1. Identification

Call	Date of submission
C1	22/04/2022

1.1. Full name of the project

CITYAM - Preparing cities for sustainable Urban Air Mobility

60 / 250 characters

1.2. Short name of the project

CITYAM

6 / 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

Urban Air Mobility (UAM), its increasingly important role in cities and the tools needed to manage it, are at the core of the CITYAM project. Drones are a green and smart mobility form, but the potential, volume and sustainability of these automated vehicles in the lower airspace of our cities needs management and better planning. For this, a strategy and policies, preparation, greater awareness and more knowledge and tools are crucial. The 13-partner strong consortium with 6 ambitious cities, living lab partners, network organisations and renowned universities will develop, test and scale this.

While industry works on overcoming technical challenges and the European Aviation Safety Agency pushes forward with regulations, societies in the BSR - cities and their citizens - should not idly stand by and wait until this new technology has taken permanently a larger place in our daily lives. Therefore, through close transnational cooperation, CITYAM will provide the ingredients and tools for a solid UAM strategy, to adapt city planning practices in relation to landing site and airspace management, and also to scale city-owned drone operations as part of a multimodal transport system. Increasing public officials' capabilities, and measuring public acceptance are key to this work.

Through CITYAM, the Baltic Sea region will strengthen its European frontrunner role in UAM and lead the way for local authorities to shape a responsible and sustainable use of the air in our cities.

1,497 / 1,500 characters

1.8. Summary of the partnership

In designing the CITYAM project it was understood that Urban Air Mobility (UAM) is a rapidly growing field of disruptive innovation that also affects cities and city planning. Slowly awareness grows that we are at the doorstep of this new form of mobility that will have a big impact on the cityscape and on urban planning practices (e.g. airspace management, landing sites). In building the CITYAM consortium it was clear that the cities need to take a more leading role in enabling the UAM development as platforms, take part in the co-development with the companies and RDI-institutes, to prepare themselves for the future needs and to integrate opinions of their citizens. Therefore, having 6 major cities involved is key to advance the UAM development in the BSR region.

The German and Estonian aviation clusters have close links with industry and will make sure the CITYAM tools and UAM policies take the latest technological developments into account. The National Land Survey and University partners contribute to the tool development, such as the public acceptance toolkit and spatial tools for landing site selection (vertiports, drone pads, emergency landing) as well as frameworks for testing and evaluation of the pilots. They also bring in expertise on intermodality aspects, environmental considerations as well as operational requirements e.g. in relation to data collection, integration and Digital Twin compatibility.

The project consortium and the associated partners together represent all the selected target groups (local public authorities, national public authorities, infrastructure and public service providers, interest groups as well as the medical sector via the city's healthcare departments and public hospitals) and also UAM related local and national development organizations.

The project partners represent 3 large Baltic Sea cities (Helsinki, Hamburg and Stockholm) either directly or through expert organization representation, that are frontrunners in the UAM field, and 3 replicator cities (Tartu, Riga and Gdansk), who closely follow the work and carry out a selection of the activities on a smaller scale. Tandems of WP leads (Lead city + Replicator city) are set up, to strengthen the transnational cooperation process and ensure optimal representation of the replicator cities viewpoints.

Associated partners from each partner country compliment the project consortium by bringing additional expertise and local and national stakeholders into the dialogue, mutual learning through co-development and to integrate the solutions into their own operations and processes. Also, the previous UAM-related projects and pilots, as well as industrial developments and current ecosystems that have been implemented in the partner cities and regions have been taken into account when designing this project. The Work Plan balance between the partners has been carefully designed to ensure optimal participation and useful outcomes.

2,973 / 3,000 characters

1.11. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	2,973,664.00
	Own contribution ERDF	0.00	743,416.00
	ERDF budget	0.00	3,717,080.00
NO	NO co-financing	0.00	0.00
	Own contribution NO	0.00	0.00
	NO budget	0.00	0.00
NDICI	NDICI co-financing	0.00	0.00
	Own contribution NDICI	0.00	0.00
	NDICI budget	0.00	0.00
RU	RU co-financing	0.00	0.00
	Own contribution RU	0.00	0.00
	RU budget	0.00	0.00
TOTAL	**Total Programme co-financing**	0.00	2,973,664.00
	Total own contribution	0.00	743,416.00
	Total budget	0.00	3,717,080.00

2. Partnership

2.1. Overview: Project Partnership

2.1.1 Project Partners

No.	LP/PP	Organisation (English)	Organisation (Original)	Country	Type of partner	Legal status	Partner budget in the project	Active/inactive	
								Status	from
1	LP	Forum Virium Helsinki	Forum Virium Helsinki	FI	Sectoral agency	a)	795,000.00 €	Active	22/09/2022
2	PP	National Land Survey of Finland	Maanmittauslaitos	FI	Higher education and research institution	a)	244,488.00 €	Active	22/09/2022
3	PP	Aalto University	AALTO yliopisto	FI	Higher education and research institution	a)	212,018.40 €	Active	22/09/2022
4	PP	Hamburg Aviation	Hamburg Aviation e.V.	DE	Interest group	a)	549,999.80 €	Active	22/09/2022
5	PP	Free and Hanseatic City of Hamburg, Ministry for Economy and Innovation	Freie und Hansestadt Hamburg, Behörde für Wirtschaft und Innovation	DE	Local public authority	a)	200,000.00 €	Active	22/09/2022
6	PP	Stockholm City	Stockholms Kommun	SE	Local public authority	a)	271,928.40 €	Active	22/09/2022
7	PP	Kista Science City AB	Kista Science City AB	SE	Business support organisation	a)	470,204.10 €	Active	22/09/2022
8	PP	Riga Technical University	Rīgas Tehniskā Universitate	LV	Higher education and research institution	a)	100,595.20 €	Active	22/09/2022
9	PP	Tartu City Government	Tartu Linnavalitsus	EE	Local public authority	a)	124,779.90 €	Active	22/09/2022
10	PP	Tallinn University of Technology TalTech	Tallinna Tehnikaülikool TalTech	EE	Higher education and research institution	a)	259,416.20 €	Active	22/09/2022
11	PP	Estonian Aviation Academy	Eesti Lennuakadeemia	EE	Higher education and research institution	a)	99,905.00 €	Active	22/09/2022
12	PP	The Municipality of Gdansk – The City Hall of Gdansk	Gmina Miasta Gdańska – Urząd Miejski w Gdańsku	PL	Local public authority	a)	190,753.00 €	Active	22/09/2022
13	PP	Riga municipality	Rīgas pašvaldība	LV	Local public authority	a)	197,992.00 €	Active	22/09/2022

2.1.2 Associated Organisations

No.	Organisation (English)	Organisation (Original)	Country	Type of Partner
AO 1	City of Helsinki	Helsingin kaupunki	FI	Local public authority
AO 2	Fintraffic Air Navigation Services	Fintraffic Lennonvarmistus Oy	FI	National public authority
AO 3	Swedish Air Navigation Service Provider	LUFTFARTSVERKET, LFV	SE	Infrastructure and public service provider
AO 4	Hamburg Port Authority	Hamburg Port Authority AöR	DE	Infrastructure and public service provider
AO 5	Estonian Aviation Cluster	Eesti Lennundusklaster	EE	NGO
AO 6	GLVI mbH	GLVI Gesellschaft für Luftverkehrsinformatik mbH	DE	Small and medium enterprise
AO 7	National Aviation Authority of Latvia	State Agency "Civil Aviation Agency" Republic of Latvia	LV	National public authority

2.2 Project Partner Details - Partner 1

LP/PP Lead Partner

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

Partner name:

Organisation in original language	Forum Virium Helsinki (21 / 250 characters)
Organisation in English	Forum Virium Helsinki (21 / 250 characters)
Department in original language	Smart Mobility (14 / 250 characters)
Department in English	Smart Mobility (14 / 250 characters)

Partner location and website:

Address	Unioninkatu 24 (14 / 250 characters)	**Country**	Finland
Postal Code	00130 (5 / 250 characters)	**NUTS1 code**	Manner-Suomi
Town	Helsinki (8 / 250 characters)	**NUTS2 code**	Helsinki-Uusimaa
Website	https://forumvirium.fi/ (23 / 100 characters)	**NUTS3 code**	Helsinki-Uusimaa

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	2170029-2
VAT Number Format	FI + 8 digits
VAT Number	N/A ☐ FI21700292 (10 / 50 characters)
PIC	997534324 (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)	74.90 - Other professional, scientific and technical activities n.e.c.	

Partner financial data:

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

Financial data			
Reference period	01/01/2021	–	31/12/2021
Staff headcount [in annual work units (AWU)]			60.0
Employees [in AWU]			60.0
Persons working for the organisation being subordinated to it and considered to be employees under national law [in AWU]			0.0
Owner-managers [in AWU]			0.0
Partners engaged in a regular activity in the organisation and benefiting from financial advantages from the organisation [in AWU]			0.0
Annual turnover [in EUR]			8,711,346.00
Annual balance sheet total [in EUR]			12,492,272.00
Operating profit [in EUR]			31,850.00

Role of the partner organisation in this project:

FVH is a non-profit innovation organization owned by the city of Helsinki. This means we work under the city strategy and with close links to various departments. In the CITYAM project FVH is the Lead Partner and therefore takes the LP responsibilities stated in the BSR Programme Manual. FVH also has the overall responsibility of WP3 Transferring Solutions. Within that WP, FVH will lead the tasks on dissemination and guide the other task leaders. Also FVH has the main responsibility of the project's overall communication. FVH actively participates in all WP1 and WP2 activities including implementing the Helsinki pilot. Being one of the leading cities, the implementation of the solutions is at the core of the work, as well as the preparatory work that goes with it. We'll ensure that lessons from our previous projects feedback into the WP1 development activities. Also engaging the stakeholders in Helsinki and Finland is an important task that runs throughout the project.

983 / 1,000 characters

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

○ Yes ○ No

State aid relevance

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

○ Yes ○ No

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

Forum Virium Helsinki is a non-profit innovation organization 100% owned by the City of Helsinki and it does not operate in any economic markets. It does not sell any products or services to anyone or anywhere. It operates through the basic funding from the City of Helsinki and through different, mainly EU funded projects. Also in the CITYAM project it does not implement any economic activities.

398 / 3,000 characters

2.2 Project Partner Details - Partner 2

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

Partner name:

Organisation in original language	Maanmittauslaitos
	17 / 250 characters
Organisation in English	National Land Survey of Finland
	33 / 250 characters
Department in original language	Paikkatietokeskus, Kaukokartoituksen ja fotogrammetrian osasto
	63 / 250 characters
Department in English	Finnish Geospatial Research Institute (FGI), Department of Remote Sensing and Photogrammetry
	92 / 250 characters

Partner location and website:

Address	Vuorimiehentie 5 16 / 250 characters	**Country**	Finland
Postal Code	02150 6 / 250 characters	**NUTS1 code**	Manner-Suomi
Town	Espoo 5 / 250 characters	**NUTS2 code**	Helsinki-Uusimaa
Website	https://www.nls.fi 19 / 100 characters	**NUTS3 code**	Helsinki-Uusimaa

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	0245954-4
VAT Number Format	FI + 8 digits
VAT Number	**N/A** ☐ FI02459544 10 / 50 characters
PIC	964526388 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)	71.12 - Engineering activities and related technical consultancy	

Partner financial data:

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

Role of the partner organisation in this project:

The project activities are carried out in the Finnish Geospatial Research Institute in the National Land Survey of Finland (MML). MML has experience in unmanned aviation since 2008. MML's main activities deal with the development and piloting the landing site tool. Also, MML will contribute to different activities in WP1 including baseline analyses, identification of use cases for drones and potential landing sites as well as for setting up the evaluation framework. In A1.4 MML will contribute to the planning and to the technological and environmental aspects in building the landing site planning toolkit. In WP2, MML will lead A2.1 that will pilot the toolkit in three cities. MML will correspond particularly on piloting activities related to the technical and security aspects and contribute to the processing of geospatial datasets of the partner cities. In WP3, MML will support the activities in the replication cities as well as disseminate results.

964 / 1,000 characters

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

○ Yes ○ No

State aid relevance

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

○ Yes ○ No

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

As a public organization, the National Land Survey of Finland performs various kinds of cadastral surveys such as parcellings and reallocations of pieces of land, produces map data and promotes the use of such data.The National Land Survey of Finland safeguards the land ownership and credit system by maintaining information about properties and housing company shares in its registers and takes care of the registration of ownership and mortgages. Other tasks of the agency include spatial data research and application.
The National Land Survey of Finland does not implement any economic activities in the CITYAm project.

624 / 3,000 characters

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 AALTO yliopisto

15 / 250 characters

Organisation in English Aalto University

25 / 250 characters

Department in original language Rakennetun ympäristön laitos

28 / 250 characters

Department in English Department of Built Environment

31 / 250 characters

Partner location and website:

Address Otakaari 4

10 / 250 characters

Postal Code 02150

5 / 250 characters

Town Espoo

5 / 250 characters

Website https://www.aalto.fi/en/department-of-built-environment

56 / 100 characters

Country Finland

NUTS1 code Manner-Suomi

NUTS2 code Helsinki-Uusimaa

NUTS3 code Helsinki-Uusimaa

Partner ID:

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

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

Aalto University joins with the Department of Built Environment support in the preparation, testing and adjustment of the practical tools, bringing in expertise on spatial planning and transportation engineering. Aalto University will be involved in leading a task of development of geospatial tools for UAM landing site planning and prioritisation (A1.4 and A2.1). In addition, Aalto University will be involved in collaboration on the development and implementation focused on identification of use cases for drones and potential landing sites and types, as well as setting up the evaluation framework. In addition, Aalto University will be involved in piloting the geospatial tools for UAM landing site planning and selection as well as Public Acceptance Toolkit, with leader and follower cities.

800 / 1,000 characters

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

○ Yes ○ No

State aid relevance

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

○ Yes ○ No

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

Aalto University is a public research university located in Espoo, Finland. I does not implement any economic activities in the CITYAm project. The results of the partner's activities will be openly available for all.

217 / 3,000 characters

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	Hamburg Aviation e.V. (21 / 250 characters)

Organisation in English	Hamburg Aviation (17 / 250 characters)
Department in original language	Hamburg Aviation (17 / 250 characters)
Department in English	Windrove & UAM (14 / 250 characters)

Partner location and website:

Address	Wexstraße 7 (11 / 250 characters)	**Country**	Germany
Postal Code	20355 (6 / 250 characters)	**NUTS1 code**	Hamburg
Town	Hamburg (7 / 250 characters)	**NUTS2 code**	Hamburg
Website	https://www.hamburg-aviation.de/ (33 / 100 characters)	**NUTS3 code**	Hamburg

Partner ID:

Organisation ID type	Tax (identification) number (Steuer(identifikations)nummer)
Organisation ID	VR21026 (7 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	N/A ☐ DE276607343 (11 / 50 characters)
PIC	952957101 (9 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Interest group	Trade union, foundation, charity, voluntary association, club, etc. other than NGOs
Sector (NACE)	94.11 - Activities of business and employers membership organisations	

Partner financial data:

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

Role of the partner organisation in this project:

Hamburg Aviation is a cluster organisation representing aerospace companies, research institutions, and educational institutions in the Hamburg Metropolitan region. Within the organisation the department Windrove & UAM is the neutral network with the primary goal of the safe, fair, economic and socially accepted integration of UAM. Windrove initiates the exchange of ideas between all stakeholders within the UAM ecosystem, leading to joint projects and activities across national and international levels. In our role as project partner, we will primarily be responsible for WP2 and will actively contribute to WP1 and WP3. We will coordinate the pilot demo in Hamburg, and contribute to the dissemination of all results within our network. Working closely with the City of Hamburg, we will coordinate UAM integration goals such as public acceptance, planning processes and the identification of the necessary infrastructure to support the integration of this mobility mode.

977 / 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	Freie und Hansestadt Hamburg, Behörde für Wirtschaft und Innovation (68 / 250 characters)
Organisation in English	Free and Hanseatic City of Hamburg, Ministry for Economy and Innovation (72 / 250 characters)
Department in original language	Innovation und Cluster (22 / 250 characters)
Department in English	Innovation and Cluster (22 / 250 characters)

Partner location and website:

Address	Alter Steinweg 4 (17 / 250 characters)	**Country**	Germany
Postal Code	20459 (5 / 250 characters)	**NUTS1 code**	Hamburg
Town	Hamburg (7 / 250 characters)	**NUTS2 code**	Hamburg
Website	Behörde für Wirtschaft und Innovation - hamburg.de (51 / 100 characters)	**NUTS3 code**	Hamburg

Partner ID:

Organisation ID type	Tax (identification) number (Steuer(identifikations)nummer)
Organisation ID	DE118509725 (11 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	**N/A** ☐ DE118509725 (11 / 50 characters)
PIC	895440757 (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:

The City of Hamburg is implementing coordination processes between local public stakeholders and fosters exchange between the partner cities of the Urban-Air-Mobility Initiative Cities Community (UIC2) of the EU's Smart Cities Marketplace. The City of Hamburg is a partner, associated partner, or grant authority in most of the UAM projects in Hamburg and will support connecting the projects and using their findings for this project wherever possible. UIC2 currently consists of more than 40 European cities and regions. Within UIC2 the City of Hamburg coordinates the Working Group on regulations. This will foster the valuable exchange between the project and practitioners from other European cities beyond the BSR. The City will make sure that CITYAM leads to a crucial further connection between the other departments and authorities. There are also City departments that already use drones for their own purposes, e.g. Fire Department that will be involved in the solutions piloting in WP2.

998 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 6

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

Partner name:

Organisation in original language	Stockholms Kommun (17 / 250 characters)
Organisation in English	Stockholm City (14 / 250 characters)
Department in original language	Trafikkontoret och Stadsbyggnadskontoret (40 / 250 characters)
Department in English	Transport Department and City Planning Department (49 / 250 characters)

Partner location and website:

Address	Stadshuset/Redovisningsenheten (31 / 250 characters)	**Country**	Sweden
Postal Code	10535 (5 / 250 characters)	**NUTS1 code**	Östra Sverige
Town	Stockholm (9 / 250 characters)	**NUTS2 code**	Stockholm
Website	start.stockholm (16 / 100 characters)	**NUTS3 code**	Stockholms län

Partner ID:

Organisation ID type	Organisation number (Organisationsnummer)
Organisation ID	212000-0142
VAT Number Format	SE + 12 digits
VAT Number	N/A ☐ SE212000014201 (14 / 50 characters)
PIC	996559183 (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:

Stockholm city is the biggest municipality in Sweden, with around 40.000 employees and close to a million citizens. In the CITYAM proposal, the city is participating through the urban planning department and the transportation department. The department has expert knowledge in urban planning and transport planning, everything from permits, to design and strategic work. The city will be involved as a leading city in the project and will contribute actively to all WPs. It will lead A1.3. The city will contribute with their expertise on how the city works and how to integrate and develop solutions that fit into the city context. The city is also in charge of identification of use cases for drones and potential landing sites and thereafter actively involved in implementing a pilot in the city in WP2, together with the city's living lab – Urban ICT Arena Kista. Finally, the city will contribute to disseminate and reach out and engage with the city's network of relevant stakeholders.

993 / 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	Kista Science City AB (21 / 250 characters)
Organisation in English	Kista Science City AB (22 / 250 characters)
Department in original language	N/A (3 / 250 characters)
Department in English	N/A (3 / 250 characters)

Partner location and website:

Address	Borgarfjordsgatan 12 (20 / 250 characters)	**Country**	Sweden
Postal Code	16455 (7 / 250 characters)	**NUTS1 code**	Östra Sverige
Town	Stockholm (9 / 250 characters)	**NUTS2 code**	Stockholm
Website	https://kista.com/ (19 / 100 characters)	**NUTS3 code**	Stockholms län

Partner ID:

Organisation ID type	Organisation number (Organisationsnummer)
Organisation ID	556567-6953
VAT Number Format	SE + 12 digits
VAT Number	N/A ☐ SE556110543159 (14 / 50 characters)
PIC	N/A (3 / 9 characters)

Partner type:

Legal status	a) Public	
Type of partner	Business support organisation	Chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.
Sector (NACE)	82.99 - Other business support service activities n.e.c.	

Partner financial data:

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

Role of the partner organisation in this project:

Kista Science City is an arena for creating, testing and showing the solutions of tomorrows sustainable cities. The arena allow for testing, show-casing and collaborating around innovative solutions. In the CITYAM project, Kista Science City will provide support regarding collaboration, dissemination, citizen engagement and event management locally in Stockholm. Kista Science City will also take a lead on A1.1. baseline analysis. Kista Science City is use to facilitating tests and projects in the urban environment and will take a lead to implement the pilot in Stockholm City in WP2. It will also contribute to data collection and evaluation.

648 / 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	Rīgas Tehniskā Universitate (28 / 250 characters)
Organisation in English	Riga Technical University (26 / 250 characters)
Department in original language	Zinātnes un Inovāciju centrs (28 / 250 characters)
Department in English	Science and innovation centre (29 / 250 characters)

Partner location and website:

Address	Kalku street 1 15 / 250 characters	**Country**	Latvia
Postal Code	LV-1050 8 / 250 characters	**NUTS1 code**	Latvija
Town	Riga 4 / 250 characters	**NUTS2 code**	Latvija
Website	www.rtu.lv 10 / 100 characters	**NUTS3 code**	Rīga

Partner ID:

Organisation ID type	Unified registration number (Vienotais reģistrācijas numurs)
Organisation ID	90000068977
VAT Number Format	LV + 11 digits
VAT Number	**N/A** ☐ LV90000068977 13 / 50 characters
PIC	999920718 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:

RTU is the leading engineering and computer science university in Latvia. RTU has been rated as the best universities of engineering and technology in the Baltic States. Our role in this project is to assist Replicator City Riga, looking from technical needs participation in regulatory, strategy mapping and other mapping activities. Participating in discussions, content development activities and bringing its scientific and technical excellence to the project. RTU participates in wider dissemination activities assigned for all partners. Sharing RTU experience in fields as digital twins and UAM landing sites to achieve the results of the project as well as gaining knowledge to strengthen RTU positions in the UAM field. RTU contributes to the development of replication strategy documents and to data collection and evaluation activities.

847 / 1,000 characters

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

○ Yes ○ No

State aid relevance

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

○ Yes ○ No

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

Riga Technical University (RTU) is a public and autonomous educational and research institution in Riga, Latvia. RTU does not implement any economic activities in the CITYAM project. The results of the partner's activities will be openly available for all.

258 / 3,000 characters

2.2 Project Partner Details - Partner 9

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

Partner name:

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

Partner location and website:

Address	Raekoja plats 3 (15 / 250 characters)	**Country**	Estonia
Postal Code	51003 (6 / 250 characters)	**NUTS1 code**	Eesti
Town	Tartu (5 / 250 characters)	**NUTS2 code**	Eesti
Website	www.tartu.ee (12 / 100 characters)	**NUTS3 code**	Lõuna-Eesti

Partner ID:

Organisation ID type	Registration code (Registrikood)
Organisation ID	75006546
VAT Number Format	EE + 9 digits
VAT Number	N/A ☐ EE100670291 (11 / 50 characters)
PIC	996380024 (9 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

Tartu Municipality is a Replicator City in the project. It replicates the action of the core project cities and implements the project created deliveries in its own infrastructure. It participates in notably in WP1 (A1.1) and WP3 (all activities). A3.2 is the actual replication activity and therefore at the core of its work. The city and helps to carry out the acceptance surveys, analysis, evaluation and other activities necessary to achieve the project's goals. The role of Tartu City is also to implement the results of the project in the city's strategies, policies and development plans and to replicate tools and solutions developed in the project. Tartu also participates in wider dissemination activities assigned for all partners.

743 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 10

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

Partner name:

Organisation in original language	Tallinna Tehnikaülikool TalTech (31 / 250 characters)
Organisation in English	Tallinn University of Technology TalTech (41 / 250 characters)
Department in original language	FinEst Targa Linna Tippkeskus (30 / 250 characters)
Department in English	FinEst Centre for Smart Cities (30 / 250 characters)

Partner location and website:

Address	Ehitajate tee 5 (15 / 250 characters)	**Country**	Estonia
Postal Code	12616 (7 / 250 characters)	**NUTS1 code**	Eesti
Town	Tallinn (7 / 250 characters)	**NUTS2 code**	Eesti
Website	www.finestcentre.eu (19 / 100 characters)	**NUTS3 code**	Põhja-Eesti

Partner ID:

Organisation ID type	Registration code (Registrikood)
Organisation ID	74000323
VAT Number Format	EE + 9 digits
VAT Number	N/A ☐ EE100224841 (11 / 50 characters)
PIC	999842536 (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:

TalTech is the only flagship in engineering and IT science and education in Estonia. The FinEst Centre for Smart Cities has been since 2020 running and implementing an urban innovation pilots program. The role of this Centre in this project is to conduct surveys about the acceptance rate of innovative solutions by citizens as well as local governments officials. Leading A1.2 UAM Public Acceptance and developing the Toolkit. The Ragnar Nurkse Department of Innovation and Governance is an internationally recognized interdisciplinary research center at TalTech School of Business and Governance. In CITYAM it takes charge of the Evaluation activities (lead of A1.5 and A2.5), based on experience in similar activities. Both parts of TalTech will also take part in the dissemination and exploitation activities among local governments as well as spread the word about the UAM solutions during different smart city related events (Smart City Expos in Europe and local networking events for cities).

999 / 1,000 characters

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

○ Yes ○ No

State aid relevance

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

○ Yes ○ No

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

Tallinn University of Technology is a public research university located in Tallinn. I does not implement any economic activities in the CITYAm project. The results of the partner's activities will be openly available for all.

227 / 3,000 characters

2.2 Project Partner Details - Partner 11

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

Partner name:

Organisation in original language	Eesti Lennuakadeemia
	20 / 250 characters
Organisation in English	Estonian Aviation Academy
	25 / 250 characters
Department in original language	n/a
	3 / 250 characters
Department in English	n/a
	3 / 250 characters

Partner location and website:

Address	Lennu 40, Reola küla (20 / 250 characters)	**Country**	Estonia
Postal Code	61707 (6 / 250 characters)	**NUTS1 code**	Eesti
Town	Kambja vald (11 / 250 characters)	**NUTS2 code**	Eesti
Website	https://lennuakadeemia.ee/ (26 / 100 characters)	**NUTS3 code**	Lõuna-Eesti

Partner ID:

Organisation ID type	Registration code (Registrikood)
Organisation ID	70005699
VAT Number Format	EE + 9 digits
VAT Number	**N/A** ☐ EE100968880 (11 / 50 characters)
PIC	949669577 (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:

Being the only aviation HEI in Estonia, EAVA has established productive working ties with industry-related enterprises, associations and consortiums. EAVA receives regular feedback from companies and cooperation partners on their expectations and needs vis-à-vis R&D services. EAVA is an associate partner of Estonian Aviation Cluster. At the moment EAVA is working closely with partners from the aviation sector as well as the Estonian Transport Administration and Ministry of Economic Affairs and Communication to contribute to the development of the unmanned aerial systems' regulations, unmanned traffic management and U-space concept in Estonia. In the CITYAM project we participate especially in assisting Replicator Cities (focusing on Tartu) with technical and regulatory topics of UAM with bringing in the academic and practical expertise of manned and unmanned aviation. Also supporting the result dissemination into Estonia's UAM strategy and creating the Tartu region U-space.

988 / 1,000 characters

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

○ Yes ○ No

State aid relevance

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

○ Yes ○ No

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

Estonian Aviation Academy (Eesti Lennuakadeemia) is a state-owned professional higher education institution educating and training specialists for Estonian aviation enterprises and organizations. It does not implement any economic activities in the CITYAM project. All partners results achieved during the project are openly available.

335 / 3,000 characters

2.2 Project Partner Details - Partner 12

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

Partner name:

Organisation in original language	Gmina Miasta Gdańska – Urząd Miejski w Gdańsku (46 / 250 characters)
Organisation in English	The Municipality of Gdansk – The City Hall of Gdansk (53 / 250 characters)
Department in original language	Wydział Gospodarki Komunalnej – Referat Mobilności Aktywnej (59 / 250 characters)
Department in English	The Municipal Services Management Department – The Active Mobility Unit (71 / 250 characters)

Partner location and website:

Address	ul. Nowe Ogrody 8/12 (20 / 250 characters)	**Country**	Poland
Postal Code	80-803 (7 / 250 characters)	**NUTS1 code**	Makroregion północny
Town	Gdansk (6 / 250 characters)	**NUTS2 code**	Pomorskie
Website	www.gdansk.pl (14 / 100 characters)	**NUTS3 code**	Gdański

Partner ID:

Organisation ID type	Tax identification number (NIP)
Organisation ID	5830011969
VAT Number Format	PL + 10 digits
VAT Number	N/A ☐ PL5830011969 (12 / 50 characters)
PIC	986156418 (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:

As one of the replicator cities, Gdansk will learn and support the ecosystem building through mapping of current status and state of the art of urban air mobility as well as identifying needs and wishes. It takes an active role in e.g. A1.1 and all the WP3 Activities. The partner will be involved in capacity building & awareness raising among city departments and other stakeholders, determining how to integrate UAM in city planning, testing decision-making tools for cities, mapping. tools and data sources relevant for UAM (especially at local level) as well as vertiport locations and other landing sites and identifying of business opportunities in the UAM field, participating in study visits to the pilot sites, carrying out a public acceptance survey and strengthening international networking and collaboration in the UAM field. It will help disseminate project solutions to other Polish cities and other relevant stakeholders.

939 / 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 13

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

Partner name:

Organisation in original language	Rīgas pašvaldība (16 / 250 characters)
Organisation in English	Riga municipality (18 / 250 characters)
Department in original language	Pilsētas attīstības departaments (32 / 250 characters)
Department in English	Department of city development (30 / 250 characters)

Partner location and website:

Address	Amatu iela 4 (12 / 250 characters)	**Country**	Latvia
Postal Code	LV-1050 (8 / 250 characters)	**NUTS1 code**	Latvija
Town	Riga (4 / 250 characters)	**NUTS2 code**	Latvija
Website	https://www.rdpad.lv/ (21 / 100 characters)	**NUTS3 code**	Rīga

Partner ID:

Organisation ID type	Unified registration number (Vienotais reģistrācijas numurs)
Organisation ID	90011524360
VAT Number Format	LV + 11 digits
VAT Number	N/A ☐ LV90011524360 (13 / 50 characters)
PIC	932227425 (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:

Riga City Council City Development Department (RCC CDD) is the leading Riga Municipality institution for territory planning and detailed planning. The Department initiates and implements projects related to sustainable urban development in conformity with the strategic development plans and needs of residents. The role of RCC CDD in CITYAM is to replicate the developed solutions and implement the project deliveries in its own organisation. It takes an active role in e.g. A1.1 and all the WP3 Activities. It will do capacity building & awareness raising among city departments and other stakeholders, determining how to integrate UAM in city planning, testing decision-making tools and determine data sources relevant for UAM, participating in study visits to the pilot sites, carrying out a public acceptance survey and strengthening international networking and collaboration in the UAM field. It will help disseminate project solutions to other Polish cities and other relevant stakeholders.

999 / 1,000 characters

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

(•) Yes ( ) No

2.3 Associated Organisation Details - AO 1

Associated organisation name and type:

Organisation in original language
Helsingin kaupunki
18 / 250 characters

Organisation in English
City of Helsinki
16 / 250 characters

Department in original language
Kaunpunkiympäristön toimiala, maankäytön yleissuunnittelu, yleiskaavayksikkö
78 / 250 characters

Department in English
Urban Environment Division, Land Use and City Structure, Strategic Urban Planning
81 / 250 characters

Legal status
a) Public

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

Associated organisation location and website:

Address
Työpajankatu 8
P.O.BOX 58211
28 / 250 characters

Country
Finland

Postal Code
FI-00099
8 / 250 characters

Town
Helsinki
8 / 250 characters

Website
www.hel.fi
10 / 100 characters

Role of the associated organisation in this project:

Contribution to:
A1.1 Baseline analysis on regulations and integration of UAM in city planning: staff takes part in data collection, insight in land use planning practices, expertise and documents relevant to the local partner
A1.3. Identification of use cases for drones and potential landing sites and types: staff provides technical advice, insight in land use planning practices, help identify potentially suitable landing site locations
A1.4. Development of Geospatial tools: identifying and delivering existing and relevant data sets
A2.1 Piloting the landing site location tool: staff takes part in the testing of the tools
A2.2 Piloting use cases and landing sites: staff takes part in providing technical advice, participate in local events (e.g pilot site visits)
A2.4 Harmonizing city approaches towards UAM:
A3.4 Result Dissemination: contribute to communication about the project and dissemination of its outputs and tools

944 / 1,000 characters

2.3 Associated Organisation Details - AO 2

Associated organisation name and type:

Organisation in original language: Fintraffic Lennonvarmistus Oy (29 / 250 characters)

Organisation in English: Fintraffic Air Navigation Services (34 / 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: National public authority — Ministry, etc.

Associated organisation location and website:

Address: Palkkatilanportti 1 (19 / 250 characters)

Country: Finland

Postal Code: 00240 (6 / 250 characters)

Town: Helsinki (8 / 250 characters)

Website: https://www.fintraffic.fi/en (28 / 100 characters)

Role of the associated organisation in this project:

Contribution to:
A1.1 Baseline analysis on regulations and integration of UAM in city planning: staff takes part in data collection, give insight in current and upcoming air space management practices and provide expertise and documents relevant to the local partner
A1.3. Identification of use cases for drones and potential landing sites and types: provide technical advice, insight in air space management practices, help identify potential landing sites
A1.4. Development of Geospatial tools: identifying and delivering existing and relevant data sets
A2.1 Piloting the landing site location tool: take part in the testing of the tools
A2.2 Piloting use cases and landing sites: provides technical advice, participates in local events (e.g pilot site visits)
A2.4 Harmonizing city approaches towards UAM: advising on how to adapt existing city policies to integrate UAM aspects, from an air navigation service and u-space management perspective.
A3.4 Contributing to dissemination

992 / 1,000 characters

2.3 Associated Organisation Details - AO 3

Associated organisation name and type:

Organisation in original language
LUFTFARTSVERKET, LFV
20 / 250 characters

Organisation in English
Swedish Air Navigation Service Provider
39 / 250 characters

Department in original language
Forskning Innovation and Digitalisering
39 / 250 characters

Department in English
Research Innovation & Digitalisation
36 / 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
Hospitalsgatan 30
17 / 250 characters

Country
Sweden

Postal Code
60179
5 / 250 characters

Town
Norrköping
10 / 250 characters

Website
www.lfv.se
10 / 100 characters

Role of the associated organisation in this project:

LFV will contribute with expertese on relevant topics by participating in interviews, workshops, roundtable discussions etc. mainly in the initial part of the project. Continously, LFV will participate in local event, provide technical advice and epertese to relevant locl partner. LFV will also contribute to communication of the project and dissemination of its outputs and tools.
382 / 1,000 characters

2.3 Associated Organisation Details - AO 4

Associated organisation name and type:

Organisation in original language
Hamburg Port Authority AöR
26 / 250 characters

Organisation in English
Hamburg Port Authority
23 / 250 characters

Department in original language
Port Process Solutions
22 / 250 characters

Department in English
Port Process Solutions
22 / 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
Neuer Wandrahm 4
16 / 250 characters

Country
Germany

Postal Code
20457
5 / 250 characters

Town
Hamburg
7 / 250 characters

Website
www.hamburg-port-authority.de
29 / 100 characters

Role of the associated organisation in this project:

In the heart of the port, homePORT provides a testbed and infrastructure for collaboration and innovation to shape the maritime economy and port of the future. With strong partners from industry and research, as well as regulatory institutions, the goal is to develop product innovations and testing them under real conditions in order to achieve significant results for the maritime port industry. The Hamburg Port Authority participates especially in the activities in WP 2 Piloting and evaluating solutions and as described in the target group descriptions, with its local partners.

585 / 1,000 characters

2.3 Associated Organisation Details - AO 5

Associated organisation name and type:

Organisation in original language: Eesti Lennundusklaster
22 / 250 characters

Organisation in English: Estonian Aviation Cluster
25 / 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: NGO — Non-governmental organisations, such as Greenpeace, WWF, etc.

Associated organisation location and website:

Address: Roosikrantsi 21-17
18 / 250 characters

Country: Estonia

Postal Code: 10119
5 / 250 characters

Town: Tallinn
7 / 250 characters

Website: https://eac.ee
14 / 100 characters

Role of the associated organisation in this project:

EAC will contribute in:
A1.1 Baseline analysis on regulations and integration of UAM in city planning: staff takes part in data collection, insight in land use planning practices, expertise and documents relevant to the local partner
A1.3. Identification of use cases for drones and potential landing sites and types: staff provides technical advice, insight in land use planning practices, help identify potentially suitable landing site locations
A1.4. Development of Geospatial tools: identifying and delivering existing and relevant data sets
A2.1 Piloting the landing site location tool: staff takes part in the testing of the tools
A2.2 Piloting use cases and landing sites: staff takes part in providing technical advice, participate in local events (e.g pilot site visits)
A2.4 Harmonizing city approaches towards UAM:
A3.4 Result Dissemination: contribute to communication about the project and dissemination of its outputs and tools

951 / 1,000 characters

2.3 Associated Organisation Details - AO 6

Associated organisation name and type:

Organisation in original language: GLVI Gesellschaft für Luftverkehrsinformatik mbH
48 / 250 characters

Organisation in English: GLVI mbH
8 / 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: 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: Beim Farenland 40 a
19 / 250 characters

Country: Germany

Postal Code: 22159
5 / 250 characters

Town: Hamurg
6 / 250 characters

Website: https://glvi.de
15 / 100 characters

Role of the associated organisation in this project:

GVLI supports WP2:
GLVI is the consortium leader of the "Medifly Hamburg" project, which is about transporting medical goods in urban environments with drones.
GLVI can provide the use case of Medifly to support the public demonstrations to give citizens the opportunity to gain first-hand experiences with drones and their usefulness.
Demonstrations would include:
- handling of drone flights
- a traffic information system developed by GLVI that informs UAS operators about traffic in the vicinity of their drones so that they can take timely measures to avoid other traffic if necessary
In addition, GLVI can participate in local events; provide technical advice; provide expertise relevant to the local partners.

GLVI in an expert on developing software for air traffic management systems with focus on navigation and situational awareness. GLVI is also the project lead of Medifly project with expertise in rules and procedures regarding operational authorisations of unmanned aircrafts.

997 / 1,000 characters

2.3 Associated Organisation Details - AO 7

Associated organisation name and type:

Organisation in original language: State Agency "Civil Aviation Agency" Republic of Latvia
55 / 250 characters

Organisation in English: National Aviation Authority of Latvia
37 / 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: National public authority — Ministry, etc.

Associated organisation location and website:

Address: Biroju street 10, Lidosta “Rīga”
32 / 250 characters

Country: Latvia

Postal Code: LV-1053
7 / 250 characters

Town: Riga
4 / 250 characters

Website: www.caa.gov.lv
14 / 100 characters

Role of the associated organisation in this project:

Latvian CAA will contribute with expertise on relevant topics by participating in interviews, workshops, roundtable discussions etc. mainly in the initial part of the project. Continuously, Latvian CAA will gather learnings and make sure local authorities are heard as stakeholders in the regulatory processes and legislation development.
338 / 1,000 characters

3. Relevance

3.1 Context and challenge

As traditional traffic infrastructure is pushed to its limits, Urban Air Mobility (UAM), in the form of smaller and larger drones at altitudes of up to 300 meters, is getting more attention. Industry is pushing forward and various drone operations are already ongoing in BSR cities, e.g. for inspections, mapping, scanning, measuring or deliveries. But while urban mobility is slowly but steadily expanding into the air space, societies in the Baltic Sea region - cities, citizens, regulators - are not yet ready for wider-scale deployment. There are challenges to overcome related to regulations, city planning, urban air space management, public officials' capabilities, public acceptance and policy integration.

These common challenges need to be addressed in order for drones to use their full potential as a low-emission electric transportation mode and thus a green solution for movement of goods and services with real value to BSR societies. So, in particular, CITYAM tackles the challenge of increased urban air mobility potential in BSR cities and focuses on how these new technologies can find their way into traditional urban mobility systems in the most responsible and sustainable way. The CITYAM project supports and adds value also to the local SUMPs. The project enhances the city's rethinking of spatial and transport planning and provides concrete tools for adapting to drones as part of the overall smart mobility system.

What will urban and traffic planners need to take into account when developing new policies and designing new neighborhoods? Does existing infrastructure need to be adapted to accommodate drones? How to best take the opinions of citizens into consideration? With such, and more, important questions still open, there is an urgent need for co-development between BSR cities as well as concrete demonstrations for mutual learning. For the best learning result and synergies, these types of challenges need to be solved together, in wider groups.

1,991 / 2,000 characters

3.2 Transnational value of the project

Technological developments enhance the increase of drone operations in the cities. Drones will start to operate also across municipalities, regions and even countries. This creates similar needs and impact in different cities. The new drone connections can help overcome lack of surface transport, increase sustainable logistic chains, save time and infrastructure costs and contribute to better multimodal transport.

A second reason for transnational cooperation are EU rules. The European Aviation Safety Agency (EASA) develops regulations on all aspects of UAM. After years of disregarding the local level, EASA recently recognised that all cities need a (near-future) role in management of their lower-level urban air space. Art. 18(f) of regulation 2021/664 (April 2021) says that: "The designated competent authorities shall establish a mechanism to coordinate with other authorities and entities, including at local level, the designation of U-space airspace (...)". U-space is like "air traffic management": a set of new services designed to support safe and secure access to a city's airspace for large numbers of drones. This new article confirms that cities have to start taking part in coordinating drone traffic in their territories and also to start increasing their capabilities in all UAM aspects. To develop a joint understanding and a strong voice towards EASA and other regulators, it is essential that cities cooperate transnationally. Also, it is an effective way to have a jointly developed path towards the increase of UAM in cities.

The countries in the partnership cover all but two of the BSR countries. Notably Germany, but also Finland and Sweden are frontrunners on UAM in Europe, with regulatory frameworks that allow for advanced pilots. Also Estonia has been active in various large UAM projects. Latvia and Poland, although with less experience, are highly ambitious and eager to start developing knowledge, policies and aid their UAM industry sector.

1,991 / 2,000 characters

3.3 Target groups

Target group	Sector and geographical coverage	Its role and needs	

Target group	Sector and geographical coverage	Its role and needs
Local public authority	Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities. 403 / 500 characters	Cities Role: - Operators of drone services: inspections of city buildings or sites, rescue dept uses drones for the analysis of fires, healthcare depts use drones to carry medical samples. - Policy-makers: UAM vision/strategy and policies to add UAM to the SUMPs and other spatial and transport plans. - Ensuring optimal and sustainable multimodal transportation - Role in drone landing site allocations and infra development - Serving citizens and taking their opinions into account - Management of lower-level urban air space. Cities' needs: - More capabilities and solutions to meet the smart and green mobility objectives of the cities - Tools and information to fulfil their role in the most responsible and sustainable way. - Joint understanding and a strong(er) voice towards EASA and other transnational regulators - Better integrate UAM in existing city planning practices - More hands-on experience with drone operations and their landing sites - Knowledge / data on public acceptance 999 / 1,000 characters
National public authority	Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV 129 / 500 characters	Role: - Translate European regulations into national regulations - Making sure local authorities are heard as stakeholders in the regulatory processes and legislation development - Help cities to develop a joint understanding and a strong(er) voice towards EASA and other transnational regulators - Participate in relevant project activities and gather learnings from city level operations Need: - To understand of the current status of thinking about UAM and accompanying policy development at local authorities and in partnering BSR countries - To Increase knowledge levels within local authorities - To have direct interactions, a clear point-of-contact and a longer-term vision and strategy from the side of local authorities 731 / 1,000 characters

Target group	Sector and geographical coverage	Its role and needs
Infrastructure and public service provid	Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) 230 / 500 characters	Role: - Provider of physical UAM infrastructure, such as landing sites, charging or storage facilities - Provider of digital UAM infrastructure, such as a Digital Twin, a 3D version of the city or other city-related data needed to plan optimal flight routes - Public service providers as users or operators of drone services - Potentially integrating drones as a new mode of transport in the public transport system of the future Needs: - Need for clear permission processes and clarity on division of responsibilities between various authorities and departments within authorities throughout the BSR region. - Need for clarification on needs for UAM digital and physical infrastructure adaptations - Need for landing site planning support tools - More hands-on experience with drones and their landing sites 812 / 1,000 characters
Interest group	Citizens/associations representing the citizens, ”the public”, beneficiaries of the drone services. Primary target group: citizens/citizen associations of the 6 partner cities (FI, SE, DE, EST, PL, LV) Secondary target group: citizen associations of BSR Region’s other cities through dissemination activities. 313 / 500 characters	Role: - Contribution to public acceptance - Participation in focus groups and workshops on various aspects of the UAM topic (such as use cases, noise, visual pollution, landing sites, costs, privacy) Need: - to experience drones and their landing sites in real-life circumstances in their cities - to understand the effects of increased drone services in the infrastructure and city planning in their living areas - to get more exposure to (facts about) benefits, opportunities but also drawbacks and risks of urban air mobility in order to form a well-informed opinion 571 / 1,000 characters
Hospital and medical centre	Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH) 150 / 500 characters	Due to high public acceptance levels and the occurrence of urgent or emergency transports, this sector is expected to be one of the first adopters of UAM in Europe (based on various researches). Role: - indicating most useful and urgent use cases - expressing the needs of the medical sector as users or operators of drone services: defibrillators, insulin/adrenaline, blood samples, tissue samples, organs, medical supplies. To and from hospitals, laboratories or accident scenes. - Form a vision / strategy for medical drone uses cases, as well as defining the best-value use cases - Hospitals and medical centers, laboratories or e.g. bloodbanks have a role in drone landing site allocations and development Needs: - Assessing the acceptance on UAM in their sector and use the results for development of services and strategies - Tools to better integrate UAM in existing medical services and logistics flows - Understanding the requirements for their infrastructure related to drone services 998 / 1,000 characters

3.4 Project objective

Your project objective should contribute to:

Smart green mobility

The high level objective of CITYAM is to support and empower cities in facilitating a responsible and acceptable increase in urban air mobility in transnational BSR cooperation, in order to achieve a cleaner and more sustainable transportation system. To meet the needs of the target groups, the specific objectives are to:

· UAM capacity building within the many city departments and city-owned organisations, especially through knowledge transfer between the BSR cities
· Prepare the partner cities' existing urban and traffic planning practices and policies for increased UAM activities and support the better integration of UAM in legacy transport systems
· To increase the public acceptance of UAM solutions, also through exposing citizens to real drone operations and their landing sites, to form a well-informed opinion on UAM in partner cities and use the results for policy and strategy development.
· Define the needs for UAM digital and physical infrastructure adaptations
· Through pilot demonstrations and their replication activities to increase and optimize the potential of drone services as a low-emission electric transportation mode and thus a green solution for movement of goods and services with real value to BSR societies.
· To add value to local SUMP's and other urban planning policy plans
· Raise awareness of UAM also for wider groups of stakeholders via a varied range of activities.
· Develop a joint understanding and a stronger voice towards EASA and other transnational regulators

Main outputs for the benefit of the target groups will be:
-UAM social acceptance toolkit for cities and regions
-Landing site planning and selection tool for cities
-Concrete pilots in 3 cities as learning cases
-UAM Strategy in place in 3 Lead Cities, "Action Plan for UAM Strategy" in place in 3 Replicator cities, and "Roadmap for UAM Strategy" for scaling purposes

1,888 / 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.

CITYAM aims to increase the readiness and ability of the cities for the increasing need and use of Urban Air Mobility (UAM) solutions. Densely built cities across the BSR region are trying to solve the climate change challenges and support the carbon neutral solutions in ever increasing urban ground logistics and mobility. A variety of measures, innovations and novel services are needed to solve this wider problem. The PA Transport addresses this common goal and also describes the need for ambitious visions, innovations and transnational cooperation needed to tackle this. The new UAM modes as part of urban transport will enhance the overall green transition in cities. But as addressed in the CITYAM project, the foreseen increase in the UAM also requires a level of preparedness by cities, combined with an increased capacity to meet the needs. Therefore, as addressed in CITYAM, it is necessary to integrate UAM aspects in city planning, infrastructure (e.g. dedicated landing areas), decision-making and public data structures of the cities. CITYAM implements the PA's actions 2 and 3 by both enhancing the cities abilities to meet the increased needs of climate-neutral UAM activities and by facilitating innovative and value adding sustainable mobility solutions in the BSR in cooperation with transnational, regional and local stakeholders. Also, CITYAM implements active knowledge co-creation and transfer in developing and piloting the solutions and disseminating them effectively.

1,497 / 1,500 characters

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

PA Spatial Planning
The goal of this PA is to increase territorial cohesion through spatial planning. CITYAM supports the PA's 2030 goal towards a BSR region that will be more coherent through the integration of UAM into the partner cities' spatial, urban and traffic planning practices and policies. This is done in cooperation with stakeholders and public sector actors, bearing in mind the long timespan of most city planning processes. Therefore, in addition to awareness raising and knowledge transfer activities aimed at cities during the project, CITYAM ensures that learnings can also be used after the project's end. CITYAM implements the PA's Action 1 especially by proposing co-developed strategies, tools and approaches for UAM into city planning and supporting transnational dialogue between participant cities and beyond.

PA INNO
The project adds value to the PA INNO and its 3 Actions by increasing the cities competence and global competitiveness in the UAM field. The project activities enhance joint innovation, research and digitalization objectives through supporting the readiness and capabilities of the cities as platforms to serve also the commercial UAM operators. Sharing learnings, co-creating solutions and strengthening networks enables finding more resources for future needs in UAM development and its integration into relevant other topics like air traffic management. Investing in UAM also increases the BSR's innovation profile, visibility and attractiveness.

1,499 / 1,500 characters

3.6 Other political and strategic background of the project

Strategic documents
The European Green Deal Strategy addresses the climate change challenges and objectives. The main goal for greener mobility is to reduce emissions by at least 55% by 2030. The CITYAM project implements the Strategy of greening the transport and reducing the emissions by strengthening the cities readiness level for carbon-neutral Urban Air Mobility solutions and through that also enhances the Strategy's goal for market growth for zero- and low-emissions vehicles. (466 / 500 characters)
EU Sustainable and Smart Mobility strategy and its Drone strategy 2.0 for Europe to foster sustainable and smart mobility: The strategy lays the foundation for how the EU transport system can achieve the green transformation. In the CITYAM project, preparing the mindset of the cities, their policies and their infrastructure for new ways of urban deliveries, mobility and transport will also support the uptake of these zero-emission UAM vehicles in replacing some of the fossil fuel modes. (492 / 500 characters)
SESAR Joint Undertaking: Digital European Sky EU Agenda supports the European "Green Deal" and a "Europe fit for the digital age" strategies. It recognizes a multitude of new types of air vehicles, such as delivery drones and air taxis. This means that in addition to developing Air Traffic Management and U-space solutions, it is equally important, as it is addressed in CITYAM, to co-create, jointly design, pilot (e.g. landing sites) and learn from the actual solutions needed for such vehicles. (498 / 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
AIRMOUR - Enabling sustainable AiR MObility in URrban contexts via emergency and medical services (Finland, Sweden, Germany, Norway, Luxembourg, Netherlands) (158 / 200 characters)	Horizon 2020 (January 2021 - December 2023) (43 / 200 characters)	Building on AiRMOUR: - Use (part of) the questions of AiRMOUR's public acceptance surveys and compare CITYAM responses with AiRMOUR results on this topic - AiRMOUR develops a Geo Information tool to be used in city planning. The tool will help urban decision makers to think in three dimensions instead of two. CITYAM will use this tool to help develop the landing site selection tool - Use the AiRMOUR network of medical stakeholders in partner countries Sweden, Finland and Germany also in CITYAM, to involve in project activities Cooperate: - AiRMOUR is building a UAM curriculum with online e-courses and 2 Master Classes. CITYAM partners will all be encouraged follow (part of) this curriculum in the first year of the CITYAM project. In turn, CITYAM will help AIRMOUR improve the trainings based on own project lessons and experiences. - Forum Virium Helsinki is full project partner in AiRMOUR (902 / 1,000 characters)

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
Medifly - Medical Air Cargo Service with Unmanned Aerial Systems (UAS) 70 / 200 characters	Federal Ministry of Transport and Digital Infrastructure, Germany (September 2020 - December 2022) 98 / 200 characters	The objective of the German Medifly project is to pilot regular operations of medical air transport flights. The routes are between several hospitals and laboratories in the Hamburg city area, transporting medical goods such as medicines, laboratory and tissue samples. The results of this are crucial to UAM integration in urban environments. Building on the successful first pilot flights of Medifly, the partners from Hamburg are working on the public acceptance angle of UAM integration by informing and engaging the public (appearances at conferences, live Q&A, and collecting feedback via online survey). CITYAM partners HAC and BWI are involved in Medifly. The lead partner of Medifly is an associated partner in CITYAM to ensure the knowledge transfer. 764 / 1,000 characters
GOF2.0 Integrated Urban Airspace VLD - Very Large Demonstration 63 / 200 characters	SESAR JU, Horizon 2020 (January 1st 2021- December 31st 2022) 61 / 200 characters	GOF2.0 focuses on the safe, secure, and sustainable integration of UAS, eVTOL and manned operations in a unified, dense urban airspace using current ATM and U-space services and systems. The outcomes from the project will be incorporated to create the framework for urban air mobility operations in the cities considering necessary regulatory measures to ensure harmonised rules and procedures. It, among others, has partners from Estonia, Finland and Sweden. Lessons from the demonstrations will be taken into CITYAM activities where possible. 544 / 1,000 characters
Finnish UAV Ecosystem (FUAVE) MML coordination 46 / 200 characters	Academy of Finland, Research Development and Innovation Ecosystem Programme (2020-2022) 87 / 200 characters	FUAVE establishes a RDI partnership ecosystem to support development of Finnish top research and business related to the future unmanned aviation and its applications. The core of FUAVE's activity is to develop test areas in city and rural area living labs, that will provide a single entry point and one-stop service point for any matters associated with research and business activities within the U-Space as well as applications of UAVs. MML is partner in FUAVE and is maintaining the test areas in Helsinki. It will be utilized in CITYAM for testing, research, and demonstration purposes. 592 / 1,000 characters
Vähähiilisyyttä tukevat dronepalveluratkaisut Etelä-Suomessa (Carbon neutral drone service solutions in Southern Finland). Forum Virium Helsinki coordination 157 / 200 characters	ERDF Southern-Finland (project code A75235, 2019-2021) 54 / 200 characters	The project piloted and promoted carbon neutral drone services in Southern Finland and in cooperation with a similar Northern Finland sister project. Also, the project was seeking to develop new business models for the needs of various industries. This project and its results and learnings have given important input in CITYAM proposal development. CITYAM will expand the previous work by exploring drone services and their impact on urban planning and regulation with an emphasis on low-carbon, innovative modes of transport in cities. Forum Virium Helsinki, the Lead Partner of CITYAM, was also a Lead Partner of this project. This strengthens the knowledge transfer. 670 / 1,000 characters

3.10 Horizontal principles

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

Management structure:
1. Steering Group; all PP's, 4/y. Tasks: risk management; project coordination support; supervising realization of project plan, budget and achieving the objectives; approving changes within the rights; liaison with
other relevant EU funded projects
2. Management Team: LP and WP leads (1/month).
3. The WP teams (3): WP and Task leads (1/month)
4. External Technical Advisory Board; e.g. Civil Aviation Authorities and/or national Air Navigation Services (1-2/y)

498 / 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.

The internal financial management is ensured per PP. The LP oversees budget realization, as well as the financial reporting. The Financial Manager is appointed by the LP. The financial management includes: overall accounting, compilation of the 6-month financial reports, drawing up cash-flow forecasts. A separate accounting system is established in each PP. For the procurement activities the partners use in-house competencies. All PP's have confirmed their commitment to their own contribution.

498 / 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 LP produces a Communication Plan (CP) incl. internal and external parts. Each PP has a communication representative. The CP will be confirmed by the kick-off meeting. The CP follows the BSR rules and requirements. The WP's have their own communication objectives. The CP consists of e.g. joint events, PP meetings, promotion videos and other material, website, newsletters, social media activities and e.g. stakeholder activities. The CP addresses all WPs according to the specific needs.

492 / 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	Baseline analysis on regulations and integration of UAM in city planning
1.2	Social acceptance of urban air mobility: state-of-the-art, baseline and survey development
1.3	The path towards the pilots: most relevant use cases and potential landing sites
1.4	Development of Geospatial tools for UAM landing site planning and selection
1.5	Setting up the evaluation framework

Number	Work Package Name
2	Piloting and evaluating solutions

Number	Group of Activity Name
2.1	Piloting the geospatial tools for UAM landing site planning and selection
2.2	Piloting use cases and landing sites
2.3	Piloting the Public Acceptance Toolkit
2.4	Harmonizing city approaches towards UAM
2.5	Impact and process evaluation of the solutions and longer-term impact of CITYAM

Number	Work Package Name
3	Transferring solutions

Number	Group of Activity Name
3.1	CITYAM Replication plan for UAM
3.2	Replication activities in Riga, Tartu and Gdansk
3.3	Local result dissemination and support for the take-up process
3.4	Result dissemination for wider audiences beyond the consortium

Work plan overview

Period:	1	2	3	4	5	6	Leader
WP.1: WP1 Preparing solutions							**PP7**
A.1.1: Baseline analysis on regulations and integration of UAM in city planning							PP7
D.1.1: UAM baseline analysis report	D						
A.1.2: Social acceptance of urban air mobility: state-of-the-art, baseline and survey development							PP10
D.1.2: Urban Air Mobility Public Acceptance Toolkit		D					
A.1.3: The path towards the pilots: most relevant use cases and potential landing sites							PP6
D.1.3: The path towards the use cases, landing sites and plan of implementation -report		D					
A.1.4: Development of Geospatial tools for UAM landing site planning and selection							PP3
D.1.4: Geospatial tool for landing site planning and prioritisation		D					
A.1.5: Setting up the evaluation framework							PP10
D.1.5: Evaluation framework		D					
WP.2: Piloting and evaluating solutions							**PP4**
A.2.1: Piloting the geospatial tools for UAM landing site planning and selection							PP2
O.2.1: Consolidated geospatial tool for landing site planning and prioritisation				O			
A.2.2: Piloting use cases and landing sites							PP4
O.2.2: UAM use cases and landing site infrastructure				O			
A.2.3: Piloting the Public Acceptance Toolkit							PP4
O.2.3: Consolidated Urban Air Mobility Public Acceptance Toolkit				O			
A.2.4: Harmonizing city approaches towards UAM							PP4
O.2.4: Consolidated Urban Air Mobility strategy including Roadmap for Replicators in and beyond the project				O	O		
A.2.5: Impact and process evaluation of the solutions and longer-term impact of CITYAM							PP10
O.2.5: Process and impact evaluation report					O		
WP.3: Transferring solutions							**PP1**
A.3.1: CITYAM Replication plan for UAM							PP13
D.3.1: UAM Replication plan				D			
A.3.2: Replication activities in Riga, Tartu and Gdansk							PP9
O.3.2: Result transfer of the CITYAM solutions in the 3 Replicator cities						O	
A.3.3: Local result dissemination and support for the take-up process							PP1
D.3.3: Local result dissemination report and materials						D	
A.3.4: Result dissemination for wider audiences beyond the consortium							PP1
D.3.4: Report on result dissemination beyond the consortium						D	

Outputs and deliverables overview

Code	Title	Description	Contribution to the output	Output/ deliverable contains an investment
D 1.1	UAM baseline analysis report	This report will contain: - Justification and explanation of data collection procedures for this Activity - Quantified summary overview of the collected data (number of interviews and surveys, number of respondents, number and titles of reports used etc) - Overview of status of regulations and policies of relevance for the project in general and for the solutions and tools that will be developed and piloted in particular. - Overview of the status of the awareness and the inclusion of UAM in the minds, policies and practices of the partner cities and other crucial stakeholders, including a transnational comparison - Summary of availability and readiness of digital and physical infrastructure relevant for UAM. Analysis per partner country, as well as a transnational comparison - Overview of relevant financial aspects to UAM (incl funding instruments, costs, business models) - To enhance the transnational value, the report will contain a comparative analysis, identifying gaps, best practices and recommendations. As a confidential part of the Deliverable for use by the partners alone, this report will also contain an annexe with names, positions and email addresses (taking GDPR rules into account) of the people who gave input. This group will be approached later during the course of the project too. Of this group, a small(er) number of “UAM Champions” within each partner city will be identified (this can be from any department): proponents of UAM with a certain knowledge level and ambition, who can help the project partners to act as accelerators of strategy and policy development on UAM, as well as help with the realization of the pilots in WP2. This report will also: - Feed into pilot design (GA1.3), pilot implementation (GA2.2) and Replication (GA3.2) - Give input to knowledge transfer activities (WP3) (based on the identified knowledge gaps and training needs	O2.2; O2.3; O2.4; O2.5, O3.2	

D 1.2	Urban Air Mobility Public Acceptance Toolkit	The Deliverable is a Urban Air Mobility Public Acceptance Toolkit that cities (and their local partners, such as city subsidiaries or living labs) can use to engage citizens, raise awareness on UAM, increase knowledge of UAM, gauge the opinions on this topic and in general put UAM on the local agenda. Concretely, the Public Acceptance Toolkit will consist of at least: Various smaller surveys on subtopics, which can be put together in a modular way, based on the exact target group and the needs of the particular city or partner. The surveys can be accessed via a link. Survey sets with questions on at least the topics of safety, security and privacy use cases (public, commercial, medical); different drone types (small and large delivery drones, passenger drones, drones with sensors/cameras) noise and visual pollution landing sites (locations, size, noise, ..) sustainability, accessibility and social equity Accompanying the Toolkit will be a document with all the questions in excel, in various languages and a plan for the survey roll-out (timeline, minimum number of participants etc) The transnational value is obtained by the joint process of finalizing the questions and by having all project partners and countries use identical questions, but in local languages (+ English version). This makes the surveys comparable across the partner countries and allows to draw conclusions on acceptance of UAM in the Baltic Sea Region. The raw survey data will be anonymised and made available for the research partners in this consortium for further analysis beyond the scope of this project. It will also be made available via the CITYAM website.	O2.3; O3.2, O2.5	
D 1.3	The path towards the use cases, landing sites and plan of implementation - report	The deliverable is a compilation of reports and other documents describing the pathway into the selection of use case pilots and landing sites and the necessary actions that were needed to take before the pilot implementation. The deliverable consist of: - Round table summary reports incl. learnings - Summary overview of existing city-related drone operations in the pilot cities - Overview of relevant commercially available technical landing site solutions and their space requirements, costs. - Map of the each pilot city with overview of city-owned land or property (suitable for landing site locations) as well as potential landing sites based on technical requirements landing site providers - Description of the complementary use cases (type of missions and accompanying landing sites) for A2.2 per pilot city, including overview of essential stakeholders per use case - Overview of input needed for permission applications - Based on commonalities in Stockholm, Helsinki and Hamburg, an overview of most feasible and attractive use cases for cities in the entire Baltic Sea region. - Functional specifications for the procurement of landing site infrastructure and drone operations - Process description to be used for replication purposes in A3.2 The Deliverable will make clear why and how certain use cases and landing sites are scalable to the other partner cities and, beyond those, to the entire BSR region.	O2.1, O2.2, O2.4, O2.5, O3.2	
D 1.4	Geospatial tool for landing site planning and prioritisation	The output will present a first version of the landing site planning and selection tool usable in all cities. It will be a GIS tool, in which users feed different criteria, whereupon a map of the city is generated with markings for various suitable landing site alternatives. This Deliverable feeds into Activity 2.1, in which the solution - the geospatial tool for landing site planning and prioritisation - will be piloted, resulting in “tried and tested” Consolidated geospatial tool for landing site planning and prioritisation (Output 2.1). The design objective is to provide an easy to use tool, with guidelines / instructions, to account for various criteria that needs to be considered in the landing site selection as well as unsuitable areas. The collaboration between different cities enables co-creation and co-innovation and brings wider perspectives for the development task. It will address a wide range of target groups (as described in more details in GA2.1). In general, it can be added that more and better information on the (potential) number and location of landing sites, also allows for more insight in investment needs and better financial planning.	O2.1; O2.2; O2.4; O2.5, O3.2	
D 1.5	Evaluation framework	The framework is a document that will form the basis for impact as well as process evaluation in Activity 2.5. It will establish success criteria for the work done in WP2 and WP3. It will go beyond technological aspects but notably also include political, social and environmental criteria, in order to answer as well as possible to the smart and green mobility aims of the Interreg BSR call. As the solutions will be implemented and replicated in 6 countries in total, the evaluation framework will have a distinct transnational chapter, in which the city-evaluations will be compared and lessons drawn for further international scaling.	O2.5 as well as O2.1, O2.2, O2.3, O2.4, O3.2	
O 2.1	Consolidated geospatial tool for landing site planning and prioritisation	The output will present a consolidated version of the landing site planning and selection tool ((see D1.4) which has been “tried and tested” by the 3 Lead Cities. And their experiences are taken into account to improve the tool where possible. Leading to a tool that is usable for all cities. In addition, the output will include supporting maps and guidelines for use in planning practice in the participating cities, including Replicators and future scaling cities.		
O 2.2	UAM use cases and landing site infrastructure	The output consists of documented learning experiences, lessons and recommendations. It is usable on its own and includes all the components of the solution: The selected UAM use cases (Non-commercial flights, aimed at either the city itself, city-owned medical sector and/or city-owned other entities) Landing site infrastructure for: 1. Vertiports and their integration in the virtual infrastructure 2. Landing stations for smaller drones (landing tower or window landing pad) 3. Landing station on rooftops of buildings and/or landing on street-level on designated spots		Yes

O 2.3	Consolidated Urban Air Mobility Public Acceptance Toolkit	A tried and tested Public Acceptance Toolkit consisting of a dynamic database with: - Various smaller surveys (“modules”) on different topics, which can be combined into full questionnaires on UAM - Instructions for step-by-step plan for survey roll-out and analysis - Anonymised raw data from the survey results (initially only from Stockholm, Helsinki and Hamburg, but to expand with Replicator cities and other cities over time) - Survey report template - Survey result reports (initially only from Stockholm, Helsinki and Hamburg, but to expand with Replicator cities and other cities over time) Modules are available on at least the following subtopics: - Safety, security and privacy - Use cases (public, commercial, medical); different drone types (small and large delivery drones, passenger drones, drones with sensors/cameras) - Noise and visual pollution - Landing sites (locations, size, noise, ..) - Sustainability, accessibility and social equity These subtopics have been put together in a modular way by Stockholm, Helsinki and Hamburg, based on their specific use case, target group and needs. This led to 3 tailor-made surveys, which are overlapping but not identical. They are part of the toolkit, which is a dynamic database, expanding each time another city carries out a public acceptance survey. Accompanying the Toolkit will be a document with all the questions in excel, in various languages and a step-by-step plan for Replicators and other cities in the BSR region for survey roll-out (timeline, duration, minimum number of participants, suggestions for analysis, graphs etc).		
O 2.4	Consolidated Urban Air Mobility strategy including Roadmap for Replicators in and beyond the project	The Output are consolidated Urban Air Mobility Strategies, integrated in existing urban planning policies (like SUMP and/or Mobility Plans, Land Use Plans, Digitalisation Strategies, Urban Planning Strategies), together with a Roadmap and guideline usable for any city who want to develop a similar strategy towards Urban Air Mobility. The purpose of these are to be the foundation and justification for actions, investments and further work on Urban Air Mobility in and by the City / cities. The Urban Air Mobility Strategies includes all 12 elements commonly covered in a Sustainable Urban Mobility Plan as endorsed by the European Commission. The UAM Strategy Roadmap includes a list of commonly available policy documents in cities that need inclusion of UAM (transport/mobility/traffic plan; land use policy plan; environmental plan, digitalisation plan etc) as well as a list of UAM elements that need to be covered, divided in must-haves and nice-to-haves. This can for example be the division of responsibilities over city departments, applicable regulations, air traffic management, landing site planning, business models/ownership/investments, physical and digital infrastructure, public acceptance etc. The Roadmap will include a planning and step-by-step process. Finally, it will also have an overview of essential, important and relevant stakeholders and ways to engage with them.		
O 2.5	Process and impact evaluation report	Content: document with (Part I:) evaluation of the project solutions (O2.1 Consolidated geospatial tool for landing site selection, O2.2 UAM use cases and landing site infrastructure, O2.3 Consolidated Urban Air Mobility Public Acceptance Toolkit and O2.4 Consolidated Urban Air Mobility strategy including a Roadmap for Replicators). As well as O3.2 on transfer in the 3 Replicator cities. Impact as well as process evaluation, based on the framework laid down in D1.5. And (Part II:) evaluation of the longer-term impact of the project as a whole. Purpose: Give a summary overview of experiences and lessons related to the project solutions, from a political, economical, social, technical, legal and environmental angle. Since it is based on real pilots (in Lead Cites as well as Replicator Cities), transnational cooperation, solid data collection and analysis, it serves to: Show partners, replicators and target groups the relevance and impact of UAM, the need for and/or benefit of engaging in UAM and describe the ways to do this and available tools with their pros and cons. The transnational value and need for cooperation will be emphasised. identify gaps and shortcomings and related further development needs and local, national as well as transnational follow-up activities by the project partners, but also industry and cities beyond the CITYAM Consortium Facilitate local, national and international scaling beyond the project partners and beyond the project lifetime Serve as the basis for relevant project communication and dissemination materials.		
D 3.1	UAM Replication plan	The Urban Air Mobility Replication Plan - deliverable is a general document and guideline for the cities and it is applicable for any city. It will both showcase the journey done during the CITYAM project towards the new UAM approach in the partnering cities but also give direction and guidelines on how to proceed and what tools can help in the process in any city. The document will enhance the UAM development in cities, especially focusing on the aspects of stakeholder engagement, urban planning, knowledge sharing, transnational cooperation and learning, and specifically how to better utilise drones in urban mobility and traffic to increase the low-carbon modes of transport. The deliverable will give the cities and their stakeholders a concrete guideline on how to proceed with UAM in the selected focus areas. It also enhances the overall understanding and increases the UAM capabilities of the target groups. Building the strategy documents, the participating partners will utilise the information, data and other sources collected and created during CITYAM and compliment it with needed new ones. The general strategy plan will contain e.g. - Explaining the challenge - Guidance for analysing the local situation - Overview on the relevant stakeholders and engaging them - Introducing tools that are available (e.g. the landing site selection tool etc.) - Concrete implementation plan on how to proceed - Instructions how to evaluate the success of the strategy implementation	O2.5, O3.2	

O 3.2	Result transfer of the CITYAM solutions in the 3 Replicator cities	Replicated UAM Public Acceptance Toolkit. Final version ready for scaling to the entire BSR region and wider Europe, including cities new to the UAM topic. Replicated Landing Site Selection Tool: Final version ready for scaling to the entire BSR region and wider Europe, including cities new to the UAM topic. Replicated UAM decision-making tools for cities, including Step-by-step action plan for local Urban Air Mobility Strategy and policy development. Final version ready for scaling to the entire BSR region and wider Europe, including cities new to the UAM topic.		
D 3.3	Local result dissemination report and materials	Content: a) summary of activities per partner country, b) an English-language analysis of which activities were effective and which ones less so and c) the materials that were produced and used by all project partners (or links to where to find those, e.g. the project website). Purpose: to have all (training) materials, local languages texts in one place for easy re-use by the project partners and for use by other interested organisations in the CITYAM partner countries. To be able to replicate the most impactful dissemination activities. Transnational value: if certain dissemination activities were notably successful and significantly accelerated the take-up process, these activities can be turned into local-language similar activities in any other country. By way of “transnational replication of the most successful dissemination” - also beyond the project lifetime.	O2.1, O2.2, O2.3, O2.4, O2.5, O3.2	
D 3.4	Report on result dissemination beyond the consortium	Content: The report of the international dissemination activities consists of at least: - Roadshow event summary, incl participants, materials and outcomes - Round table reports from all partner countries about engagement of organisations beyond the consortium - Overview of international and national event participation and perceived impact - CITYAM Final conference summary - Lobbying activities summary Purpose: This report will be available in the Project’s document library and can be used as an “experience book” or a helpful guideline for similar types of projects or future UAM activities in partner cities or other cities in the BSR region. The success and usefulness of the dissemination activities implemented during the project will be internally (Projects working groups and the Steering Group) evaluated as part of the overall project’s impact evaluation as part of A2.5.	O2.1, O2.2, O2.3, O2.4, O2.5, O3.2	

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 7 - Kista Science City AB

Work package leader 2 PP 13 - Riga municipality

5.4 Work package budget

Work package budget 25%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities. 403 / 500 characters	- Involving the relevant officials in joint co-development workshops and activities and events through each partners' networks and open invitations through various media - Supplying the relevant UAM information to the officials - Giving project presentations in suitable city unit's events and meetings - Inviting city representatives into projects Steering Group and into local stakeholder groups - Requesting relevant policy documents - Personal interviews with various city units/depts (e.g. city planning, infrastructure/city development etc.) - inviting the relevant city units/depts test the landing site selection tool - Involving the relevant city officials and experts in pilot activities (e.g. site planning) The CITYAM Communication Plan will describe the details for each communication activity. 815 / 1,000 characters
2	National public authority Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV 129 / 500 characters	- Interviews with national Civil Aviation Authorities - Interviews with national Air Navigation Services - Interviews with Ministries of Transport - Project press releases - Project promotion emails/information material to partners' national networks - Inviting to project events The CITYAM Communication Plan will describe the details for each communication activity. 370 / 1,000 characters
3	Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) 230 / 500 characters	- Interviews with landing infrastructure providers - Interviews with drone operator companies / service providers - Interviews with energy providers (charging stations) - Providing them with project information via emails, project newsletters and other media through using project partner's networks - Inviting to project events The CITYAM Communication Plan will describe the details for each communication activity. 418 / 1,000 characters
4	Interest group Citizens/associations representing the citizens, "the public", beneficiaries of the drone services. Primary target group: citizens/citizen associations of the 6 partner cities (FI, SE, DE, EST, PL, LV) Secondary target group: citizen associations of BSR Region's other cities through dissemination activities. 313 / 500 characters	- Producing press releases for larger audiences and city district targeted information to local residents/citizen associations - Inviting selected focus groups to follow the pilots - Inviting the citizens to participate in a public acceptance baseline survey. - Active usage of social media platforms to inform the citizens/ citizen associations - Also focused information feed to other interest groups, such as drone service users through various media The CITYAM Communication Plan will describe the details for each communication activity. 544 / 1,000 characters
5	Hospital and medical centre Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH) 150 / 500 characters	- In relevant cities, through using partners' networks and direct contacts, providing the relevant representatives of healthcare sector project information and inviting them to the pilot phase activities (e.g. joint discussions or workshops) where applicable. - Also interviewing them to get more insights of future needs and visions for drone use and suitable landing sites. - Inviting to project events The CITYAM Communication Plan will describe the details for each communication activity. 502 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
1.1	**Baseline analysis on regulations and integration of UAM in city planning**
1.2	**Social acceptance of urban air mobility: state-of-the-art, baseline and survey development**
1.3	**The path towards the pilots: most relevant use cases and potential landing sites**
1.4	**Development of Geospatial tools for UAM landing site planning and selection**
1.5	**Setting up the evaluation framework**

WP 1 Group of activities 1.1

5.6.1 Group of activities leader

Group of activities leader PP 7 - Kista Science City AB

A 1.1

5.6.2 Title of the group of activities

Baseline analysis on regulations and integration of UAM in city planning

74 / 100 characters

5.6.3 Description of the group of activities

The analysis forms the basis on which much of the project builds. Even though the starting point varies in each partner city, the solutions, tools and use cases that will be developed and planned need to be compatible with and usable for the pilots of all three lead partner cities. The three Replicator cities need to be able to take them into use as well, even if to a less elaborate extent. An overview of the relevant EU level regulations is important too, as it forms the framework in which all cities must or are allowed to act. All partners contribute, each utilizing their expertise to find the most suitable sources to reach a wide range of stakeholder views needed for the baseline inventory, to a baseline analysis in each of the 6 partner cities and countries.

The main content of the analysis:
a) Regulations and policies (all 6 cities):
- Mapping of relevant existing and upcoming regulations with effect on cities: both on an EU as well on a national level in partner countries
- Inventory on references to UAM (or automated mobility) in any existing policy plans at either local or regional level
-Analysis of the general awareness of UAM developments, tasks and requirements of city officials and politicians in partner cities
b) Digital and physical infrastructure:
- Assessment of digital infrastructure availability and readiness related to UAM. The EU has already stated that cities will need to take a.o. an air traffic management role in the future: identification of awareness levels among stakeholders as well as available geospatial data, digital twin or other data sources and systems for efficient UAM management
- Inventory of physical infrastructure readiness, focusing on the adaptation of existing transport, energy and ICT networks to a future with increasingly much UAM
c) Financing
- Overview of potential funding instruments or investment sources in each partner country for pilots, infrastructure or deployments related to UAM (beyond CITYAM budget)
- Benchmarking (EU-wide and third countries) of innovative UAM solutions, city approaches for landing infrastructure, business models etc.

The work is done mainly via desk research and interviews with a predetermined set of questions for different stakeholder groups. With this, all partners can ask similar questions to - among others - their civil aviation authorities, transport ministries, national air navigation service providers as well as within the city departments for data/digitalisation, urban/land use and traffic planning, and strategy. In some cases, a survey instead of an interview may be used. The data collection procedures will be determined through co-design and with participants of all partner counties. Once all data is collected, workshops will be organized for each of the 3 above-mentioned themes to do a transnational comparison and draw conclusions that can apply to the entire Baltic Sea Region. The collected and processed data and results of the workshops will lead to D1.1.

2,999 / 3,000 characters

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

D 1.1

Title of the deliverable

UAM baseline analysis report

28 / 100 characters

Description of the deliverable

This report will contain:
- Justification and explanation of data collection procedures for this Activity
- Quantified summary overview of the collected data (number of interviews and surveys, number of respondents, number and titles of reports used etc)
- Overview of status of regulations and policies of relevance for the project in general and for the solutions and tools that will be developed and piloted in particular.
- Overview of the status of the awareness and the inclusion of UAM in the minds, policies and practices of the partner cities and other crucial stakeholders, including a transnational comparison
- Summary of availability and readiness of digital and physical infrastructure relevant for UAM. Analysis per partner country, as well as a transnational comparison
- Overview of relevant financial aspects to UAM (incl funding instruments, costs, business models)
- To enhance the transnational value, the report will contain a comparative analysis, identifying gaps, best practices and recommendations.

As a confidential part of the Deliverable for use by the partners alone, this report will also contain an annexe with names, positions and email addresses (taking GDPR rules into account) of the people who gave input. This group will be approached later during the course of the project too. Of this group, a small(er) number of “UAM Champions” within each partner city will be identified (this can be from any department): proponents of UAM with a certain knowledge level and ambition, who can help the project partners to act as accelerators of strategy and policy development on UAM, as well as help with the realization of the pilots in WP2.

This report will also:
- Feed into pilot design (GA1.3), pilot implementation (GA2.2) and Replication (GA3.2)
- Give input to knowledge transfer activities (WP3) (based on the identified knowledge gaps and training needs

1,895 / 2,000 characters

Which output does this deliverable contribute to?

O2.2; O2.3; O2.4; O2.5, O3.2

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.1: Baseline analysis on regulations and integration of UAM in city planning						
D.1.1: UAM baseline analysis report						

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 10 - Tallinn University of Technology TalTech

A 1.2

5.6.2 Title of the group of activities

Social acceptance of urban air mobility: state-of-the-art, baseline and survey development

90 / 100 characters

5.6.3 Description of the group of activities

Acceptance by citizens will be a “make-or-break” factor in the development and scaling of Urban Air Mobility. Earlier studies, such as a large one by EASA in spring 2021, have shown that the majority of respondents broadly welcome the prospect of services such as air taxis, air ambulances and drone deliveries but have concerns about potential issues such as safety, security, noise and the impact on wildlife. However, since this study - the largest one done in Europe to date - several more, smaller scale, surveys have been carried out or are ongoing or planned. This, in addition to the fact that opinions shift over time, makes public acceptance a relevant and urgent topic also for CITYAM.

Concretely, the task will consist of at least:
- An analysis of European and national benchmark studies on social acceptance of UAM. In addition to work from the task leader on the non-partner countries, partners from each CITYAM country will be asked to contribute
and if only local-language surveys are available, translations of the questions and main results will be arranged.
- The preparation of CITYAM public/social acceptance survey kit or toolbox, aimed at citizens
- This “public acceptance toolbox” will include various smaller surveys on subtopics, which can be put together in a modular way, based on the exact target group and the needs of the particular city.
- The surveys address at least the topics of:
a) safety, security and privacy
b) use cases (public, commercial, medical); different drone types (small and large delivery drones, passenger drones, drones with sensors/cameras)
c) noise and visual pollution
d) landing sites (locations, size, noise, ..)
f) sustainability, accessibility and social equity
- A plan for the survey roll-out (timeline, minimum number of participants etc) that takes place in GA2.3
- Transnational workshop with project partners from all countries to come to a set of “final draft surveys”
- Translations into the partner languages
- A test phase at part of A1.2, where a small selection of citizens will trial draft surveys and give feedback, so the surveys can be improved based on their comments
- Transnational workshop with project partners from all countries to finalize the task and come to a public acceptance toolbox that is ready for piloting in WP2.

The communication activities during this GA will be according to the Communication Plan (CP)

Partners involved: TalTech, Kista Science City, FVH, Hamburg Aviation Cluster and BWI, Estonian Aviation Academy, Cities of Gdansk, Riga and Tartu

2,560 / 3,000 characters

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

D 1.2

Title of the deliverable

Urban Air Mobility Public Acceptance Toolkit

45 / 100 characters

Description of the deliverable

The Deliverable is a Urban Air Mobility Public Acceptance Toolkit that cities (and their local partners, such as city subsidiaries or living labs) can use to engage citizens, raise awareness on UAM, increase knowledge of UAM, gauge the opinions on this topic and in general put UAM on the local agenda.

Concretely, the Public Acceptance Toolkit will consist of at least:
Various smaller surveys on subtopics, which can be put together in a modular way, based on the exact target group and the needs of the particular city or partner. The surveys can be accessed via a link.
Survey sets with questions on at least the topics of
safety, security and privacy
use cases (public, commercial, medical); different drone types (small and large delivery drones, passenger drones, drones with sensors/cameras)
noise and visual pollution
landing sites (locations, size, noise, ..)
sustainability, accessibility and social equity
Accompanying the Toolkit will be a document with all the questions in excel, in various languages and a plan for the survey roll-out (timeline, minimum number of participants etc)

The transnational value is obtained by the joint process of finalizing the questions and by having all project partners and countries use identical questions, but in local languages (+ English version). This makes the surveys comparable across the partner countries and allows to draw conclusions on acceptance of UAM in the Baltic Sea Region. The raw survey data will be anonymised and made available for the research partners in this consortium for further analysis beyond the scope of this project. It will also be made available via the CITYAM website.

1,659 / 2,000 characters

Which output does this deliverable contribute to?

O2.3; O3.2, O2.5

16 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.2: Social acceptance of urban air mobility: state-of-the-art, baseline and survey development						
D.1.2: Urban Air Mobility Public Acceptance Toolkit						

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 6 - Stockholm City

A 1.3

5.6.2 Title of the group of activities

The path towards the pilots: most relevant use cases and potential landing sites

81 / 100 characters

5.6.3 Description of the group of activities

To contribute to the landing site tool development and to select a suitable pilot location(s) and landing platform, this task focuses on:

a) Drone operations:
The focus is on services from city-owned entities and healthcare organisations to increase sustainable and greener transport modes. There are some ongoing drone operations by the partner cities, e.g. inspections (buildings, bridges), mapping (e.g. 5G connectivity) and scanning (e.g. intersections) etc. Not only can such operations be scaled more widely when there is a better network of landing sites, also the safety increases when emergency landing sites are identified. In addition, new services and use cases can be added to the existing mix.

b) Landing sites and types:
Landing sites come in different shapes and sizes and can have a big impact on land use / urban planning and they define the drone types that can use them. Vertiports are for large passenger drones and vertipads for smaller drones. These are flat areas of approx 2-15 sq metres on the ground or on a building. Landing towers are blocks of 2-3 metres high, on top of which a smaller drone can land and deliver its cargo, so that people can collect it from a (secured) locker. All of these options will be piloted, all in city-owned land or property locations, in A2.2: One “type” in each of the 3 lead cities.

The target groups involved are “local public authority”, “Infrastructure and public service provider” and “Medical centres” by:
- Working with various city units (incl. public medical centres), and bringing them into joint round tables, on an overview of existing city-related drone operations and idea for extension / scaling and having workshops with city
departments new to UAM to think of use cases they may benefit from, incl specific requirements.
- Creating a map of the (wider) city with potential landing sites as input for A2.1 by assessing commercially available technical landing site solutions and their requirements, costs.
- Jointly create a shortlist for A2.2 of the most suitable pilot use cases in STO, HEL, HH
- Inventory of the needed permissions and discussions with Civil Aviation Authorities
- Prepare functional specifications for the procurement of landing site infrastructure and drone operations (if applicable)

Based on this, CITYAM organises transnational workshops to:
- Compare use cases and learnings between partner cities
- Co-design the use cases for A2.2 in order to have complementary but not overlapping solutions
- Work on joint permission applications and procurement documents where possible
- Bring Civil Aviation Authorities, responsible for permissions and overseeing the flight operations, from partner countries together for knowledge exchange.
- Communicate the process to the Replicators as a learning case

Communication activities will be according to the Communication Plan.

Partners involved directly: FVH, BWI, Kista, MML and Aalto, and Replicators and EAA through process learning

2,990 / 3,000 characters

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

D 1.3

Title of the deliverable

The path towards the use cases, landing sites and plan of implementation -report

80 / 100 characters

Description of the deliverable

The deliverable is a compilation of reports and other documents describing the pathway into the selection of use case pilots and landing sites and the necessary actions that were needed to take before the pilot implementation. The deliverable consist of:

- Round table summary reports incl. learnings
- Summary overview of existing city-related drone operations in the pilot cities
- Overview of relevant commercially available technical landing site solutions and their space requirements, costs.
- Map of the each pilot city with overview of city-owned land or property (suitable for landing site locations) as well as potential landing sites based on technical requirements landing site providers
- Description of the complementary use cases (type of missions and accompanying landing sites) for A2.2 per pilot city, including overview of essential stakeholders per use case
- Overview of input needed for permission applications
- Based on commonalities in Stockholm, Helsinki and Hamburg, an overview of most feasible and attractive use cases for cities in the entire Baltic Sea region.
- Functional specifications for the procurement of landing site infrastructure and drone operations
- Process description to be used for replication purposes in A3.2

The Deliverable will make clear why and how certain use cases and landing sites are scalable to the other partner cities and, beyond those, to the entire BSR region.

1,431 / 2,000 characters

Which output does this deliverable contribute to?

O2.1, O2.2, O2.4, O2.5, O3.2

29 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.3: The path towards the pilots: most relevant use cases and potential landing sites						
D.1.3: The path towards the use cases, landing sites and plan of implementation -report						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.4

5.6.1 Group of activities leader

Group of activities leader PP 3 - Aalto University

A 1.4

5.6.2 Title of the group of activities

Development of Geospatial tools for UAM landing site planning and selection

75 / 100 characters

5.6.3 Description of the group of activities

Aim of this activity is to develop geospatial tools for planning and selecting UAM landing sites. The selection of the landing site is considered as a geospatial multi-criteria optimization task, where application related, technological, environmental, social, legal, political and economic criteria are considered. For each identified criteria, a spatial index map can be formed indicating suitability of each position to be used as a UAM landing site (A1.2,;1.3). Using the indices and selected weighting factors, numerical rating for each spatial position for the landing site as well as for the drone related emergency landing sites is calculated.

This task will develop an easy-to-adopt spatial tool for landing site selection. The tool will distinguish at least the following types of landing sites:
- Larger vertiport locations (on city-owned land or buildings or on other land or buildings)
- Smaller vertipad locations (on city-owned land or buildings or on other land or buildings)
- Emergency landing site locations
- Landing sites for medical service drones

The targeted applications include:
- Non-commercial “city applications” with smaller drones (surveillance, inspection, medical deliveries etc)
- A basic ”route network” for each city for future passenger drone operations (air taxis; e.g. from the airport to the City Centre).

The development is based on analysis and co-developing of models, tools and policies for UAM landing sites and vertiport testing in the pilot cities (incl. charging stations, infrastructure, data solutions, intermodality etc.). The city Digital Twin (or corresponding 3D-maps, building databases, ownership data, etc.) provides initial input materials for planning. Besides factors listed in A1.2-1.3, also various environmental/technological aspects of drone landing sites and emergency landing sites should be identified and analysed, such as - obstacles, people, weather sensitivity, wind sensitivity, GNSS-signals, connectivity. The developed tool will be pre-tested on a small scale before being piloted in WP2.

The development method includes e.g.
a) Initiating relevant initial planning datasets.
b) Implementation of the first versions of geospatial identification and prioritisation methods for landing sites selection based on multi-criteria analysis and weighting based on stakeholder prioritisation utilising information from A1.1, 1.2 and 1.3 while determining the criteria and their weighting.
c) Simulations of different weightings and scenarios for different configurations of landing sites will be carried out to provide understanding of the method

The first version will be reviewed with the planning departments of the partner cities to account for their practices, sources, demands, and other aspects. This will result in the updated version that will be piloted in WP 2. The data needed is collected both from the open city sources as well as from commercial sources.

Partners involved: Aalto, MML, EAA and cities.

2,999 / 3,000 characters

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

D 1.4

Title of the deliverable

Geospatial tool for landing site planning and prioritisation

60 / 100 characters

Description of the deliverable

The output will present a first version of the landing site planning and selection tool usable in all cities. It will be a GIS tool, in which users feed different criteria, whereupon a map of the city is generated with markings for various suitable landing site alternatives.

This Deliverable feeds into Activity 2.1, in which the solution - the geospatial tool for landing site planning and prioritisation - will be piloted, resulting in “tried and tested” Consolidated geospatial tool for landing site planning and prioritisation (Output 2.1).

The design objective is to provide an easy to use tool, with guidelines / instructions, to account for various criteria that needs to be considered in the landing site selection as well as unsuitable areas. The collaboration between different cities enables co-creation and co-innovation and brings wider perspectives for the development task. It will address a wide range of target groups (as described in more details in GA2.1). In general, it can be added that more and better information on the (potential) number and location of landing sites, also allows for more insight in investment needs and better financial planning.

1,178 / 2,000 characters

Which output does this deliverable contribute to?

O2.1; O2.2; O2.4; O2.5, O3.2

28 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.4: Development of Geospatial tools for UAM landing site planning and selection						
D.1.4: Geospatial tool for landing site planning and prioritisation						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.5

5.6.1 Group of activities leader

Group of activities leader PP 10 - Tallinn University of Technology TalTech

A 1.5

5.6.2 Title of the group of activities

Setting up the evaluation framework

35 / 100 characters

5.6.3 Description of the group of activities

Technologies and technical or digital solutions are means, not ends. As such, their development, implementation and use must be considered within a broader context. To support the project's evaluation process, this task will develop an evaluation framework that not only considers the pilots and tools per se, but also the preconditions of and processes leading up to the pilots, their long term integration in the cities' mobility and transport, and the impacts (e.g. sustainability). It will therefore cover both quantitative and qualitative analysis.

The evaluation framework can be envisioned in a matrix -like structure that includes:
aspects e.g. PESTEL (Political, Economic, Social, Technological, Environmental, Legal) and/or others e.g. Ethical and Physical (Infrastructure and Land Use) so that the focus goes beyond 'technological success'.
stakeholder perspectives e.g. cities, citizens, public and private business, so that a broader range of interests is captured
indicators / success criteria to guide data collection.

To prepare for the Evaluation task in WP2, the evaluation framework will also develop guidelines to make sure the partner cities collect comparable data.

A transnational workshop with all partners will be organised to make sure there is harmonised data collection, labelling and storage from the start and the goals are aligned with the overall project objectives and general BSR call requirements.

As a complement, scenarios can be developed and 'assessed' with the help of the framework along with the pilots, e.g. scenarios with varying scales, penetration and/or use cases of UAM.

Such an evaluation framework feeds into developing the cities' strategies and rationales regarding UAM and related activities. For example, considering the broader context and surrounding processes can help answer bigger picture questions such as – What does it mean for a city to be 'ready' for UAM? And how to get there?

Partners involved: All

1,978 / 3,000 characters

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

D 1.5

Title of the deliverable

Evaluation framework

21 / 100 characters

Description of the deliverable

The framework is a document that will form the basis for impact as well as process evaluation in Activity 2.5. It will establish success criteria for the work done in WP2 and WP3. It will go beyond technological aspects but notably also include political, social and environmental criteria, in order to answer as well as possible to the smart and green mobility aims of the Interreg BSR call.

As the solutions will be implemented and replicated in 6 countries in total, the evaluation framework will have a distinct transnational chapter, in which the city-evaluations will be compared and lessons drawn for further international scaling.

641 / 2,000 characters

Which output does this deliverable contribute to?

O2.5 as well as O2.1, O2.2, O2.3, O2.4, O3.2

44 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.5: Setting up the evaluation framework						
D.1.5: Evaluation framework						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

Work package 2

5.1 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 - Hamburg Aviation

Work package leader 2 PP 9 - Tartu City Government

5.4 Work package budget

Work package budget 35%

5.4.1 Number of pilots

Number of pilots 5

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities. 403 / 500 characters	- Relevant city officials are invited to workshops to develop UAM strategies and integrate in existing policies - Relevant city departments are invited to real-life pilots, launch events, site visits - Following or preceding a site visit, (at least) one staff member of each of the Replicator cities will spend an additional 2 days in one of the pilot cities for more in-depth immersion in local (UAM) urban and traffic planning practices, fostering valuable and lasting exchange between the cities in CITYAM - City officials are engaged in the acceptance surveys - Project presentations are given in suitable city units events - City representatives are invited in project Steering Group and local stakeholder groups - Workshops will be held with relevant city units to implement the landing site selection tool - Relevant city officials and experts are engaged in pilot implementation activities (e.g. infrastructure set-up) - Communication activities will be according to the Communication Plan 1,000 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
2	National public authority Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV 129 / 500 characters	- Work is done closely with national Civil Aviation Authorities (CAA) on pilot permissions - CAA's are invited to pilot launch event and site visits - Joint workshop with all national CAA's to show landing site selection and spatial planning tools and ask their feedback - Interviews with national Air Navigation Services - Project press releases - Project promotion emails/information material to partners' national networks - Communication activities will be according to the Communication Plan 497 / 1,000 characters
3	Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) 230 / 500 characters	- Commercial infrastructure and service providers are researched via procurements, as part of pilot development - Close collaboration with landing infrastructure providers for pilot implementation - Close collaboration with drone operators (in case it's not a city-owned operator) for pilot implementation - Relevant infrastructure and public service providers are invited (also those not involved in the pilot) to the pilot launch - A side event with both city officials and infrastructure and public service provider is held during each pilot for knowledge exchange and networking - General project information is provided to them via emails and other media through using project partner's networks - Communication activities will be according to the Communication Plan 778 / 1,000 characters
4	Interest group Citizens/associations representing the citizens, "the public", beneficiaries of the drone services. Primary target group: citizens/citizen associations of the 6 partner cities (FI, SE, DE, EST, PL, LV) Secondary target group: citizen associations of BSR Region's other cities through dissemination activities. 313 / 500 characters	- Press releases are produced for larger audiences and city district targeted information to local residents directly or through citizen associations - Selected focus groups are invited to follow the pilots - A wide range of citizens are invited to participate in public acceptance surveys. - Social media platforms are actively used to inform the citizens/ citizen associations - Focused information feed and participation invitations to other interest groups, such as drone service users through various media - Communication activities will be according to the Communication Plan 584 / 1,000 characters
5	Hospital and medical centre Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH) 150 / 500 characters	- In relevant cities, medical sector-owned buildings are used as part of the piloting - Relevant medical sector actors (also those not involved in the pilot) are invited to the pilot launch - A side event is held with both city officials and relevant medical sector actors (health care services) in relevant pilot cities for knowledge exchange and networking - The health care officials are engaged in the acceptance surveys - Project presentations are given in suitable healthcare department events - In relevant cities, the most important medical sector representative(s) are invited in project Steering Group and local stakeholder groups - The relevant representatives of healthcare sector are provided the project information via various channels - Also interviews are conducted to get more insights of future needs and visions for drone use and suitable landing sites. - Communication activities will be according to the Communication Plan 944 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
2.1	**Piloting the geospatial tools for UAM landing site planning and selection**
2.2	**Piloting use cases and landing sites**
2.3	**Piloting the Public Acceptance Toolkit**
2.4	**Harmonizing city approaches towards UAM**
2.5	**Impact and process evaluation of the solutions and longer-term impact of CITYAM**

WP 2 Group of activities 2.1

5.6.1 Group of activities leader

Group of activities leader PP 2 - National Land Survey of Finland

A 2.1

5.6.2 Title of the group of activities

Piloting the geospatial tools for UAM landing site planning and selection

73 / 100 characters

5.6.3 Description of the group of activities

To validate the usefulness of the solution, A2.1 will pilot the geospatial tools built in Activity 1.4, for location, density and design of vertipads or vertiports for smaller and bigger drones (UAVs and eVTOLs) in Helsinki, Hamburg, Stockholm. Piloting the tool also includes an analysis of impacts of different weightings used in multicriteria optimization. Cities will provide the required datasets (Digital Twin or maps, stakeholder priorities, etc.) and the initial landing sites location plans will be calculated in different cities using different weighting settings.

The pilot will be jointly developed and carried out in close collaboration with the cities. The cities will provide the required datasets for the landing sites calculation. After the plans have been calculated, the city planning departments will evaluate them and give feedback on the performance of the tool. Surveys and bilateral discussions may be used for this.

The activities will be communicated and designed also in transnational implementation workshops. Four rounds of workshops will be organised:
- The initial workshops with initial planning data where all three cities will participate
- Bilateral workshops considering the (local) specificites of different partners
- Transnational workshops after the inputs from different stakeholders have been accounted for. Results of these workshops will feed into A2.5 on impact and process evaluation.
- A webinar/workshop with the approx 40 member cities of the Urban-Air-Mobility Initiative Cities Community (UIC2) of the EU's Smart Cities Marketplace to showcase the tool, present its results for the 3 CITYAM Lead Cities and encouraging replication beyond the CITYAM consortium during or after the project. Also results of this workshop will feed into A2.5 on impact and process evaluation.

The evaluation of the tool pilot is therefore based on the results from the testing with the 3 Lead Cites, after which the tool will be further improved and new versions will be redeveloped. And on workshops with a range of stakeholders. The end phase of piloting in this A2.1 also includes formulating recommendations on geospatial datasets (Digital Twin) and other data to be used in planning and on required infrastructures as well as guidelines for integration of the tool in urban and transport planning practices, both on a local as well as EU level. For the local level, the 3 Lead partner cities will contribute. The EU level is done via integration in the next version of the UAM SUMP (European tool for Sustainable and Urban Mobility planning, currently available via a.o. the European Eltis repository).

When the activities have been carried out, the tool is consolidated. Leading to output of geospatial UAM landing site tools ready to be replicated. Transnational webinars will also be arranged as part of A3.1 and A3.4 to further co-create the tool, share the results of A2.1 and assist replicators.

Partners involved: MML, Aalto, FVH, STH, BWI, HAC

2,996 / 3,000 characters

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

O 2.1

Title of the output

Consolidated geospatial tool for landing site planning and prioritisation

73 / 100 characters

Description of the output

The output will present a consolidated version of the landing site planning and selection tool ((see D1.4) which has been “tried and tested” by the 3 Lead Cities. And their experiences are taken into account to improve the tool where possible. Leading to a tool that is usable for all cities. In addition, the output will include supporting maps and guidelines for use in planning practice in the participating cities, including Replicators and future scaling cities.

469 / 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 Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities.	Local authorities will utilise the geospatial tools while preparing strategies and policies of future transportation, including UAM, as well as planning land use, services, ICT infra, security solutions etc. Different phases of planning can be shared with residents to communicate future scenarios and to involve them in the planning process. Planning of the UAM landing sites will thus be part of the future regular land use planning process. Various departments of local authorities, such as urban planning, traffic management, land use planning, environmental management or health care can use the geospatial tool to investigate different types of drone landing sites around the city: larger and smaller ones, for a variety of use cases. The outcomes can be taken into account for example when designing new neighbourhoods, when deciding on smart mobility hubs and for longer-term land use plans. 901 / 1,000 characters
Target group 2 Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX)	Both the public infrastructure and service providers as well as private sector/industry can utilize the tool for receiving criteria for business development purposes, development of products, estimating potential market size, and planning of investments needed. 263 / 1,000 characters
Target group 3 National public authority Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV	The planning tool will provide information for national authorities needed to plan public services, prepare legislation, incentives or subsidies etc. The tool is also relevant in regional and national planning to enable operations between regions. And, when in the not so distant future drones can fly increasingly long distances, the tool can also be of help with landing site planning between countries, with operations between for example Finland and Estonia or between Sweden and Latvia. 491 / 1,000 characters
Target group 4 Hospital and medical centre Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH)	Various user groups within the medical sector can utilise the tools while planning their operations and strategies for last mile logistics. The tool will also be highly useful when planning hospital renovations and/or relocations. Better information on the number and location of landing sites, also allows for more insight in investment needs and better financial planning. 375 / 1,000 characters

Durability of the output

The revised tool, maps and guidelines will be linked to the project website, which the LP will maintain for at least 3 years after the end of the project and after which it will stay available in the LP's technical library. It will remain openly accessible and available for all, also for further development and for the use of any new projects. Also each of the partners can integrate this tool into their own use.

415 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: Piloting and evaluating solutions						
A.2.1: Piloting the geospatial tools for UAM landing site planning and selection						
O.2.1: Consolidated geospatial tool for landing site planning and prioritisation						

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 - Hamburg Aviation

A 2.2

5.6.2 Title of the group of activities

Piloting use cases and landing sites

37 / 100 characters

5.6.3 Description of the group of activities

The pilots, based on planning in A1.3. are designed to be complementary and trial a range of use cases and landing site solutions. This way, the consortium gets the widest possible experience and lessons on UAM solutions impacting land use planning and traffic planning practices. The drone flights themselves will be non-commercial: aimed at the city-owned medical sector and/or the use of city-owned other entities. This way, lessons can feed straight back into the applicable departments and units locally and cross-border.

The pilots will include different landing-site related UAM innovations:
1. Integration of Ground and UTM Infrastructure for low-level air traffic management (Hamburg): combining virtual, u-space, and ground infrastructure components of UAM integration. Simultaneous drone test flights, including medical use cases from Medifly at the HomePort to demonstrate UTM capabilities in a busy environment during flight and while take-off and landing. Ground infrastructure (vertipads and vertiports) are demonstrated through mock-ups accessible to the public and city officials.

2. Landing stations for smaller drones (Helsinki): either a landing tower (the drone lands on top of a few metres-high tower and packages can be collected from a locker system in the same tower), and/or window landing pads that can be attached to/integrated in an existing building or mobile landing station. Building on earlier drone projects in Helsinki, the use case is likely to be related to medical deliveries.
3. Landing stations on rooftops of buildings and/or landing on street-level on designated spots (Stockholm). The use case will be related to public services / operations by the city or city subsidiaries.

All 3 pilots take jointly planned steps:
- Procurement of landing site infrastructure/technologies. Procurement of the drone service provider, in case this is not city-owned
- Physical preparations / installations
- Execute a wide range of stakeholder engagement and dissemination activities (e.g. launch event, media visits, site visits from various city departments and other target groups)
- Develop pilot visuals: photos and short videos
- Replicator site visits and workshops, combined with staff exchange: a staff member of each Replicator city spends an additional 2 days in one of the pilot cities for in-depth immersion in local UAM urban and traffic planning practices, fostering valuable and lasting exchange between the CITYAM cities
- Collect data on the use and functionalities of the various landing sites as well as analyse technical flight data of the various use cases (drone operations), for evaluation in A2.5
- Assess the results in a two-phase process: locally and as a whole piloting activity. This assessment is done twice; mid-term (to give feedback on the needed adjustments) and at the end of pilots. The assessment leads to O2.2 and provides input to the project evaluation (A2.5) and to the knowledge transfer to the replicator cities (A3.1-2).

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

UAM use cases and landing site infrastructure

45 / 100 characters

Description of the output

The output consists of documented learning experiences, lessons and recommendations. It is usable on its own and includes all the components of the solution:
The selected UAM use cases (Non-commercial flights, aimed at either the city itself, city-owned medical sector and/or city-owned other entities)
Landing site infrastructure for:
1. Vertiports and their integration in the virtual infrastructure
2. Landing stations for smaller drones (landing tower or window landing pad)
3. Landing station on rooftops of buildings and/or landing on street-level on designated spots

578 / 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 Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities.	- In relevant cities, city owned land or buildings are used as part of the piloting. - Various related city departments will gain knowledge and hands-on experience on how to implement a landing site for a service in the city. E.g. implementation and procurement of city services, such as data-collection or inspection. - Apply learnings on local air traffic management combined with landing sites to other parts of the city, port areas and into planning of newly developing neighbourhoods - The city will learn about their own permit process for the use-case of using public land or publicly owned buildings for landing sites of drones. - The city's planning and traffic departments will get insight into how to integrate landing sites in the city development and urban planning practices. - Apart from the relevant city departments, relevant local authorities such as city owned building associations will be invited to help shape, implement and evaluate the solutions. 974 / 1,000 characters
Target group 2 Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX)	- Will provide the necessary commercially available landing site solutions (can be in a pre-commercial phase): close collaboration needed (a.o. for possible permissions, shipment/transport, physical installation) - Commercial infrastructure and service providers are researched via procurements, as part of pilot development - Close collaboration with drone operators (in case it's not a city-owned operator) for pilot implementation 434 / 1,000 characters
Target group 3 Interest group Citizens/associations representing the citizens, "the public", beneficiaries of the drone services. Primary target group: citizens/citizen associations of the 6 partner cities (FI, SE, DE, EST, PL, LV) Secondary target group: citizen associations of BSR Region's other cities through dissemination activities.	- citizens (e.g. through citizen or patient associations) benefit from the drone operations: if a medical sample can be delivered faster to a hospital, they benefit as a patient. If the city's maintenance unit uses a drone to map the need for maintenance of e.g. a bridge or scan an intersection for traffic flows, citizens benefit from increased safety in the city. 366 / 1,000 characters
Target group 4 Hospital and medical centre Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH)	- In relevant cities, medical sector-owned buildings are used as part of the piloting - In relevant cities, medical sector actors are actively using the drone services in their daily work, e.g. transport of certain medical supplies via the drones, with use of the new landing site infrastructure. - In relevant cities, the most important medical sector representative(s) are invited in project Steering Group and local stakeholder groups to help shape, implement and evaluate the solutions 491 / 1,000 characters
Target group 5 National public authority Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV	The implementation and piloting of the solutions will provide information for national authorities needed to plan public services, prepare legislation, consider subsidies or incentives etc. The output is also relevant in regional and national planning to enable future operations between regions or even countries. 314 / 1,000 characters

Durability of the output

The physical landing infrastructure:
Hamburg: Public feedback, provided by HAC, from the mockup vertiport is compiled and incorporated into the future vertiport design, resulting in functional design that reflects the public needs.
Helsinki: The landing site stays as part of the living lab area, for further usage and testing.
Stockholm: The landing sites stay as part of the living lab Urban ICT Arena for further usage and testing.
Drone operations (flights for selected use cases):
City-owned units (e.g. the maintenance, health care department) are heavily involved through co-designing. This leads to high engagement levels and increased knowledge and to buy-in which will help to secure durability of the output. It is designed and expected that the use cases will provide such a level of added-value that they will be continued after the end of the WP2 implementations, provided the business case adds up. Project will also provide help in finding additional financial support if needed.

999 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: Piloting and evaluating solutions						
A.2.2: Piloting use cases and landing sites						
O.2.2: UAM use cases and landing site infrastructure						

5.6.7 This deliverable/output contains productive or infrastructure investment ✔

	Investment no.	I2.2_1	

Title

Infrastructure investments related to physical drone landing site installation Helsinki

87 / 100 characters

Description

Even though the landing site platform will be procured externally, as a service, FVH and the City will likely have some (limited) investment costs related to this. These would be
Building permits for Helsinki case landing site
Building and fencing material for Helsinki landing site
Labour costs for Helsinki Landing site
Charging station costs for Helsinki Landing site (building, materials, connections)

417 / 500 characters

Country

Finland

Responsible project partner(s)

PP 1 - Forum Virium Helsinki

Justification

The landing site needs to be embedded in existing structures and infrastructure. There likely is a cost related to that, depending on the final selection of the landing location. Building permits may apply and the landing location may need to be closed off for strangers via a fence or other locking mechanism. There may be labour costs to physically put the landing site in place.

382 / 500 characters

Transitional relevance

The landing site is an important part of the A2.2. pilot.

57 / 500 characters

Benefits

The Partner benefits by having the physical infra in place and the physical site as a showcase for other stakeholders. Local authorities and the medical sector benefit from gaining first-hand practical experience with these innovations and infrastructure works, speeding up the learning process and making scaling easier. Infrastructure and public service providers benefit from working directly with the industry in the form of landing site manufacturers and drone operators.

476 / 500 characters

Location

City of Helsinki The specific addresses will be determined with relevant parties when the project starts.	Helsinki-Uusimaa

105 / 250 characters

Location ownership

City of Helsinki

16 / 250 characters

Ownership

City of Helsinki

16 / 500 characters

Maintenance

STARA: Helsinki City's maintenance, construction and utility subsidiary

71 / 500 characters

Climate proofing

☐ Ensured ☑ N/A

	Investment no.	I2.2_2

Title

Infrastructure investments related to physical drone landing site installation in Stockholm

91 / 100 characters

Description

Even though the landing site platform will be procured externally, as a service, FVH and the City will likely have some (limited) investment costs related to this. These would be
Building permits for Stockholm case landing site
Building and fencing material for Stockholm landing site
Labour costs for Stockholm Landing site
Charging station costs for Stockholm Landing site (building, materials, connections)

422 / 500 characters

Country

Sweden

Responsible project partner(s)

PP 7 - Kista Science City AB

Justification

The landing site needs to be embedded in existing structures and infrastructure. There likely is a cost related to that, depending on the final selection of the landing location. Building permits may apply and the landing location may need to be closed off for strangers via a fence or other locking mechanism. There may be labour costs to physically put the landing site in place.

384 / 500 characters

Transitional relevance

The landing site is an important part of the A2.2. pilot.

57 / 500 characters

Benefits

The Partner benefits by having the physical infra in place and the physical site as a showcase for other stakeholders. Local authorities and the medical sector benefit from gaining first-hand practical experience with these innovations and infrastructure works, speeding up the learning process and making scaling easier. Infrastructure and public service providers benefit from working directly with the industry in the form of landing site manufacturers and drone operators.

476 / 500 characters

Location

City of Stockholm. The specific addresses will be determined with relevant parties when the project starts.	Stockholms län

107 / 250 characters

Location ownership

Kista Science Park

18 / 250 characters

Ownership

Kista Science Park

18 / 500 characters

Maintenance

Kista Science Park

18 / 500 characters

Climate proofing

☐ Ensured ☑ N/A

WP 2 Group of activities 2.3

5.6.1 Group of activities leader

Group of activities leader PP 4 - Hamburg Aviation

A 2.3

5.6.2 Title of the group of activities

Piloting the Public Acceptance Toolkit

38 / 100 characters

5.6.3 Description of the group of activities

The Urban Air Mobility Public Acceptance Toolkit is an important solution to raise awareness among citizens and actively engage them in the policy development process. It will be used by cities (and their local partners, such as city subsidiaries or living labs) to increase knowledge of UAM, gauge the opinions on this topic and in general put UAM on the local agenda.

The Public Acceptance surveys using the Toolkit, are carried out in Helsinki (FI), Stockholm (SE), and Hamburg (DE). After using it in these cities and carrying out an evaluation as part of A2.5, the questions may be adapted, modules may be added and it will be consolidated, ready for transfer to the replicator cities. As part of A3.1, the Replicator cities will carry out translations and choose the toolkit modules so that they are most suitable for their own local conditions. As part of A3.2 the Gdansk, Riga and Tarto replicate the Toolkit and carry out surveys.

Concrete steps for the Urban Air Mobility Public Acceptance Toolkit activity:
- Using the modules in the Toolkit from O1.2 to make final surveys for Helsinki, Hamburg and Stockholm
- Making sure all translations are in place and the surveys are accessible via a link
- Making sure the recommendations from O1.2 are taking into account re. sample size, representation of various age / income / education / gender/ etc
- Using the O1.2 inventory of all available channels to create communication messages and approach potential respondents.
- Having a transnational workshop before the launch of the surveys in all 3 cities, to make sure the survey outcomes will be comparable and to learn from each other with regard to communication channels and citizen
engagement methods and tools
- Implement a promotional campaign in each city in order to reach as high a response rate as possible. Emphase the transnational aspect of the study and its importance on a European scale
- Closing of the surveys, collection of the gathered data
- Data analysis by CITYAM's research partners and task leader and development of a survey report per city, as well as drawing transnational conclusions.

The transnational value is obtained by the joint process of finalising the questions, by having all project partners and countries use identical questions, but in local languages (+ English version), plus by collecting and storing the data in one central repository. This makes the surveys comparable across the partner countries and allows to draw conclusions on acceptance of UAM in the Baltic Sea Region. The raw survey data will be anonymised and made available for the partners in this consortium for further analysis beyond the scope of this project. It will also be made available via the CITYAM website.

Evaluate of the Toolkit as a tool and lessons learned for Replication will take place A2.5
After this, the 3 Replicator cities will carry out acceptance surveys as part of A3.2

Partners involved: FVH, MML, Aalto, HAC, BWI, STH, KTH, Kista

2,989 / 3,000 characters

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

O 2.3

Title of the output

Consolidated Urban Air Mobility Public Acceptance Toolkit

57 / 100 characters

Description of the output

A tried and tested Public Acceptance Toolkit consisting of a dynamic database with:
- Various smaller surveys (“modules”) on different topics, which can be combined into full questionnaires on UAM
- Instructions for step-by-step plan for survey roll-out and analysis
- Anonymised raw data from the survey results (initially only from Stockholm, Helsinki and Hamburg, but to expand with Replicator cities and other cities over time)
- Survey report template
- Survey result reports (initially only from Stockholm, Helsinki and Hamburg, but to expand with Replicator cities and other cities over time)

Modules are available on at least the following subtopics:
- Safety, security and privacy
- Use cases (public, commercial, medical); different drone types (small and large delivery drones, passenger drones, drones with sensors/cameras)
- Noise and visual pollution
- Landing sites (locations, size, noise, ..)
- Sustainability, accessibility and social equity

These subtopics have been put together in a modular way by Stockholm, Helsinki and Hamburg, based on their specific use case, target group and needs. This led to 3 tailor-made surveys, which are overlapping but not identical. They are part of the toolkit, which is a dynamic database, expanding each time another city carries out a public acceptance survey.

Accompanying the Toolkit will be a document with all the questions in excel, in various languages and a step-by-step plan for Replicators and other cities in the BSR region for survey roll-out (timeline, duration, minimum number of participants, suggestions for analysis, graphs etc).

1,608 / 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 Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities.	The solution serves local public authorities (and their local partners, such as city subsidiaries or living labs) to engage citizens, increase knowledge on UAM, gauge the opinions on this topic and in general put UAM on the local agenda. Its outcomes will be a guide to understand citizens' concerns, a basis for policy development and a way to make sure UAM has a positive impact. 382 / 1,000 characters
Target group 2 Interest group Citizens/associations representing the citizens, "the public", beneficiaries of the drone services. Primary target group: citizens/citizen associations of the 6 partner cities (FI, SE, DE, EST, PL, LV) Secondary target group: citizen associations of BSR Region's other cities through dissemination activities.	Citizens and associations representing various citizen groups (such as e.g. vulnerable user groups, elderly, patient organisations) are respondents of the surveys. Their answers will be analysed and used for policy and strategy development on the UAM topic. The toolkit serves the "interest groups" by giving them a voice in the UAM development in their city. 359 / 1,000 characters
Target group 3 Hospital and medical centre Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH)	Can use the public acceptance toolkit to engage their clients and patients, raise awareness on UAM, gauge the opinions on this topic and in general put UAM on the agenda in their medical facilities. They will use the solution to get better insights in needs and concerns of patients and opinions on (future) UAM use cases for the sector. They also use it to decide on investments and infrastructure changes when e.g renovating their medical facilities. 453 / 1,000 characters
Target group 4 Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX)	They will apply the output, specifically data & results generated, to design the services and define target markets. They can focus their communication to fully relieve the end users of their current concerns. 210 / 1,000 characters

Durability of the output

The Toolkit will be linked to the project website, which the Coordinator will maintain for at least 3 years until after the end of the project and after which it will stay available in the Coordinators technical library. It will remain openly accessible and available for all, also for further development and for the use of any new projects. Also each of the partners can integrate this tool into their own use.

413 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: Piloting and evaluating solutions						
A.2.3: Piloting the Public Acceptance Toolkit						
O.2.3: Consolidated Urban Air Mobility Public Acceptance Toolkit						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

WP 2 Group of activities 2.4

5.6.1 Group of activities leader

Group of activities leader PP 4 - Hamburg Aviation

A 2.4

5.6.2 Title of the group of activities

Harmonizing city approaches towards UAM

41 / 100 characters

5.6.3 Description of the group of activities

All three leading cities involved have taken a first step to develop their approach or strategy towards Urban Air Mobility in complement to their sustainable urban mobility plans (SUMP). The aim is to integrate the experiences and learnings gathered in the project regarding land use, traffic and logistics and integrate it into and update the approach or strategy documents for Urban Air Mobility. This is done by locally including relevant city departments and other stakeholders in the process and collaboratively, by sharing lessons learned cross-border. The aim is also to create guidelines for other cities to follow, when starting their journey of building a strategy or approach towards Urban Air Mobility.

To be able to involve the relevant city departments that are needed in the process of developing or updating a strategy document, the city departments have to have the knowledge needed to participate in such a discussion. Many city departments today have very little knowledge about Urban Air Mobility, its potential in increasing sustainable solutions needed in the cities and how it can be integrated into their respective departments. The aim is here to widen the knowledge in the city's different departments through training sessions and roundtable discussions.
Concrete steps to update the Urban Air Mobility relevant documents in the cities:
Workshops and roundtable discussions aimed towards relevant city departments regarding lessons learned from previous tasks and of developing a common strategy approach and to select the main topics to be updated in the strategy according to local needs

Cross Border workshop and round-table discussions sharing the knowledge and learnings and gathering the insights to create a common roadmap for cities towards Urban Air Mobility
All relevant lessons learned will be disseminated among the Urban-Air-Mobility Initiative Cities Community (UIC2) of the EU's Smart Cities Marketplace. This network currently has nearly 40 European cities as members and exclusively focuses on UAM. Therefore, a UIC2 workshop will be organized to develop ideas on the implementation of UAM strategies and roadmaps with the partner cities and communities. As part of A3.4, outputs will also be presented at at least one conference that addresses future mobility solutions in urban areas.

The communication activities during this GA will be according to the Communication Plan (CP)

Partners involved: City of Stockholm, Estonian Aviation Academy, Replicator cities, FVH. Also from the Associated partners the Estonian Aviation Cluster, and the City of Helsinki

2,610 / 3,000 characters

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

☐

O 2.4

Title of the output

Consolidated Urban Air Mobility strategy including Roadmap for Replicators in and beyond the project

100 / 100 characters

Description of the output

The Output are consolidated Urban Air Mobility Strategies, integrated in existing urban planning policies (like SUMP and/or Mobility Plans, Land Use Plans, Digitalisation Strategies, Urban Planning Strategies), together with a Roadmap and guideline usable for any city who want to develop a similar strategy towards Urban Air Mobility. The purpose of these are to be the foundation and justification for actions, investments and further work on Urban Air Mobility in and by the City / cities.

The Urban Air Mobility Strategies includes all 12 elements commonly covered in a Sustainable Urban Mobility Plan as endorsed by the European Commission.

The UAM Strategy Roadmap includes a list of commonly available policy documents in cities that need inclusion of UAM (transport/mobility/traffic plan; land use policy plan; environmental plan, digitalisation plan etc) as well as a list of UAM elements that need to be covered, divided in must-haves and nice-to-haves. This can for example be the division of responsibilities over city departments, applicable regulations, air traffic management, landing site planning, business models/ownership/investments, physical and digital infrastructure, public acceptance etc. The Roadmap will include a planning and step-by-step process. Finally, it will also have an overview of essential, important and relevant stakeholders and ways to engage with them.

1,399 / 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 Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities.	- The various departments in the partner cities will use the UAM Strategy - part of the SUMP - to guide their actions, efforts, planning and spendings in the field of urban air mobility. It will allow them to use these innovative technologies and planning infrastructure to advance low-emission, green, smart solutions in their multimodal transport systems. - This Policy Plan for the Lead Cities plus the roadmap for the Replicator cities will, especially combined with hands-on experience with O2.1, O2.2 and O2.3, provide an excellent and complete set of tools to bring UAM further in the municipalities. As per BSR It supports local public authorities in further developing, testing, procuring and deploying drone operations and their management using digital tools. 774 / 1,000 characters
Target group 2 Hospital and medical centre Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH)	Although focused on cities, the medical sector actors may draw inspiration on the UAM strategy, policy plans and Roadmap for their own organisations too. Also hospitals and medical centres have plans and strategies for their mobility and transport needs. The logistics department of a hospital is usually huge and drones can play a large role in future transportation. To plan for these The strategy for local authorities can also be used to estimate impacts on own infrastructure needs, implications for renovations or new constructions (e.g. when building a new hospital or laboratory, to take drone service into account in the planning, as far as this fits in the city's UAM strategy). 688 / 1,000 characters
Target group 3 Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX)	Both the public infrastructure and service providers as well as private sector/industry can utilize the UAM Strategies for business development purposes, analysis of needs, estimating potential market size, and planning of investments needed. 243 / 1,000 characters
Target group 4 National public authority Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV	The UAM Strategies in the Lead Cities and the Roadmap towards this for Replicators will provide information for national authorities needed to plan public services, prepare legislation, incentives or subsidies etc. The cities will be better-informed discussion partners for the national authorities (like Civil Aviation Administrations or Ministries of Transport) and together they will be a stronger lobbying force towards regulators and funders such as the European Commission and EASA. The UAM Strategy will have to also include information on potential regional Urban Air Mobility, and in cases of cities close to a border, also trans-national destinations and lower airspace management. When the local authorities have a vision, strategy and policies in place for this, this will help national authorities in making their own plans and strategies. 854 / 1,000 characters
Target group 5 Interest group Citizens/associations representing the citizens, "the public", beneficiaries of the drone services. Primary target group: citizens/citizen associations of the 6 partner cities (FI, SE, DE, EST, PL, LV) Secondary target group: citizen associations of BSR Region's other cities through dissemination activities.	Citizens benefit (indirectly) from a clear vision, strategy and longer-term plan on UAM by their city in the way that there will not be hordes of random drones delivering "pizzas and beer" to every second house (unless, of course, this is what the cities decide to allow or propone through their UAM strategy). In general, citizens benefit so that Urban Air Mobility will be optimised in their cities, in order to make the overall mobility and transport system low-emission, green and smart and offer the best multimodal possibilities in a safe way. 549 / 1,000 characters

Durability of the output

The UAM Strategies as such remain in place for as long as the policy cycle - often a 4-5 year period. After, they will be updated according to the political landscape, technological & legal developments. They don't need financial support to stay functional. But to make most use of them, the local UAM Strategies will need to include (longer-term) financial plans or investments for the work on UAM in cities. This means e.g. to reserve municipal budgets for landing site investments, make sure staff has hours allocated to work on follow-up projects, procure e.g. local air traffic management systems or expertise etc.

The accompanying “Roadmap for UAM Strategy” for Replicators will be taken forward in A3.1 and A3.2 and by other cities beyond the lifetime of this project. The documents will be / remain available on the project website. This output will also be integrated in the activities of the Urban-Air-Mobility Initiative Cities Community (UIC2) of the EU's Smart Cities Marketplace.

996 / 1,000 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.2: Piloting and evaluating solutions						
A.2.4: Harmonizing city approaches towards UAM						
O.2.4: Consolidated Urban Air Mobility strategy including Roadmap for Replicators in and beyond the project						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 2 Group of activities 2.5

5.6.1 Group of activities leader

Group of activities leader PP 10 - Tallinn University of Technology TalTech

A 2.5

5.6.2 Title of the group of activities

Impact and process evaluation of the solutions and longer-term impact of CITYAM

80 / 100 characters

5.6.3 Description of the group of activities

According to the Evaluation Framework developed as part of A1.5 (Deliverable 1.5) evaluation of the project solutions will take place. In addition, evaluation of the longer-term impact of the project as a whole will be done.

Part 1: Based on the framework laid down in D1.5, Impact and process evaluation according to the PESTLE methodology (political, economical, social, technical, legal, environmental) of the Tools (2) and Pilots (3) takes place. Data collection takes place during the actual A2.1-A2.4 activities. In A2.5 this is all collected, aggregated (where possible) and analysed. Successes, but also gaps and shortcomings will be identified. This leads to recommendations for follow-up activities and scaling.

Part 2. Evaluation of the longer-term impact of the created solutions, policy integration, UAM strategy development in cities, capability increase, knowledge sharing, concrete benefits (long term) for the target groups. This includes a comparison against the Programme objectives in this Interreg BSR Priority. This part of the evaluation is used as a means to help convince local authorities, medical sector actors and other key stakeholders of the relevance and impact of UAM, the need to act, to learn and to get involved.

As the activities of the Replicators will also be taken into the evaluation process, this Activities runs until the last year of the project.

Participating partners: All

1,425 / 3,000 characters

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

O 2.5

Title of the output

Process and impact evaluation report

36 / 100 characters

Description of the output

Content: document with (Part I:) evaluation of the project solutions (O2.1 Consolidated geospatial tool for landing site selection, O2.2 UAM use cases and landing site infrastructure, O2.3 Consolidated Urban Air Mobility Public Acceptance Toolkit and O2.4 Consolidated Urban Air Mobility strategy including a Roadmap for Replicators). As well as O3.2 on transfer in the 3 Replicator cities. Impact as well as process evaluation, based on the framework laid down in D1.5. And (Part II:) evaluation of the longer-term impact of the project as a whole.

Purpose: Give a summary overview of experiences and lessons related to the project solutions, from a political, economical, social, technical, legal and environmental angle. Since it is based on real pilots (in Lead Cites as well as Replicator Cities), transnational cooperation, solid data collection and analysis, it serves to:
Show partners, replicators and target groups the relevance and impact of UAM, the need for and/or benefit of engaging in UAM and describe the ways to do this and available tools with their pros and cons. The transnational value and need for cooperation will be emphasised.
identify gaps and shortcomings and related further development needs and local, national as well as transnational follow-up activities by the project partners, but also industry and cities beyond the CITYAM Consortium
Facilitate local, national and international scaling beyond the project partners and beyond the project lifetime
Serve as the basis for relevant project communication and dissemination materials.

1,571 / 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 Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities.	Local public authorities and the various departments in the partner cities will use the evaluation report to guide their actions, efforts, planning and spendings in the field of urban air mobility. The evaluation of the project solutions and tools pave the way for a better selection of what actions to take-up on a wider scale. The report will also enable local authorities to better use these innovative technologies and planning infrastructure to advance low-emission, green, smart solutions in their multimodal transport systems. It supports them in further developing, testing, procuring and deploying drone operations / management, using digital tools. The cities will be better-informed discussion partners for the national authorities (like Civil Aviation Administrations or Ministries of Transport) and together they will be a stronger lobbying force towards regulators and funders such as the European Commission and EASA. 934 / 1,000 characters
Target group 2 National public authority Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV	The evaluation report will provide information for national authorities needed to plan public services, prepare legislation, incentives or subsidies etc. It gives them a better understanding of the project Activities and learnings of the cities and hence follow-up discussions on e.g. regulations will be more impactful and mutually beneficial. The national public authorities can use the evaluation report as a tool for lobbying towards European regulators for a stronger role of cities in the UAM development. 512 / 1,000 characters
Target group 3 Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX)	Both the public infrastructure and service providers as well as private sector/industry can utilize the evaluation report in their daily work for business development purposes, analysis of needs, estimating potential market size, and planning of investments needed. 266 / 1,000 characters
Target group 4 Hospital and medical centre Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH)	The medical sector actors will use the evaluation report to guide their actions, efforts, planning and spendings in the field of urban air mobility. The evaluation of the project solutions and tools pave the way for a better selection of what actions to take-up on a wider scale. E.g. logistics departments of hospitals are often huge and drones can play a large role in urgent deliveries. Lessons from O2.5 provide concrete support in the steps to take towards wider implementation of UAM. O2.5 can also be used to estimate impacts on infrastructure needs, implications for renovations (e.g. when building a new hospital or lab, to take drones into account in planning). The report will enable medical sector actors to better use these innovative technologies and planning infrastructure to advance low-emission, green, smart solutions in their current transportations. It supports them in further developing, testing, procuring and deploying drone operations / management, using digital tools. 998 / 1,000 characters

Durability of the output

The Evaluation Report remains in place on the project website for at least 3 years after the project, without financial support. To make most use of it, target groups, notably local authorities, will need to include its content into longer-term policy plans.

This Output reflects the assessment of the project activities over a 3-year period, with a given state of regulations and technology levels. As this is a fast-developing field of mobility / innovation, technologies and regulations applicable for (the results described in) this Output will likely evolve after the project ends. Therefore, to keep it functional, the best way for the report is to serve as a basis for a new project. A local, national or - ideally - EU-funded follow-up that builds on the results of CITYAM. In this regard, it is the city partners that will take a leading role finding funding to continue the work after the project ends. Also the scientific CITYAM partners will build their follow-up research on it.

996 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: Piloting and evaluating solutions						
A.2.5: Impact and process evaluation of the solutions and longer-term impact of CITYAM						
O.2.5: Process and impact evaluation report						

5.6.7 This deliverable/output contains productive or infrastructure investment

☐

Work package 3

5.1 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 1 - Forum Virium Helsinki

Work package leader 2 PP 12 - The Municipality of Gdansk – The City Hall of Gdansk

5.4 Work package budget

Work package budget 25%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities. 403 / 500 characters	- Relevant officials are invited in workshops to develop applied UAM strategies and integrate in existing policies. - All relevant city departments are invited to the real-life pilots, launch events and site visits for awareness raising - Combined with a site visit to the partner cities, (at least) one staff member of each Replicator spends 2 additional days with one of the pilot cities for in-depth immersion in local (UAM) urban and traffic planning practices - Approach City officials to promote the public acceptance tool and engage in the acceptance surveys to understand its usefulness. - Project presentations in relevant city unit's events and meetings - City representatives are invited in project Steering Group and local stakeholder groups - Meetings and workshops are held with relevant city experts to promote and test the landing site selection tool and to make needed adjustment for future use - Project Communication Plan is used as a guideline for all communication activities. 1,000 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
2	National public authority Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV 129 / 500 characters	- The National Civil Aviation Authorities (CAA) are invited to pilot launch event and site visits for awareness raising - Joint workshop is held with all national CAA's to promote the landing site selection and spatial planning tools - The project experiences, new knowledge and especially the cities' needs are communicated to the CAA's through different ways to have an effect in their practices and tighten the mutual cooperation - Interviews are also held with national Air Navigation Services both to understand their views but also to communicate the cities and other partners and stakeholders views and needs in order to effect their practices. - Several Project press releases will be published to spread the project results - Project promotion emails and other information material is produced and delivered to partners' national networks - the Project Communication Plan is used as a guideline for all communication activities 937 / 1,000 characters
3	Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) 230 / 500 characters	- The project also collaborates and communicates closely with different drone operators to show the cities advancement in the UAM and e.g. the landing site development and to connect the infrastructure providers with the users of these sites. - The relevant infrastructure and public service providers are invited (also those not involved in the pilots) to the pilot launch events to show the potential and needs for new drone services. Due to this, the target group organisations can better take the new knowledge into account in their own services and operations. - A side event will be held with both city officials and infrastructure and public service provider for knowledge exchange and networking - The target group will be provided with project information via emails and other media through using project partner's networks - the Project Communication Plan is used as a guideline for all communication activities 922 / 1,000 characters
4	Interest group Citizens/associations representing the citizens, "the public", beneficiaries of the drone services. Primary target group: citizens/citizen associations of the 6 partner cities (FI, SE, DE, EST, PL, LV) Secondary target group: citizen associations of BSR Region's other cities through dissemination activities. 313 / 500 characters	-The project produces several press releases for larger audiences, city district targeted information to local residents and also for other interest groups such as drone service providers - The selected focus groups are invited to follow the pilots on site for awareness raising - The social media platforms and newsletters, are actively used to inform the interest groups of possibilities to participate, give opinions or to see the advancements of the project - Focused, also local information is designed to serve the interest groups - The Project Communication Plan is used as a guideline for all communication activities 626 / 1,000 characters

	Target group	How do you plan to reach out to and engage the target group?
5	Hospital and medical centre Healthcare centers, hospitals, laboratories and blood banks with interest in UAM solutions; Emergency Medical Services In FI (HEL), SE (STO), DE (HH) 150 / 500 characters	- In relevant cities, the medical sector-owned buildings or land area operate as part of the piloting platforms and the relevant target group representatives are invited to the pilot launch. This will give the target group close insight and practical experiences, and enhance their visions on the possibilities of drone use which they can include in their own, e.g. logistics plans. - A side event with both city officials and relevant medical sector actors is held (health care services) for knowledge exchange and networking - The health care officials are also engaged in the acceptance surveys - Project presentations are also given in suitable health care department events for awareness raising and knowledge sharing - From the relevant cities, the most important medical sector representative(s) are invited in project Steering Group and local stakeholder groups - the Project Communication Plan is used as a guideline for all communication activities 959 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
3.1	CITYAM Replication plan for UAM
3.2	Replication activities in Riga, Tartu and Gdansk
3.3	Local result dissemination and support for the take-up process
3.4	Result dissemination for wider audiences beyond the consortium

WP 3 Group of activities 3.1

5.6.1 Group of activities leader

Group of activities leader PP 13 - Riga municipality

A 3.1

5.6.2 Title of the group of activities

CITYAM Replication plan for UAM

31 / 100 characters

5.6.3 Description of the group of activities

In order to succeed in transferring the CITYAM solutions, tools and learnings for the best use and efficient integration into the Replicator cities own practices, a clear strategy and guideline for implementation is needed. The strategy plan is built upon the activities and knowledge gathered during WP1 and WP2. This Group of Activity produces the first phase of result implementation by building a common strategy, which will be applicable in any city, and guidelines towards the integration. The second phase (A3.2.) is the actual result implementation. The steps in this Group of Activity are:

a) Develop a common implementation strategy plan draft ("UAM Strategy Plan for the Cities") in cooperation of 3 Replication cities.

b) Introduce locally in Replication cities all the created CITYAM tools, results and learnings so far to the local relevant parties to help the understanding and prepare for A3.2

c) Organise local workshops or meetings to agree (locally) how to proceed (timetable / commitments / investments / responsibilities) with:
The UAM Public Acceptance Toolkit (content, translations, communication, duration etc)
The geospatial tools for landing site selection (data needed / available, integration with existing urban planning tools)
UAM decision-making and procedures in cities (responsible officials, timetables, stakeholder involvement etc.)
Possible local small replication pilots done beyond the CITYAM project and its budget with the help of other investment funding etc.

d) Share the outcome with other Replicator cities: transnational round table discussions involving Replicators and their local stakeholders to discuss joint timeline, activities, partner and stakeholder responsibilities for the Replication activities in A3.2.

e) Finalise the local Urban Air Mobility Strategy (name can vary according to the city needs) including capacity building & awareness raising activities at various city departments.

f) Finalise the "general UAM Strategy Plan for Cities" -Deliverable with guidelines (3 replicator city partners together). The final update for this will be done after the A3.2. has been completed.

Partners involved: Riga, Tartu, Gdansk and Estonian Aviation Academy.

2,224 / 3,000 characters

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

D 3.1

Title of the deliverable

UAM Replication plan

20 / 100 characters

Description of the deliverable

The Urban Air Mobility Replication Plan - deliverable is a general document and guideline for the cities and it is applicable for any city. It will both showcase the journey done during the CITYAM project towards the new UAM approach in the partnering cities but also give direction and guidelines on how to proceed and what tools can help in the process in any city. The document will enhance the UAM development in cities, especially focusing on the aspects of stakeholder engagement, urban planning, knowledge sharing, transnational cooperation and learning, and specifically how to better utilise drones in urban mobility and traffic to increase the low-carbon modes of transport. The deliverable will give the cities and their stakeholders a concrete guideline on how to proceed with UAM in the selected focus areas. It also enhances the overall understanding and increases the UAM capabilities of the target groups. Building the strategy documents, the participating partners will utilise the information, data and other sources collected and created during CITYAM and compliment it with needed new ones.

The general strategy plan will contain e.g.
- Explaining the challenge
- Guidance for analysing the local situation
- Overview on the relevant stakeholders and engaging them
- Introducing tools that are available (e.g. the landing site selection tool etc.)
- Concrete implementation plan on how to proceed
- Instructions how to evaluate the success of the strategy implementation

1,494 / 2,000 characters

Which output does this deliverable contribute to?

O2.5, O3.2

10 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: Transferring solutions						
A.3.1: CITYAM Replication plan for UAM						
D.3.1: UAM Replication plan						

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 9 - Tartu City Government

A 3.2

5.6.2 Title of the group of activities

Replication activities in Riga, Tartu and Gdansk

49 / 100 characters

5.6.3 Description of the group of activities

Transferring piloted solutions to the Replicator cities, with defining the step-by action plans and approaches to landing site selection, aims to strengthen the cities capacity, capabilities and business opportunities related to UAM. The tasks and activities below ensure transfer and uptake of the solutions by the target groups.

The three Replicators are active from the start: already in A1.1 they actively contribute to the baseline analysis from their local and national perspective. Based on those results and on the outcomes and outputs of WP2, the focus is on:

Based on O2.1: Replication of Landing Site Selection Tool:
-Test decision-making tools and guidelines for cities that will be developed in the project, to prepare for a future where UAM will be commonplace.
-Each Replicator city maps possible vertiport locations and other landing sites, based on the experiences of the pilot cities and with help of the Landing Site Selection Tool (output of A1.4, A2.1.)
-Apply a step-by-step approach on landing site selection, decision-making and development.
-Possibly local small replication pilots with the help of other investments or funding.

Based on O2.2: Replication of UAM use cases and landing site infrastructure: paperwork exercise
-Use O2.2 and D2.5 for local UAM development:
-Each replicator makes a long- and shortlist of relevant local use cases for drone operations to pilot outside the scope of CITYAM (in a follow-up project or during the project via other funding sources)
-Each replicator selects landing site infrastructure to pilot outside the scope of CITYAM (in a follow-up project or during the project via other funding sources)

Based on O2.3: Replication of the UAM Public Acceptance Toolkit:
-Publishing the survey link via various channels.
-PR campaign in each city to reach as high a response rate as possible. Emphasizing the transnational aspect of the study and its importance on a European scale
- Compiling the gathered data and using it in local planning and design activities related to UAM.

Based on O2.4: Replication of UAM Capacity building & policy/strategy development
-Communication with various city departments and defining an optimal division of responsibilities, as well as with the national authorities and neighbouring municipalities for future work.
-Site visits to pilot sites combined with an on-site workshops tailored to the Replicator cities, organized by the Pilot site leader
-Mapping how to integrate UAM in city planning, based on the experiences of the 3 Pilot cities.
-Implement an action plan for a local UAM Strategy/policy plan, based on the Roadmap (O2.4): integrate elements relevant for UAM development in existing SUMP or other policies
-Identification of business opportunities related to UAM for the Replication cities.
-Strengthening international collaboration between all project partner cities who face similar challenges and enhance the frontrunner role that the project partners have in Europe.

2,996 / 3,000 characters

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

O 3.2

Title of the output

Result transfer of the CITYAM solutions in the 3 Replicator cities

66 / 100 characters

Description of the output

Replicated UAM Public Acceptance Toolkit. Final version ready for scaling to the entire BSR region and wider Europe, including cities new to the UAM topic.
Replicated Landing Site Selection Tool: Final version ready for scaling to the entire BSR region and wider Europe, including cities new to the UAM topic.
Replicated UAM decision-making tools for cities, including Step-by-step action plan for local Urban Air Mobility Strategy and policy development. Final version ready for scaling to the entire BSR region and wider Europe, including cities new to the UAM topic.

573 / 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 Primary target groups: UAM linked city divisions such as city planning; economic, traffic and infrastructure departments; energy divisions; rescue, security and police services; legal departments and health care divisions in: FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX) Secondary target groups: BSR Region's other cities and relevant city departments through dissemination activities.	Local government staff and decision-makers use the replicated solutions and UAM decision-making tools to create and refine a strategy for local Urban Air Mobility. Based on the created strategy, local development plans and other strategies are supplemented (such as budget strategy, etc.). The Output is also used to increase internal capacity (to educate employees in this area) and engage further departments and staff. Local authorities can share the Output with residents to communicate future scenarios and to involve them in the UAM planning process. Various departments of local authorities, such as urban planning, traffic management, land use planning, environmental management or health care can use the Output to further investigate Urban Air Mobility applications, use cases, landing sites and public opinions. The outcomes can be taken into account for example when designing new neighbourhoods, when deciding on smart mobility hubs and for longer-term land use plans. 986 / 1,000 characters
Target group 2 National public authority Civil Aviation Authorities; Ministries of Transport, National Land Surveys; National Aviation Clusters in FI, SE, DE, EST, PL, LV	The Output will provide information for national authorities needed to plan public services, prepare legislation, incentives or subsidies. The solutions are also relevant in regional and national planning to enable operations between regions or even countries. Public administration bodies use the project outputs mainly in formulating relevant policies and also in planning sectoral activities. The role of the state is very important here, as national regulations provide the framework for what is done at the local level. In the course of the project, relevant workshops will be organised for representatives of various public administration bodies (ministries, aviation authorities, transport agencies, etc.) to introduce the possibilities of the Output in policy-making. Representatives of the state validate strategies, development plans, etc. when developing documents, their compliance with UAM requirements using tools. 931 / 1,000 characters
Target group 3 Infrastructure and public service provider Public transport authorities; City-owned infrastructure, maintenance and energy companies; Data service providers; Vertipad landing site providers; Drone operators. In FI (HEL), SE (STO), DE (HH), EST (Tartu), PL (GND), LV (RIX)	Both the public infrastructure and service providers as well as private sector/industry can utilize the Output for receiving criteria for business development purposes, development of products, estimating potential market size, and planning of investments needed. 265 / 1,000 characters
Target group 4 Interest group Citizens/associations representing the citizens, "the public", beneficiaries of the drone services. Primary target group: citizens/citizen associations of the 6 partner cities (FI, SE, DE, EST, PL, LV) Secondary target group: citizen associations of BSR Region's other cities through dissemination activities.	The Output and developed solutions serve interest groups by giving them a voice in the UAM development in their city. Citizens and associations representing various citizen groups (like vulnerable user groups, patient organisations) benefit from well-planned UAM through increased safety in the city and reduced costs. Citizens also benefit from a clear vision, strategy and longer-term plan on UAM by their city, so that UAM deployment is done sustainably, taking people's opinions into account and not causing nuisance. In general, citizens benefit so that Urban Air Mobility will be optimised in their cities, in order to make the overall mobility and transport system low-emission, green and smart and offer the best multimodal possibilities in a safe way. The Outputs will be publicly available on the project's as well as the city's websites. At least one information day and workshop will be organized for interest groups during the project to introduce the purpose and use of the tools. 998 / 1,000 characters

Target groups	How will this target group apply the output in its daily work?
Target group 5 Hospital and medical centre	Hospitals and health care facilities are probably one of the first potential users of drones in their daily activities. That is why full cooperation with this stakeholder is very important. The project tools are an indispensable aid in introducing the UAM principles. Hospitals and healthcare facilities, on the one hand,

Durability of the output

The output, the CITYAM result transfer and integration in the Replicator cities consists of several layers; taking the developed tools for use, spreading the knowledge, creating new possibilities and platforms for increasing drone services and most of all, committing to a new UAM strategy and city approach. All these will enhance, directly or indirectly, the needed increase of smart and green solutions in the cities and even beyond the city boundaries. When cities co-design, co-develop and are an active and integral part of these types solutions as created in the CITYAM and with both local and transnational expert organisations, it ensures the quality and durability of all the outputs. Also by having the UAM Strategy Plan development in the project activities, we will enhance the result transfer and solutions integration even more.

845 / 1,000 characters

797 / 1,000 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.3: Transferring solutions						
A.3.2: Replication activities in Riga, Tartu and Gdansk						
O.3.2: Result transfer of the CITYAM solutions in the 3 Replicator cities						

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 1 - Forum Virium Helsinki

A 3.3

5.6.2 Title of the group of activities

Local result dissemination and support for the take-up process

63 / 100 characters

5.6.3 Description of the group of activities

A3.3 deploys activities to introduce the CITYAM solutions and lessons to a local audience in the partner cities, focusing on the five identified target groups, complemented by local target groups or sectors that may have emerged during the project lifetime. The ready solutions will be communicated also to other local organisations that were so far not connected closely to the project.
All partners - not only the cities - will leverage their networks and channels. A range of activities and attractive materials will be used for this in each partner country.

Examples of concrete actions in A3.3 are the following, but may go beyond this:
The core messages will be agreed upon by all project partners and then tailored to the local needs and language.
The existing project website (developed already in year 1) will remain the main English repository of deliverables and tools. However, it will have subpages for all 6 cities, which will also be available in local language. Local-language materials, videos or visuals will be added here too. The news and events section will reflect all dissemination activities going on in the partner countries
Texts and materials tailored to the various target groups and as attractive as possible in order to encourage them to use the CITYAM outputs, lessons and materials in their daily work
CITYAM Champions will have a special role to support the local take-up. They are individuals (various per partner city) who have actively participated in the project in the first two years
At least two local-language CITYAM training activities in each city in order to transfer the solutions to a wider range of local medical actors, city units that were previously not yet involved actively, relevant companies and other “new” local stakeholders. Participants will be proactively invited. We will use the CITYAM Champions to help engage these training participants.
The CITY Champions will also leverage their professional networks to introduce the CITYAM solutions and lessons to a wider audience
In A3.3, the 3 Lead Cities and CITYAM task leaders will act as a “helpdesk” to support the local take-up process not only for the Replicator cities but also for other interested local stakeholders who want to get started with the CITYAM tools and solutions.

Partners involved: all partners will play a role in this activity.

2,368 / 3,000 characters

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

D 3.3

Title of the deliverable

Local result dissemination report and materials

47 / 100 characters

Description of the deliverable

Content: a) summary of activities per partner country, b) an English-language analysis of which activities were effective and which ones less so and c) the materials that were produced and used by all project partners (or links to where to find those, e.g. the project website).

Purpose: to have all (training) materials, local languages texts in one place for easy re-use by the project partners and for use by other interested organisations in the CITYAM partner countries. To be able to replicate the most impactful dissemination activities.

Transnational value: if certain dissemination activities were notably successful and significantly accelerated the take-up process, these activities can be turned into local-language similar activities in any other country. By way of "transnational replication of the most successful dissemination" - also beyond the project lifetime.

884 / 2,000 characters

Which output does this deliverable contribute to?

O2.1, O2.2, O2.3, O2.4, O2.5, O3.2

34 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: Transferring solutions						
A.3.3: Local result dissemination and support for the take-up process						
D.3.3: Local result dissemination report and materials						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 3 Group of activities 3.4

5.6.1 Group of activities leader

Group of activities leader PP 1 - Forum Virium Helsinki

A 3.4

5.6.2 Title of the group of activities

Result dissemination for wider audiences beyond the consortium

62 / 100 characters

5.6.3 Description of the group of activities

The result dissemination activities in A3.4 will make sure the project results find their way into the practices of wider audiences and cities beyond the project consortium. The active appearance in international media, presentations at international conferences and organising participatory events will guarantee both larger EU level visibility and will facilitate solutions scale-up and adaptation. The planned activities are at least:

- Partner countries' Roadshow for CITYAM result dissemination and to help the target groups to adapt the solutions: this will be 1 event in the last half year of the project in each of the BSR partner cities (incl. PR material and publications) focusing on organisations from all around their country, not previously involved in CITYAM. It will include concrete training and demonstration sessions to facilitate take-up of the tools.

- Each Roadshow will be followed by at least one round table event per partner country, with stakeholders in each of the partner countries (e.g. other municipalities, city-owned entities or medical sector actors) for future UAM related collaboration, and to encourage the use of CITYAM solutions in their daily work.

International and national event participation for wider visibility and result dissemination:
- Participation in 3-4 European UAM-related events (pitching, project stand or equivalent, 3D models or demo video). Amsterdam Drone Week is one of the large international yearly flagship events for UAM.
- Partner's participation also in national UAM related events (2-4 events in each of the partner countries during the project lifetime, with a focus on the last year, when results are known)
- Participation in at least 3 EU events (e.g. BSR/Interreg collaboration events)

- A joint dissemination webinar or training session with the Urban-Air-Mobility Initiative Cities Community (UIC2) of the EU's Smart Cities Marketplace. This network currently has nearly 40 European cities as members and exclusively focuses on UAM & local authorities.

- CITYAM Final conference (Hamburg + streaming) will be an international event, organised for both CITYAM partners and wider audiences and stakeholders. If possible for the final event, it will be organised within or next to some other smart city event for maximum exposure.

- Lobbying activities by the LP, WP leads and other relevant parties on EU level (EASA, Eurocontrol, EC) for UAM related regulations that take the lessons of CITYAM and the roles and responsibilities of cities into account.

- Partners involved: All partners will participate in this group of activities and especially in the local events organising. The LP is responsible for the material production.

2,713 / 3,000 characters

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

D 3.4

Title of the deliverable

Report on result dissemination beyond the consortium

54 / 100 characters

Description of the deliverable

Content: The report of the international dissemination activities consists of at least:
- Roadshow event summary, incl participants, materials and outcomes
- Round table reports from all partner countries about engagement of organisations beyond the consortium
- Overview of international and national event participation and perceived impact
- CITYAM Final conference summary
- Lobbying activities summary

Purpose: This report will be available in the Project's document library and can be used as an "experience book" or a helpful guideline for similar types of projects or future UAM activities in partner cities or other cities in the BSR region. The success and usefulness of the dissemination activities implemented during the project will be internally (Projects working groups and the Steering Group) evaluated as part of the overall project's impact evaluation as part of A2.5.

892 / 2,000 characters

Which output does this deliverable contribute to?

O2.1, O2.2, O2.3, O2.4, O2.5, O3.2

34 / 100 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: Transferring solutions						
A.3.4: Result dissemination for wider audiences beyond the consortium						
D.3.4: Report on result dissemination beyond the consortium						

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	5	N/A	N/A	**RCR 104 - Solutions taken up or up-scaled by organisations**	6	None of the target groups were using any of the CITYAM solutions before the project, as they are newly developed. The solutions will be taken up as follows: Local public authorities: In general, the solutions increase knowledge on UAM and its potential to help the cities to reduce the emissions, and in general put UAM on the local agenda. They help to understand citizens' concerns, work as basis for policy development and a way to make sure UAM has a positive impact. Target municipalities (1-5 per country) will integrate policy recommendations into development plans. Different types of drone landing sites, for a variety of use cases can be investigated and the outcomes be used when e.g. designing new neighbourhoods or smart mobility hubs. Followers can replicate solutions in form of small scale actions /small pilots Interest Groups: The toolkit serves the "interest groups" by giving them a voice in the UAM development in their city. National Public Authorities: The planning tool will provide information needed to plan public services, prepare legislation, incentives or subsidies etc. The tool is also relevant in regional and national planning to enable operations between regions or countries. Infrastructure and public service providers: The service providers will use the solutions, specifically data & results generated, to design the services and focus their communication. Also, they can use the tools for receiving criteria for business development purposes, development of products, estimating potential market size, and planning of investments needed. Hospitals and medical centre stakeholders can utilise the tools and solutions while planning their logistics and emergency care operations. They can be used in planning hospital renovations and/or relocations. They can be used also to decide on investments and infrastructure changes when e.g renovating their medical facilities. 1,920 / 2,000 characters

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).	Result indicator	Total target value in number	Please explain how organisations in the target groups within or outside the partnership will take up or upscale each solution.
		O.2.1: Consolidated geospatial tool for landing site planning and prioritisation	By inputting relevant geospatial data into geospatial tool for landing site planning, the result is a map with prioritizations, which can be used to put UAM on the agenda, be it that of a city, a hospital or a national authority. It can be used for strategy development, to decide on investments and/or to procure or build. Better information on the number / location of landing sites gives more insight in investment needs. It can also be used to prepare policies for UAM, plan land use, ICT and charging infrastructure. Landing site scenarios produced by the tool (O2.1) can be used to involve residents in the process. Different types of drone landing sites can be investigated and outcomes can be used when e.g. designing new neighbourhoods, deciding on smart mobility hubs or for longer-term land use plans. Infra and service providers and private sector can use the tool for business development purposes, development of services, estimating market size, and planning of investments. 992 / 1,000 characters			

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
		O.2.2: UAM use cases and landing site infrastructure	Local authorities: How to optimise the land/ buildings to UAM needs, experience on concrete landing sites in the city, apply the learnings to other units and areas of the city, more clarity on processes and division of responsibilities and the possible integration of UAM in urban planning practices. It helps the cities to achieve the CO2 emissions reduction targets. Medical sector: In addition to the mentioned, knowledge on new use cases' benefits and how to implement them e.g. in logistics chains. Infrastructure, public service providers: enhances wider implementation and understanding of the possibilities and challenges and assists in estimating e.g. planning of investments needed. Interest groups: increased UAM safety and reduced (infra) costs and pollution. National authorities: information to plan public services, prepare legislation, consider subsidies or incentives. Benefits to regional and national planning for future operations between regions or even countries. 991 / 1,000 characters

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
RCO 116 – Jointly developed solutions	6	O.2.3: Consolidated Urban Air Mobility Public Acceptance Toolkit	The solution serves local public authorities (and their local partners, such as city subsidiaries or living labs) to engage citizens, increase knowledge on UAM, gauge the opinions on this topic and in general put UAM on the local agenda. Its outcomes will be a guide to understand citizens' concerns, a basis for policy development and a way to make sure UAM has a positive impact. The toolkit serves the "interest groups" by giving them a voice in the UAM development in their city. Industry and service providers will use the solution, specifically data & results generated, to design the services and define target markets. They can focus their communication to fully relieve the end users of their current concerns. Hospitals and medical centres use the solution to get better insights in needs and concerns of patients and opinions on (future) UAM use cases for the sector. They also use it to decide on investments and infrastructure changes when e.g renovating their medical facilities. 998 / 1,000 characters

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
			Local authorities: Guide actions, planning and spendings in the field of UAM. Enable use of drone services to advance low-emission, green, smart solutions in the transport system. Provide increased UAM knowledge and thereby advance the topic in the city. Support in further testing, procuring, deploying drone operations, using digital tools. Medical sector: draw inspiration for own strategies for transport needs. O2.4 can also be used to estimate impacts on infrastructure needs & implications for renovations. Infrastructure and public service providers: utilize O2.4 for business development, analysis of needs, estimating potential market size, and planning of investments. Interest groups: benefit from a clear vision, strategy and longer-term plan on UAM by their city, optimised UAM services and an overall low-emission, smart transport system. National authorities: use O2.4 as input to prepare legislation or funding and for EU-lobbying. A basis for further discussions with cities.

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	20	O.2.4: Consolidated Urban Air Mobility strategy including Roadmap for Replicators in and beyond the project			
		PSR 1 - Organisations with increased institutional capacity due to their participation in cooperation activities across borders	70	Project partners and associated organisations	Cities have so far been in the backseat of UAM development even though this new form of mobility will have a big impact on the cityscape and e.g. on city planning practices and is also needed in order to enhance the green transition of cities. In the UAM development, cities need to strengthen their platforms, co-develop with the companies and RDI-institutes, prepare themselves with better understanding of this increasing sector and discuss with their citizens. Therefore, having 6 major BSR cities involved with several expert organisations is a key to advance the joint UAM development, increase the institutional capacities in these cities and support the cities' abilities to operate when dealing with related EU regulations and their translations into national rules. The main idea through this composition as a project consortium is to ensure the most efficient and high level expertise on the UAM and to ensure the integration of the solutions developed to benefit all target groups. The project builds strongly on co-development and learning from each other. The partners represent 3 large Baltic Sea cities (HEL, STO, HAM) that are frontrunners in the UAM field and 3 replicator cities including both cities and several expert organizations. The associate partners compliment the project consortium and represent e.g. national UAM expertise. 1,354 / 1,500 characters
				Other organisations	The CITYAM project addresses a wide range of target group organisations also beyond the project consortium. They are reached through existing networks and active communication activities. These organisations include e.g. 6 civil aviation authorities, several infrastructure and other public service providers in different cities and BSR countries, health care and medical actors, such as hospitals, in several cities and also several other cities and their departments, decision makers and experts related to UAM. The CITYAM project is not visible only in the partner cities but can reach these other organisations through e.g. partner's networks, communication activities in EU level events and many other means such as open invitations to the project's events and activities where relevant. The institutional capacity related to UAM will be increased through knowledge exchange, tools developed in CITYAM that are openly available, sharing the learning processes, and introducing the strategy development and results from the concrete pilots. To ensure the target groups understanding of the benefits, the impact evaluation will be carried out and used in communicating with these actors to show the concrete potential and benefits of integrating the CITYAM solutions. 1,271 / 1,500 characters

7. Budget

7.0 Preparation costs

Preparation Costs

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

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

No. & role	Partner name	Partner status	CAT1 - Staff	CAT2 - Office & administration	CAT3 - Travel & accommodation
1 - LP	Forum Virium Helsinki	Active 22/09/2022	423,360.00	63,504.00	63,504.00
2 - PP	National Land Survey of Finland	Active 22/09/2022	185,760.00	27,864.00	27,864.00
3 - PP	Aalto University	Active 22/09/2022	156,168.00	23,425.20	23,425.20
4 - PP	Hamburg Aviation	Active 22/09/2022	297,216.00	44,582.40	44,582.40
5 - PP	Free and Hanseatic City of Hamburg, Ministry for Economy and Innovation	Active 22/09/2022	123,840.00	18,576.00	18,576.00
6 - PP	Stockholm City	Active 22/09/2022	166,868.00	25,030.20	25,030.20
7 - PP	Kista Science City AB	Active 22/09/2022	250,157.00	37,523.55	37,523.55
8 - PP	Riga Technical University	Active 22/09/2022	74,304.00	11,145.60	11,145.60
9 - PP	Tartu City Government	Active 22/09/2022	75,603.00	11,340.45	11,340.45
10 - PP	Tallinn University of Technology TalTech	Active 22/09/2022	194,474.00	29,171.10	29,171.10
11 - PP	Estonian Aviation Academy	Active 22/09/2022	76,850.00	11,527.50	11,527.50
12 - PP	The Municipality of Gdansk – The City Hall of Gdansk	Active 22/09/2022	109,810.00	16,471.50	16,471.50
13 - PP	Riga municipality	Active 22/09/2022	123,840.00	18,576.00	18,576.00
Total			2,258,250.00	338,737.50	338,737.50

No. & role	Partner name	CAT4 - External expertise & services	CAT5 - Equipment	CAT6 - Infrastucture & works	Total partner budget
1 - LP	Forum Virium Helsinki	208,600.00	4,600.00	31,432.00	795,000.00
2 - PP	National Land Survey of	3,000.00	0.00	0.00	244,488.00
3 - PP	Aalto University	6,000.00	3,000.00	0.00	212,018.40
4 - PP	Hamburg Aviation	163,619.00	0.00	0.00	549,999.80
5 - PP	Free and Hanseatic City	39,008.00	0.00	0.00	200,000.00
6 - PP	Stockholm City	55,000.00	0.00	0.00	271,928.40
7 - PP	Kista Science City AB	102,000.00	0.00	43,000.00	470,204.10
8 - PP	Riga Technical University	4,000.00	0.00	0.00	100,595.20
9 - PP	Tartu City Government	26,496.00	0.00	0.00	124,779.90
10 - PP	Tallinn University of Tech	6,600.00	0.00	0.00	259,416.20
11 - PP	Estonian Aviation Acade	0.00	0.00	0.00	99,905.00
12 - PP	The Municipality of Gdan	48,000.00	0.00	0.00	190,753.00
13 - PP	Riga municipality	37,000.00	0.00	0.00	197,992.00
Total		699,323.00	7,600.00	74,432.00	3,717,080.00

7.1.1 External expertise and services

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
1. Forum Virium Hel	Events/meetings	CAT4-PP1-A-0	Project events (e.g room rent, stand fees) and related services e.g. catering 77 / 100 characters	No	2.2 3.3 3.4	23,500.00
1. Forum Virium Hel	Communication	CAT4-PP1-C-0	Videos/animation, photos, translations, roll-ups, communication services 73 / 100 characters	No	1.1 1.2 1.3 1.4 1.5 2.1 2.2 2.3 2.4 2.5 3.1 3.2 3.3 3.4	55,000.00
1. Forum Virium Hel	Specialist support	CAT4-PP1-E-0	Air mobility experts consultation for the cities and their travel costs to pilot sites 86 / 100 characters	No	2.3	20,000.00
1. Forum Virium Hel	Other	CAT4-PP1-G-0	Project long-term impact evaluation expertise A2.5. Part 2 58 / 100 characters	No	2.5	20,000.00
1. Forum Virium Hel	Other	CAT4-PP1-G-0	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	11,500.00
1. Forum Virium Hel	Other	CAT4-PP1-G-0	Helsinki use case: procurement of physical landing platform solution and related services 89 / 100 characters	No	2.2	50,000.00
1. Forum Virium Hel	IT	CAT4-PP1-B-0	Programme licensing for project use (e.g. Adobe for comms, Meltwater for press releases) 88 / 100 characters	No	3.3 3.4	3,600.00
1. Forum Virium Hel	Specialist support	CAT4-PP1-E-0	Helsinki use case: procurement of drone operations (if city drones can't be used) 81 / 100 characters	No	2.2	20,000.00
	Total					699,323.00

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Forum Virium Hel	Specialist support	CAT4-PP1-E-0	Purchase / collection of geoinformatic data for the development of the geospatial tool 86 / 100 characters	No	1.4 2.1	5,000.00	
2. National Land Su	Other	CAT4-PP2-G-1	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	3,000.00	
4. Hamburg Aviatio	Communication	CAT4-PP4-C-1	Local videos/animation, photos, translations, displays, communication services 79 / 100 characters	No	2.2	7,500.00	
4. Hamburg Aviatio	Specialist support	CAT4-PP4-E-1	Hamburg use cases: Procurement of preparation and operations 60 / 100 characters	No	2.2	61,619.00	
4. Hamburg Aviatio	Specialist support	CAT4-PP4-E-1	Hamburg Use cases: Permission consulting (Risk assessments) 59 / 100 characters	No	2.2	20,000.00	
4. Hamburg Aviatio	Specialist support	CAT4-PP4-E-1	Hamburg Use cases: Procurement of Safety & Security Measures 60 / 100 characters	No	2.2	15,000.00	
4. Hamburg Aviatio	IT	CAT4-PP4-B-1	Hamburg Use cases: Procurement of digital UTM services (collision avoidance, etc.) 82 / 100 characters	No	2.2	30,000.00	
4. Hamburg Aviatio	Other	CAT4-PP4-G-1	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	3,000.00	
4. Hamburg Aviatio	Events/meetings	CAT4-PP4-A-1	Project events (e.g room rent, stand fees) and related services e.g. catering 77 / 100 characters	No	2.2	19,000.00	
4. Hamburg Aviatio	National control	CAT4-PP4-F-1	National Control 16 / 100 characters	No	N/A	7,500.00	
5. Free and Hansea	Specialist support	CAT4-PP5-E-1	Purchase / collection of geoinformatic data for the development of the geospatial tool 86 / 100 characters	No	1.4 2.1	10,000.00	
	Total					699,323.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
5. Free and Hansea	Specialist support	CAT4-PP5-E-2	Implementing the Public Acceptance Toolkit to the digital CityScience Lab used in Hamburg 89 / 100 characters	No	2.3	3,508.00	
5. Free and Hansea	Specialist support	CAT4-PP5-E-2	Evaluation expertise A2.5. Part 1. 34 / 100 characters	No	1.5 2.5	10,000.00	
5. Free and Hansea	Other	CAT4-PP5-G-2	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	3,000.00	
5. Free and Hansea	Events/meetings	CAT4-PP5-A-2	Project events (e.g room rent, stand fees) and related services e.g. catering 77 / 100 characters	No	2.2 2.4	5,000.00	
5. Free and Hansea	National control	CAT4-PP5-F-2	National control 16 / 100 characters	No	N/A	7,500.00	
6. Stockholm City	Communication	CAT4-PP6-C-2	Local publications, translations 32 / 100 characters	No	2.2	9,000.00	
6. Stockholm City	Events/meetings	CAT4-PP6-A-2	4 local events in Stockholm, including roundtable discussion and workshop. 74 / 100 characters	No	1.1 2.2 3.4	10,000.00	
6. Stockholm City	Specialist support	CAT4-PP6-E-2	Expertese related to regulation and integration of baseline analysis 68 / 100 characters	No	1.1	15,000.00	
6. Stockholm City	Specialist support	CAT4-PP6-E-2	Purchase / collection of geoinformatic data for the development of the geospatial tool 86 / 100 characters	No	1.4 2.1	5,000.00	
6. Stockholm City	Other	CAT4-PP6-G-2	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	6,000.00	
6. Stockholm City	Specialist support	CAT4-PP6-E-3	Evaluation expertise A2.5. Part 1 33 / 100 characters	No	2.5	10,000.00	
	Total					699,323.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
7. Kista Science Cit	Other	CAT4-PP7-G-3	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	6,000.00	
7. Kista Science Cit	Other	CAT4-PP7-G-3	Stockholm use case: procurement of physical landing platform solution 69 / 100 characters	No	2.2	20,000.00	
7. Kista Science Cit	Specialist support	CAT4-PP7-E-3	Stockholm use case: procurement of drone operations (if city drones can't be used) 82 / 100 characters	No	2.2	20,000.00	
7. Kista Science Cit	Events/meetings	CAT4-PP7-A-3	Project events (e.g room rent) and related services e.g. catering 66 / 100 characters	No	2.2 3.3 3.4	10,000.00	
7. Kista Science Cit	Communication	CAT4-PP7-C-3	Local communication material 28 / 100 characters	No	2.2	3,000.00	
7. Kista Science Cit	Specialist support	CAT4-PP7-E-3	Survey dissemination services and focus groups 46 / 100 characters	No	2.1	14,000.00	
7. Kista Science Cit	Specialist support	CAT4-PP7-E-3	Expertise to develop survey/questions 38 / 100 characters	No	1.1	15,000.00	
7. Kista Science Cit	Other	CAT4-PP7-G-3	Travel and accommodation for external experts and speakers 58 / 100 characters	No	2.2 3.3 3.4	4,000.00	
7. Kista Science Cit	Specialist support	CAT4-PP7-E-3	Evaluation expertese 20 / 100 characters	No	2.2	10,000.00	
8. Riga Technical U	Communication	CAT4-PP8-C-4	Translation into local language 31 / 100 characters	No	3.1	2,000.00	
8. Riga Technical U	Other	CAT4-PP8-G-4	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	2,000.00	
9. Tartu City Gover	Events/meetings	CAT4-PP9-A-4	Local meetings and workshops 28 / 100 characters	No	1.1 3.1	3,000.00	
	Total					699,323.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
9. Tartu City Gover	Communication	CAT4-PP9-C-4	Local video, photo, design of materials (layout, etc) (53 / 100 characters)	No	3.2 3.3 3.4	1,500.00
9. Tartu City Gover	Other	CAT4-PP9-G-4	Translation into local language (31 / 100 characters)	No	3.1	1,996.00
9. Tartu City Gover	Other	CAT4-PP9-G-4	Solution replication support for local small UAM pilot (55 / 100 characters)	No	3.2	20,000.00
12. The Municipality	Events/meetings	CAT4-PP12-A-	Events and meetings costs - catering, rent of premises (54 / 100 characters)	No	3.1	18,000.00
12. The Municipality	Communication	CAT4-PP12-C-	Local video, photo, design of materials (layout, etc) (53 / 100 characters)	No	3.2 3.3 3.4	6,000.00
12. The Municipality	Other	CAT4-PP12-G-	Stakeholder travel costs to pilot sites (39 / 100 characters)	No	2.2	4,000.00
12. The Municipality	Communication	CAT4-PP12-C-	Procurement for advisory services (33 / 100 characters)	No	1.1 3.1	8,000.00
12. The Municipality	Communication	CAT4-PP12-C-	Translation into local language (31 / 100 characters)	No	3.1	3,000.00
12. The Municipality	Other	CAT4-PP12-G-	Participation and registration fees in national, EU-level and international UAM related events (94 / 100 characters)	No	3.4	9,000.00
13. Riga municipalit	Events/meetings	CAT4-PP13-A-	Events and meetings costs - catering, rent of premises (54 / 100 characters)	No	3.1	20,000.00
13. Riga municipalit	Communication	CAT4-PP13-C-	Local video, photo, design of materials (layout, etc) (53 / 100 characters)	No	3.2 3.3 3.4	1,000.00
13. Riga municipalit	Other	CAT4-PP13-G-	Stakeholder travel costs to pilot sites (39 / 100 characters)	No	2.2	2,000.00
13. Riga municipalit	Other	CAT4-PP13-G-	Procurement for UAM related advisory services (45 / 100 characters)	No	1.1 3.1	7,000.00
	Total					699,323.00

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
13. Riga municipalit	Communication	CAT4-PP13-C-	Translation into local language 31 / 100 characters	No	3.1	1,000.00	
13. Riga municipalit	Other	CAT4-PP13-G-	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	6,000.00	
3. Aalto University	Communication	CAT4-PP3-C-5	Publication costs 17 / 100 characters	No	1.4	2,000.00	
3. Aalto University	Other	CAT4-PP3-G-5	Participation and registration fees in national, EU-level and international UAM related events 94 / 100 characters	No	3.4	4,000.00	
10. Tallinn Universit	Communication	CAT4-PP10-C-	Translation cost of the acceptance survey 42 / 100 characters	No	1.2 3.2	1,600.00	
10. Tallinn Universit	Events/meetings	CAT4-PP10-A-	A transnational workshop with all partners (harmonised data collection, labelling and storage) 94 / 100 characters	No	1.2	5,000.00	
	Total					699,323.00	

7.1.2 Equipment

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Forum Virium Hel	Office equipment	CAT5-PP1-A-0	Staff computers leasing (2) and phones (2) 42 / 100 characters	No	N/A	4,600.00	
3. Aalto Universitv	IT hardware and soft	CAT5-PP3-B-0	License cost for geospatial and user interface software needed for tool development 83 / 100 characters	No	1.4	3,000.00	
	Total					7,600.00	

7.1.3 Infrastructure and works

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
1. Forum Virium Hel	Building permits	CAT6-PP1-B-0	Landing site costs: Building permits for Helsinki case landing site (67 / 100 characters)	Yes	I2.2_1	2,000.00
1. Forum Virium Hel	Building material	CAT6-PP1-C-0	Landing site costs: Building and fencing material for Helsinki landing site (75 / 100 characters)	Yes	I2.2_1	10,000.00
1. Forum Virium Hel	Labour (related to co	CAT6-PP1-D-0	Landing site costs: Labour costs for Helsinki Landing site (58 / 100 characters)	Yes	I2.2_1	12,432.00
1. Forum Virium Hel	Specialised interventi	CAT6-PP1-E-0	Charging station costs for Helsinki Landing site (building, materials, connections) (83 / 100 characters)	Yes	I2.2_1	7,000.00
7. Kista Science Cit	Building permits	CAT6-PP7-B-0	Landing site costs: Building permits for Stockholm case landing site (68 / 100 characters)	Yes	I2.2_2	3,000.00
7. Kista Science Cit	Building material	CAT6-PP7-C-0	Landing site costs: Building and fencing material for Stockholm landing site (76 / 100 characters)	Yes	I2.2_2	10,000.00
7. Kista Science Cit	Labour (related to co	CAT6-PP7-D-0	Landing site costs: labour costs for Stockholm Landing site (59 / 100 characters)	Yes	I2.2_2	10,000.00
7. Kista Science Cit	Specialised interventi	CAT6-PP7-E-0	Charging station costs for Stockholm Landing site (building, materials, connections) (84 / 100 characters)	Yes	I2.2_2	20,000.00
	Total					74,432.00

7.1.4 Investment summary

Investment item no.	Investment title	Total planned value
I2.2_1	Infrastructure investments related to physical drone landing site installation Helsinki	31,432.00
I2.2_2	Infrastructure investments related to physical drone landing site installation in Stockholm	43,000.00

Investment no. I2.2_1 - Infrastructure investments related to physical drone landing site installation Helsinki

Contracting partner	Planned contract value
1. Forum Virium Helsinki	31,432.00

Investment no. I2.2_2 - Infrastructure investments related to physical drone landing site installation in Stockholm

Contracting partner	Planned contract value
7. Kista Science City AB	43,000.00

7.2 Planned project budget per funding source & per partner

No. & role	Partner name	Partner status	Country	Funding source	Co-financing rate [in %]	Total [in EUR]	Programme co-financing [in EUR]	Own contribution [in EUR]	State aid instrument
1-LP	Forum Virium Helsinki	Active 22/09/2022	FI	ERDF	80.00 %	795,000.00	636,000.00	159,000.00	For each partner, the State aid relevance and applied aid measure are defined in the **State aid section**
2-PP	National Land Survey of Finland	Active 22/09/2022	FI	ERDF	80.00 %	244,488.00	195,590.40	48,897.60	
3-PP	Aalto University	Active 22/09/2022	FI	ERDF	80.00 %	212,018.40	169,614.72	42,403.68	
4-PP	Hamburg Aviation	Active 22/09/2022	DE	ERDF	80.00 %	549,999.80	439,999.84	109,999.96	
5-PP	Free and Hanseatic City of Hamburg, Ministry for Economy and Innovation	Active 22/09/2022	DE	ERDF	80.00 %	200,000.00	160,000.00	40,000.00	
6-PP	Stockholm City	Active 22/09/2022	SE	ERDF	80.00 %	271,928.40	217,542.72	54,385.68	
7-PP	Kista Science City AB	Active 22/09/2022	SE	ERDF	80.00 %	470,204.10	376,163.28	94,040.82	
8-PP	Riga Technical University	Active 22/09/2022	LV	ERDF	80.00 %	100,595.20	80,476.16	20,119.04	
9-PP	Tartu City Government	Active 22/09/2022	EE	ERDF	80.00 %	124,779.90	99,823.92	24,955.98	
10-PP	Tallinn University of Technology TalTech	Active 22/09/2022	EE	ERDF	80.00 %	259,416.20	207,532.96	51,883.24	
11-PP	Estonian Aviation Academy	Active 22/09/2022	EE	ERDF	80.00 %	99,905.00	79,924.00	19,981.00	
12-PP	The Municipality of Gdansk – The City Hall of Gdansk	Active 22/09/2022	PL	ERDF	80.00 %	190,753.00	152,602.40	38,150.60	
13-PP	Riga municipality	Active 22/09/2022	LV	ERDF	80.00 %	197,992.00	158,393.60	39,598.40	
Total ERDF						3,717,080.00	2,973,664.00	743,416.00	
Total						3,717,080.00	2,973,664.00	743,416.00	

7.3 Spending plan per reporting period

	EU partners (ERDF)		Total	
	Total	Programme co-financing	Total	Programme co-financing
Period 1	604,114.00	483,291.20	604,114.00	483,291.20
Period 2	603,489.00	482,791.20	603,489.00	482,791.20
Period 3	830,486.00	664,388.80	830,486.00	664,388.80
Period 4	709,296.00	567,436.80	709,296.00	567,436.80
Period 5	504,114.00	403,291.20	504,114.00	403,291.20
Period 6	465,581.00	372,464.80	465,581.00	372,464.80
Total	3,717,080.00	2,973,664.00	3,717,080.00	2,973,664.00