidelines.

Partners present the guidelines for suppliers in the specific transport sector and support the suppliers in adopting an action plan based on the elements in the guidelines. The aim for the project is to have the suppliers taking decisions to adopt and implement the action plan during the pilot period. Guidelines are evaluated and improved based in input from partner pilots. Dalarna will coordinate this GoA in cooperation with WP2-Leaders Viken and Värmland.

PILOTING OF:

Green mobility guidelines
- Develop guidelines to support transport companies to develop own action plans for green mobility.
- Develop guidance for what a transport supplier can do to switch to fossil-free, energy efficient transport solutions, for example:
- Digital route optimization
- Coordinate business systems with others for coordinated transport
- Dialogue about delivery times, time windows and anticipation
- Choice of fuel and vehicle
- Optimization of the vehicle fleet, including aerodynamic design, wheel axles and tires
- Driving and driver support
- Systematic sustainability management and follow up.

CO2 calculation
- Tool for how energy efficiency and climate impact can be calculated from their own transports, so that they can measure and report their climate impact, among other things in procurements.

Fossil-free vehicles
- Tests of fossil-free vehicles in targeted transport sector. (Physical tests of vehicles)

2,603 / 3,000 characters

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

O 2.3

Title of the output

Transnational guidelines and tools for suppliers of green mobility solutions

76 / 100 characters

Description of the output

Suppliers of transports needs increased knowledge and concrete tools about what measures they themselves can take to increase energy efficiency and reduce climate impact. By implementing the guidelines, they will increase their institutional capacity and be able to develop an action plan or green mobility. Larger companies have more knowledge and a more systematic work, but there are very many small transport companies so the guides will be designed to suit even the small ones.

Transport companies need to increase the pace of the transition to sustainable transport and implement strategic investments in fossil-free and energy-efficient transport. By implementing the solutions from TransZero they will increase their motivation and capacity to take relevant actions.

The calculation tool for CO2 and cost benefit will facilitate the tendering process and support fair analysis of different transport solutions, but also to provide good basis for investment decisions in new type of vehicles.
Many of the new vehicles driven by electricity, hydrogen and biogas are still new to the market and there is a fare share of uncertainty if the solutions will meet the needs. By providing possibilities for testing new type of vehicles it will lower the risks.

The transnational value comes from solutions that are developed in a transnational context and customized for the large group of transport suppliers in BSR and beyond.

The GoA Coordinator collects documentations from the pilots by partners, including evaluations and proposed improvements. Sector specific conclusions for different type of transports are included as additional sections to the guidelines. The guidelines are put together in a harmonized way as one output.

Output: Transnational guidelines and tools for suppliers of green mobility solutions consists of three parts:

1 Tested, evaluated and improved transnational guidelines for action plans in transport supplier organizations

2. Transnational tool for calculations of climate impact and cost benefits for different kind of green transport solutions

3. Tested solutions for fossil-free vehicles

2,133 / 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 Regional public authority Regional planning and development authorities in the Baltic Sea Region	Awareness and capacity for conversion have increased in the regions, and the conditions for conversion to fossil-free freight transport for participating partners and the project's target group have improved. Through the dissemination of the project's sustainable solutions and results regionally and transnationally, the pace of change has increased. 351 / 1,000 characters
Target group 2 Local public authority Municipalites and cities in the Baltic Sea Region	Local public authorities will use the transnational guidelines and tools for calculations of climate impact and cost calculation from different kind of transports for their action plans. The tested solutions for fossil-free vehicles will be used by other municipalities in the BSR and beyond. 293 / 1,000 characters
Target group 3 Large enterprise Large companies in the partner countries that purchase large amount of transport services. Large transport suppliers, above all, road freight companies.	Some large enterprises are transport companies who will use the transnational guidelines and tools for calculations of climate impact and cost calculation from different kind of transports for their action plans. Some large enterprises are transport purchasers and will be able to procure the green transport solutions. 322 / 1,000 characters
Target group 4 Small and medium enterprise Small and mediumsize enterprises in partner countries that are transport suppliers, above all, road freight companies.	Small and medium enterprises enterprises are transport companies who will use the transnational guidelines and tools for calculations of climate impact and cost calculation from different kind of transports for their action plans. Small and medium enterprises will use the tool for calculations of climate impact from their own transport operations and use the cost calculation tool to count on their profitability. The tested solutions for fossil-free vehicles can be used as good examples for small and medium enterprises who want to invest in green sustainable vehicles. 576 / 1,000 characters
Target group 5 Business support organisation Intermedian organizations in partner countries reaching end the end target groups of small, mediumsize and large transport suppliers, such as clusters, chambers of commerce, transport business groups, sectorial business agencies etc.	The Business support organisations will disseminate and transfer the tested, evaluated and improved transnational guidelines for action plans in transport supplier organizations. The Business support organisations will disseminate and transfer the tool for calculations of climate impact and cost calculation from different kind of transports to their member organisations. 374 / 1,000 characters

Durability of the output

The solutions uptaken by the transport suppliers within the project will be used in the transport companies also in the future, and will be spread to other transport companies within the BSR. There will be a demand for green solutions in the future and companies who have made the transition into green transports will have an advantage.

337 / 1,000 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.3: Piloting Green Mobility Solutions for Transport Suppliers						
O.2.3: Transnational guidelines and tools for suppliers of green mobility solutions						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

Work package 3

5.1 WP3 Transferring solutions

5.2 Aim of the work package

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

5.3 Work package leader

Work package leader 1 PP 3 - Regional Council of North Karelia

Work package leader 2 PP 6 - City of Lappeenranta

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	Regional public authority Regional planning and development authorities in the Baltic Sea Region 70 / 500 characters	Regional public authorities is an important target group. Some of the partners already have regional co-operative groups for transport system and climate and energy program, where solutions and results from the project can be spread. An important GoA 1 Solution is the transnational collaboration forum. This platform will be used for transferring the green mobility solutions to regions within the BSR, and for exchange of experience. The final conference in the project will be arranged by Regional Council of North Karelia in Cooperation with City of Lapenranta. This will be an excellent opportunity to reach regions outside the partnership to participate for example by a hybrid conference or webinar where solutions for green mobility is spread broader. 760 / 1,000 characters
2	Local public authority Municipalites and cities in the Baltic Sea Region 50 / 500 characters	The partners has established channels to reach out to municipalities. Cities are the primary target group for the GoA 1 and GoA 2 green mobility solutions and will be engaged allready in the preparing and testing of the solutions. A number of municipalities has already signed a "letter of support" that they agree to contribute in the development/piloting and uptake of green solutions within TransZero BSR. Within WP3 we aim to reach not only to the municipalities in the participating regions by regional conferences, but also broader to other regions within the BSR and beyond. The green mobility solutions will be spread by: Social media channel including LinkedIn E-promotional materials, e-newsletter Webinars and project presentation in webinars National and international networks communications Showcasing electrification in conferences local/regional events Exhibition, allow school and university students, local citizens to explore the electrified machines. Press Releases Web pages 1,000 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
3	Large enterprise Large companies in the partner countries that purchase large amount of transport services. Large transport suppliers, above all, road freight companies. 153 / 500 characters	Our associated partners who are business support organizations will be an important channel for us to reach out to the large enterprise transport purchasers to engage some of the industries in the development and testing of the GoA 2 solutions for purchasers. Representatives for the industry will also be invited to the collaboration forums where we want the whole value chain to have a common dialogue on how to speed up the transition to a green transport system. During WP 3 we will cooperate with our associated business support organizations and use their ordinary channels to reach out broader to considerable private transport purchasers within the industry. 667 / 1,000 characters
4	Small and medium enterprise Small and mediumsize enterprises in partner countries that are transport suppliers, above all, road freight companies. 118 / 500 characters	Associated partners who are business support organizations will be an important channel to reach out to the smal and medium-size transport suppliers to engage some of the companies in the development and testing of solutions. A few transport companies will be involved in the practical piloting of the solutions for transport suppliers. New tested and evaluated solutions and tools will be published and made available on the project website. In the broader transferring of solutions within WP3 we will cooperate with our associated partners to use their ordinary channels to reach haulage companies. But we will also arrange regional demonstation events, where available green technology and tested solutions are presented. At those events we will also invite experts from vehicle manufacturers to describe their scenarios for how fast the transtition to fossil free vehicle will be and to present solutions which not are available today but will be available on the market in the near future. 995 / 1,000 characters
5	Business support organisation Intermedian organizations in partner countries reaching end the end target groups of small, mediumsize and large transport suppliers, such as clusters, chambers of commerce, transport business groups, sectorial business agencies etc. 233 / 500 characters	Many of our associated partners are business support organisations who will be engaged during the preparing, piloting and transferring of solutions during the whole project time. In the transferring of green solutions we also aim to reach out to other business support organisations than our associated partners by inviting relevant organisations to webbinars and conferences. 378 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
3.1	**Transferring Green Mobility Solutions for Municipalities and Regions within the BSR and Beyond**
3.2	**Transferring Solutions for Public and Private Transport Purchasers within the BSR and Beyond**
3.3	**Transferring Green Mobility Solutions for Transport Suppliers within the BSR and Beyond**

WP 3 Group of activities 3.1

5.6.1 Group of activities leader

Group of activities leader PP 7 - Saue Municipality Government

A 3.1

5.6.2 Title of the group of activities

Transferring Green Mobility Solutions for Municipalities and Regions within the BSR and Beyond

94 / 100 characters

5.6.3 Description of the group of activities

North Karelia and Lappeenranta (WP3-leaders) will plan for the transferring of the solutions and project results to municipalities within the BSR and other cities. All partners will work with the transferring of green mobility solutions for municipalities and regions. The project's Communication plan with objectives, channels, methods, targets and activities will be used.

The partnership will use appropriate channels for transferring solutions in order to reach out to potential users in municipalities and regions. For the transferring we will use videos, social media channels, networks mailing list, local events, workshops, webinars and other international events. The collaboration platform built up in WP1 and WP2 have a central role for transferring the piloted and evaluated solutions from the project. The closing event organized by Regional Council of North Karelia in cooperation with Lappeenranta will be an important arena for transferring results.

In connection to the Communication Plan a final Solutions Transferring Plan will be developed. The plan will describe actual achievements as well as outline foreseen follow-up transferring activities in collaboration with potential end users of the project results. Key elements of Transferring Plan include:
- Raising awareness on the project and stimulating interest among all stakeholders;
- transferring the results of the project to relevant stakeholders;
- facilitating the adoption of the project’s recommendation by external stakeholders and policymakers;
- ensuring the achievement of impact after the end of the project through effective communication plan.

TRANSFERRING OF:

Targets
- The guide on setting regional and local targets for green mobility in local and regional authorities
- Guidelines and proposals for further improvements

Collaboration
- Stakeholder forums and platforms for relevant actors. Through our partnership's different networks we will establish business forums, inviting actors from current branches to cooperate in order to develop and shape the future fossil free transportation marketplace.

Data collection and planning
- transport data based on guidelines from WP1 and pilots in WP2
- calculated potentials for fossil free transports for different type of vehicles
- guidelines on strategical planning of infrastructure for charging electrical trucks, fuel stations for biofuel and mobility solutions which have been piloted in each partner region/municipality.

2,476 / 3,000 characters

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

D 3.1

Title of the deliverable

Transfer of tested and evaluated Transnational solutions for municipalities

75 / 100 characters

Description of the deliverable

Based on the tested and evaluated solutions for municipalities and regions, TransZero BSR will transfer:

1. Transnational guidelines for municipalities' collection of data and target-setting for green mobility. The guidelines include references ad explanations of the new EU and EUBSR BA Transport policies, objectives, and regulations. Guidelines will include overview of the selected transport fuels such as methanol, biofuels, hydrogen as well as emerging technologies such as batteries, fuel cells, wind assisted propulsion, and Ammonia from renewable local resources.

2. Tested and evaluated transnational guidelines for regional and local strategic planning of infrastructure for charging electrical trucks and fuel stations for biofuel.

3. Tested and evaluated collaboration model for transnational cooperation among several actors within the whole transport value chain for overcoming obstacles for green mobility.

The solutions wil be transferred through:
- joint digital platform
- social media
- printed material
- films etc.
- all partners' own established networks and channels
- events/workshops/seminars disseminating knowledge
- at least 2 regional events/workshops disseminating results
- 8 transnational partner meetings (in all partner regions)
- at least 300 persons extending competencies on green mobility solutions for municipalities and regions
- transnational guidelines available as digital guidance material through websites with advisory services

Through cooperation with municipalities and regions we will present methods and findings as physical and digital seminars/webinars. Associated partners, municipalilties and regional actors (in hosting partner region) will be invited to the transnational partners meetings that will be held in each country (Kick-off Värmland (SE), partner meeting Saue (EE), Warszawa (PL), Transnational Mid-term conference in Viken (NO), partner meeting Dalarna (SE) and Final closing event in North Karelia/Lappeenranta (FI).

1,997 / 2,000 characters

Which output does this deliverable contribute to?

Transferred transnational guideline for local/regional planning for green mobility

84 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.1: Transferring Green Mobility Solutions for Municipalities and Regions within the BSR and Beyond						
D.3.1: Transfer of tested and evaluated Transnational solutions for municipalities						

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 4 - Viken County Council

A 3.2

5.6.2 Title of the group of activities

Transferring Solutions for Public and Private Transport Purchasers within the BSR and Beyond

92 / 100 characters

5.6.3 Description of the group of activities

North Karelia and Lappeenranta (WP3-leaders) will plan for the transferring of the solutions and project results to public and private transport purchasers within BSR and beyond. All partners will work with the transferring of procurement solutions for green transport. The project's Communication plan with objectives, channels, methods, targets and activities will be used.

The partnership will use appropriate channels for transferring solutions in order to reach out to potential public and private transport purchasers. For the transferring we will use videos, social media channels, networks mailing list, local events, workshops, webinars and other international events. The collaboration platform built up in WP1 and WP2 have a central role for transferring the piloted and evaluated solutions from the project. The closing event organized by Regional Council of North Karelia in cooperation with Lappeenranta will be an important arena for transferring results.

In connection to the Communication Plan a final Solutions Transferring Plan will be developed. The plan will describe actual achievements as well as outline foreseen follow-up transferring activities in collaboration with potential end users of the project results. Key elements of Transferring Plan include:
- Raising awareness on the project and stimulating interest among all stakeholders;
- transferring the results of the project to relevant stakeholders;
- facilitating the adoption of the project's recommendation by external stakeholders and policymakers;
- ensuring the achievement of impact after the end of the project through effective communication plan.

TRANSFERRING OF:
Action Plan
- guidelines for action plans for sustainable transport

Market analysis
- methods for how to do market analysis before procurements to gain knowledge of the market and how long term contracts are needed.

Procurement requirements
- procurement guidance in preferable real procurements in municipalities, regions and private transport purchasers. If this, for time reason is not possible, the piloting will in some cases be done in a theoretical way, testing the proposed requirements.
- TransZero BSR recipes and ready-made standards for the transition to emission-free transport in procurement of goods and services.
- calculation tool to compare CO2 from different transport solutions.

Follow up
- methods for following up procurement requirements.

The solutions wil be transferred through:
- events/workshops/seminars disseminating knowledge about requirements and standards for procurement of fossil free transport in each country
- joint digital platforms
- social media
- printed material
- films etc.

All partners will use their own networks in order to reach out vide in BSR and beyond.

2,773 / 3,000 characters

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

D 3.2

Title of the deliverable

Transfered detailed transnational guidelines for procurement of transport services

82 / 100 characters

Description of the deliverable

The detailed transnational guidelines for procurement of transport services will be presented and disseminated through physical and digital workshops and seminars, combining group-discussions and teamwork to transfer results. Findings and future development scenarios will also presented in partners' media-channels.

Recipes and methods for procurement will also be available as digital guidance material through websites linking standardized methods with advisory services. Through our cooperation with different kinds of authorities and large transport purchasers on procurement guidance we will present methods and findings as part of digital webinars.

In the TransZero BSR through our partnership networks we will establish business forums, inviting actors from current branches to cooperate in order to develop and shape the future fossil free transportation marketplace.

- At least 2 events/workshops disseminating knowledge about requirements and standards for procurement of fossil free transport in each country.

- At least 400 persons extending their competencies on green procurement and fossil free transport technologies and vehicles.

- Transnational Mid-term conference in Norway and Final closing event in Finland gather partners, associated organisations and stakeholders together.

1,307 / 2,000 characters

Which output does this deliverable contribute to?

Detailed tested and evaluated transnational guidelines for procurement of green transport services

98 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.2: Transferring Solutions for Public and Private Transport Purchasers within the BSR and Beyond						
D.3.2: Transfered detailed transnational guidelines for procurement of transport services						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 3 Group of activities 3.3

5.6.1 Group of activities leader

Group of activities leader PP 2 - Dalarna County Administrative Board

A 3.3

5.6.2 Title of the group of activities

Transferring Green Mobility Solutions for Transport Suppliers within the BSR and Beyond

87 / 100 characters

5.6.3 Description of the group of activities

North Karelia and Lappeenranta (WP3-leaders) will plan for the transferring of the green mobility solutions for transport suppliers within BSR and beyond.
All partners will work with the transferring of green mobility solutions for transport suppliers. The project's Communication plan with objectives, channels, methods, targets and activities will be used.

The partnership will use appropriate channels for transferring solutions in order to reach out to potential transport suppliers. For the transferring we will use videos, social media channels, our networks mailing lists, local and regional events, workshops, webinars and other international events. The collaboration platform built up in WP1 and WP2 have a central role for transferring the piloted and evaluated solutions from the project. The closing event organized by Regional Council of North Karelia in cooperation with Lappeenranta will be an important arena for transferring results.

In connection to the Communication Plan a final Solutions Transferring Plan will be developed. The plan will describe actual achievements as well as outline foreseen follow-up transferring activities in collaboration with potential end users of the project results. Key elements of Transferring Plan include:
- Raising awareness on the project and stimulating interest among all stakeholders;
- transferring the results of the project to relevant stakeholders;
- facilitating the adoption of the project’s recommendation by external stakeholders and policymakers;
- ensuring the achievement of impact after the end of the project through effective communication plan.

TRANSFERRING OF:
Transnational guidelines and tools for suppliers of green mobility solutions:

1 Tested, evaluated and improved transnational guidelines for action plans in transport supplier organizations

2. Transnational tool for calculations of climate impact and cost calculation from different kind of transports

3. Tested solutions for fossil-free vehicles for green mobility (the results of the vehicle pilots will be transferred into knowledge based recommendations to innovate respective field of transportation services in other partner countries in BSR region in general. Country-specific results of the pilot and respective recommendation will be disseminated to be used by other municipalities to improve their transportation services).

2,379 / 3,000 characters

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

D 3.3

Title of the deliverable

Transferred guidelines and tools for suppliers of green mobility solutions

74 / 100 characters

Description of the deliverable

Based on tested and evaluated GoA 1.3 solutions the project will transfer guidelines for cleaner and fossil-free transport options using greener and cleaner options.

The guidelines and tools for suppliers will be presented and disseminated through physical and digital workshops and seminars, combining group-discussions and teamwork to transfer results. Results and future development scenarios will also be presented in partners' media-channels. Also regional physical demonstration events wher green vehicle solutions will be presented/demonstrated will be held in partner regions.

Transnational tools will also be available as digital guidance material through websites with advisory services. Through our cooperation with different kinds of business support organisations and transport suppliers, we will present methods and findings as part of digital webinars. Transnational Mid-term conference in Norway and Final closing event in Finland will gather partners, associated organisations and stakeholders in physical events.

- Through our partnership's different networks we will establish business forums, inviting actors from current branches to cooperate in order to develop and shape the future fossil free transportation marketplace.

- At least 2 events/workshops disseminating knowledge about cleaner and fossil-free options for transport suppliers in each country.

- At least 400 persons extending their competencies on green mobility solutions for transport suppliers.

1,491 / 2,000 characters

Which output does this deliverable contribute to?

Transnational guidelines and tools for suppliers of green mobility solutions.

77 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.3: Transferring Green Mobility Solutions for Transport Suppliers within the BSR and Beyond						
D.3.3: Transferred guidelines and tools for suppliers of green mobility solutions						

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	3	N/A	N/A	**RCR 104 - Solutions taken up or up-scaled by organisations**	3	Outputs from our pilots are: 1. Transnational guideline for local and regional planning and target setting for green mobility 2. Detailed transnational guidelines for procurement of green transport services 3. Transnational guidelines and tools for suppliers of green mobility solutions Local and regional authorities have started planning for green transports, they have set targets and planned for green infrastructure (associated organisations and municipalities that we have cooperated with in the pilots). The transnational collaboration forum/platform are used by actors/organisations in the whole value chain. Public and private transport purchasers have implemented the procurement guidelines for green transport services (Associated partners, municipalities and large enterprises that we have cooperated with in the pilots). Transport suppliers and associated partners (business support organisations) have tested tools and implemented the guidlines for green mobility solutions. 993 / 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).
RCO 116 – Jointly developed solutions	3	O.2.1: Transnational guideline for local and regional planning and target setting for green mobility	The transnational guideline, including the proposed methodology on how to collect data, regional and local target setting for green mobility and the collaboration forum/platform that have been developed by the project is used by the target groups. The transnational collaboration forum for overcoming obstacles for green mobility is in use and actors from the whole value chain can be involved and exchange experiences on the platform. The Guidelines for planning of infrastructure for charging electrical trucks and fuel stations for biofuel are in use. This means that the project has made it easier for local and regional authorities to make their own strategical plans for infrastructure. The test of sustainable solutions for vehicles show how potentials for different type of vehicles and freight transports can be calculated, taking technical and cost-benefit factors in consideration. 897 / 1,000 characters
		O.2.2: Detailed transnational guidelines for procurement of green transport services	Through BSR ready-made recipes for transport purchasers the target groups can easily use relevant green procurement requirements in their tenders. Public and private purchasers have increased their competencies for green procurement which make them more competitive so they can contribute to the speed up of transition to emission-free transport in BSR and beyond. 364 / 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	31	**PSR 1 - Organisations with increased institutional capacity due to their participation in cooperation activities across borders**		Project partners and associated organisations	By participation in TransZero BSR, Project partners and associated organsiation (Regions, Municipalities, Cities, Reseach organisations and Business support organisations) have increased their capacity for green transition. Through engagement in developing, testing, evaluating, implementing and transferring of fossil-free and energy-efficient transport solutions their knowledge have been increased and the transition has been speeded-up. 444 / 1,500 characters
			160	Other organisations	Other stakeholders (like e g Transport purchasers, Transport suppliers, Regions, Municipalities, Cities, Reseach organisations and Business support organisations) who have been involved in the development and testing of green/alternative fuels and vehicles, digital CO2 calculation tool etc. have increased their capacity for green transition. Through engagement in developing, testing, evaluating, implementing and transferring of fossil-free and energy-efficient transport solutions their knowledge have been increased and the transition has been speeded-up. 565 / 1,500 characters

7. Budget

7.0 Preparation costs

Preparation Costs

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

Other EU support of preparatory cost

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

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

No. & role	Partner name	Partner status	CAT0 - Preparation costs	CAT1 - Staff	CAT2 - Office & administration
1 - LP	Värmland County Administrative Board	Active 22/09/2022	24,000.00	284,000.00	42,600.00
2 - PP	Dalarna County Administrative Board	Active 22/09/2022	0.00	168,000.00	25,200.00
3 - PP	Regional Council of North Karelia	Active 22/09/2022	0.00	185,760.00	27,864.00
4 - PP	Viken County Council	Active 22/09/2022	0.00	271,000.00	40,650.00
5 - PP	Mazovia Energy Agency	Active 22/09/2022	0.00	215,801.00	32,370.15
6 - PP	City of Lappeenranta	Active 22/09/2022	0.00	165,000.00	24,750.00
7 - PP	Saue Municipality Government	Active 22/09/2022	0.00	149,640.00	22,446.00
8 - PP	Wroclaw University of Science and Technology	Active 22/09/2022	0.00	168,912.00	25,336.80
Total			24,000.00	1,608,113.00	241,216.95

No. & role	Partner name	CAT3 - Travel & accommodation	CAT4 - External expertise & services	CAT5 - Equipment	Total partner budget
1 - LP	Värmland County Adminis	42,600.00	80,800.00	0.00	474,000.00
2 - PP	Dalarna County Administr	25,200.00	86,000.00	0.00	304,400.00
3 - PP	Regional Council of North	27,864.00	65,500.00	0.00	306,988.00
4 - PP	Viken County Council	40,650.00	48,000.00	0.00	400,300.00
5 - PP	Mazovia Energy Agency	32,370.15	12,500.00	0.00	293,041.30
6 - PP	City of Lappeenranta	24,750.00	62,100.00	0.00	276,600.00
7 - PP	Saue Municipality Govern	22,446.00	121,000.00	0.00	315,532.00
8 - PP	Wroclaw University of Sci	25,336.80	0.00	0.00	219,585.60
Total		241,216.95	475,900.00	0.00	2,590,446.90

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. Värmland Countv	Events/meetings	CAT4-PP1-A-0	Transnational Kick-off meeting in Värmland (42 / 100 characters)	No	1.1 1.2 1.3	7,000.00
1. Värmland Countv	Communication	CAT4-PP1-C-0	Communication material, printed material, films, roll-ups etc. (62 / 100 characters)	No	N/A	12,000.00
1. Värmland Countv	Communication	CAT4-PP1-C-0	Internal and external digital collaboration platform (partners, associated, stakeholders) (89 / 100 characters)	No	1.1 1.2 1.3 2.1 2.2 2.3 3.1 3.2 3.3	9,000.00
1. Värmland Countv	Events/meetings	CAT4-PP1-A-0	WP1-3 Regional meetings/workshops for planning, piloting and transferring of solutions (86 / 100 characters)	No	1.1 1.2 1.3 2.1 2.2 2.3 3.1 3.2 3.3	12,000.00
1. Värmland Countv	Specialist support	CAT4-PP1-E-0	GoA1: Consultants for Data analysis, Infrastructure planning, roadmap for fossil-free transports (97 / 100 characters)	No	1.1 2.1 3.1	10,000.00
1. Värmland Countv	Events/meetings	CAT4-PP1-A-0	WP2 Demonstration event. Sustainable solutions for vehicles (59 / 100 characters)	No	3.2 3.3	10,000.00
1. Värmland Countv	Specialist support	CAT4-PP1-E-0	GoA2 Procurement support, Economic calculations, Test of Tools for CO2 calculation for purchasers (97 / 100 characters)	No	1.2 2.2 3.2	8,800.00
	Total					475,900.00

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Värmland County	Specialist support	CAT4-PP1-E-0	GoA3 Support for Policy and Target setting, Co2 and profitability calculation for suppliers 91 / 100 characters	No	1.3 2.3 3.3	12,000.00	
2. Dalarna County	Specialist support	CAT4-PP2-E-0	Infrastructure planning expert (Piloting regional guide on infrastructure planning) 83 / 100 characters	No	1.1 2.1 3.1	36,000.00	
2. Dalarna County	Communication	CAT4-PP2-C-1	Supporting transport suppliers (Designing guidelines by communication expert) 77 / 100 characters	No	1.3	6,000.00	
2. Dalarna County	Specialist support	CAT4-PP2-E-1	Supporting transport suppliers (Piloting guideline for transport suppliers) 75 / 100 characters	No	2.3	36,000.00	
3. Regional Council	Specialist support	CAT4-PP3-E-1	Travelling costs for external experts 37 / 100 characters	No	2.1 2.2 2.3	6,000.00	
3. Regional Council	Events/meetings	CAT4-PP3-A-1	Catering costs for local and regional events 44 / 100 characters	No	N/A	1,500.00	
3. Regional Council	Specialist support	CAT4-PP3-E-1	Feasibility study renewable fuel potential 42 / 100 characters	No	1.3 2.3 3.3	20,000.00	
3. Regional Council	Communication	CAT4-PP3-C-1	Promotion costs 15 / 100 characters	No	N/A	3,000.00	
3. Regional Council	Specialist support	CAT4-PP3-E-1	Plannig of renewable fuel distribution system for remote areas 62 / 100 characters	No	1.1	30,000.00	
3. Regional Council	Events/meetings	CAT4-PP3-A-1	Organizing one project event in North Karelia 45 / 100 characters	No	3.1 3.2 3.3	5,000.00	
4. Viken County Co	Events/meetings	CAT4-PP4-A-1	Meetings (venues, food, etc) 28 / 100 characters	No	N/A	25,000.00	
4. Viken County Co	Specialist support	CAT4-PP4-E-1	Report from consultant on market potential and barriers concerning vehicles and machinery in Norway 99 / 100 characters	No	1.3	10,000.00	
	Total					475,900.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
4. Viken County Co	Specialist support	CAT4-PP4-E-2	Leasing and transporting relevant machines and vehicles for demonstrations 74 / 100 characters	No	2.3 3.3	10,000.00	
4. Viken County Co	Project management	CAT4-PP4-D-2	FLC audit 9 / 100 characters	No	N/A	3,000.00	
5. Mazovia Energy	Communication	CAT4-PP5-C-2	any promotional materials distribution/printing 48 / 100 characters	No	N/A	500.00	
5. Mazovia Energy	Events/meetings	CAT4-PP5-A-2	local stakeholders engagement activity 38 / 100 characters	No	1.1 1.2 2.1 2.2 3.1 3.2	2,000.00	
5. Mazovia Energy	Project management	CAT4-PP5-D-2	PMG organization 16 / 100 characters	No	N/A	2,500.00	
5. Mazovia Energy	Specialist support	CAT4-PP5-E-2	t&a for external expert reagrding solution transfer activities (up to 3 people for 2 events) 93 / 100 characters	No	3.1 3.2	7,500.00	
6. City of Lappeenr	Specialist support	CAT4-PP6-E-2	Piloting solutions (guidlines, fuel economy calculator, and alternative fuels cost comparison) 95 / 100 characters	No	2.1 2.2 2.3	15,000.00	
6. City of Lappeenr	Specialist support	CAT4-PP6-E-2	Experts for creating the green procurement guidelines for municipalities, purchasers and suppliers 98 / 100 characters	No	1.1 1.2 1.3 2.1 2.2 2.3 3.1 3.2 3.3	22,000.00	
	Total					475,900.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
6. City of Lappeenr	Events/meetings	CAT4-PP6-A-2	(Workshops in cooperation with project stakeholders and local citizens 71 / 100 characters	No	1.1 1.2 1.3 2.1 2.2 2.3	6,000.00	
6. City of Lappeenr	Events/meetings	CAT4-PP6-A-2	Local events to promote/disseminate project activities 54 / 100 characters	No	3.1 3.2 3.3	4,500.00	
6. City of Lappeenr	Events/meetings	CAT4-PP6-A-3	Transfer events for other cities in Finland and to policymakers. 65 / 100 characters	No	3.1 N/A	3,600.00	
6. City of Lappeenr	Events/meetings	CAT4-PP6-A-3	Project consortia meeting (hosting, catering, premises, etc) and final project conference 89 / 100 characters	No	3.1 3.2 3.3	11,000.00	
7. Saue Municipality	Events/meetings	CAT4-PP7-A-3	Regional seminars, workshops with partners 42 / 100 characters	No	1.1 1.2 2.1 2.2 3.1 3.2	7,500.00	
7. Saue Municipality	Specialist support	CAT4-PP7-E-3	Efficiency/feasibility study of municipality's road maintenance etc 67 / 100 characters	No	1.1 2.1 3.1	25,000.00	
7. Saue Municipality	Specialist support	CAT4-PP7-E-3	Technical expertise/consultancy (planning pilot with suitable vehicles) 71 / 100 characters	No	1.1 1.2 1.3	20,000.00	
7. Saue Municipality	Events/meetings	CAT4-PP7-A-3	Transnational partner meeting 29 / 100 characters	No	N/A	8,500.00	
2. Dalarna County	Events/meetings	CAT4-PP2-A-3	Meeting, venues, food etc. 26 / 100 characters	No	N/A	8,000.00	
7. Saue Municipality	Specialist support	CAT4-PP7-E-3	Services needed in order to conduct physical test of fossil-free veihcles in pilot . 84 / 100 characters	No	2.3 3.3	60,000.00	
	Total					475,900.00	

7.1.2 Equipment

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
Please select	Please select	CAT5-PP--01	0 / 100 characters	Please select		0.00	
	Total					0.00	

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	Värmland County Administrative Board	Active 22/09/2022	SE	ERDF	80.00 %	474,000.00	379,200.00	94,800.00	For each partner, the State aid relevance and applied aid measure are defined in the **State aid section**
2-PP	Dalarna County Administrative Board	Active 22/09/2022	SE	ERDF	80.00 %	304,400.00	243,520.00	60,880.00	
3-PP	Regional Council of North Karelia	Active 22/09/2022	FI	ERDF	80.00 %	306,988.00	245,590.40	61,397.60	
4-PP	Viken County Council	Active 22/09/2022	NO	Norway	50.00 %	400,300.00	200,150.00	200,150.00	
5-PP	Mazovia Energy Agency	Active 22/09/2022	PL	ERDF	80.00 %	293,041.30	234,433.04	58,608.26	
6-PP	City of Lappeenranta	Active 22/09/2022	FI	ERDF	80.00 %	276,600.00	221,280.00	55,320.00	
7-PP	Saue Municipality Government	Active 22/09/2022	EE	ERDF	80.00 %	315,532.00	252,425.60	63,106.40	
8-PP	Wroclaw University of Science and Technology	Active 22/09/2022	PL	ERDF	80.00 %	219,585.60	175,668.48	43,917.12	
Total ERDF						2,190,146.90	1,752,117.52	438,029.38	
Total Norway						400,300.00	200,150.00	200,150.00	
Total						2,590,446.90	1,952,267.52	638,179.38	

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
Preparation costs	24,000.00	19,200.00	0.00	0.00	24,000.00	19,200.00
Period 1	356,822.00	285,457.60	61,650.00	30,825.00	418,472.00	316,282.60
Period 2	352,823.00	282,258.40	61,650.00	30,825.00	414,473.00	313,083.40
Period 3	423,605.00	338,884.00	75,500.00	37,750.00	499,105.00	376,634.00
Period 4	423,605.00	338,884.00	75,500.00	37,750.00	499,105.00	376,634.00
Period 5	298,645.00	238,916.00	63,000.00	31,500.00	361,645.00	270,416.00
Period 6	310,646.90	248,517.52	63,000.00	31,500.00	373,646.90	280,017.52
Total	2,190,146.90	1,752,117.52	400,300.00	200,150.00	2,590,446.90	1,952,267.52