1. Identification

Call	Date of submission
C1	26/04/2022

1.1. Full name of the project

Multimodality for Greener Mobilty

33 / 250 characters

1.2. Short name of the project

MuMo2

5 / 20 characters

1.3. Programme priority

3. Climate-neutral societies

1.4. Programme objective

3.3 Smart green mobility

1.6. Project duration

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

1.7. Project summary

The MuMo2 project addresses the better usage of mobility data to analyse the choices of the most sustainable set of transport modes from traveller journeys. It aims to implement a multimodal mobility data space and reporting monitor by fusion available data and new data sources to deliver insights of travellers transport mode choices as well as recommendations to the target groups:
• Local and regional public authorities, including politicians in councils, urban and spatial planners as well as traffic managers for their decision making, planning and managing tasks,
• Infrastructure and public service providers for their optimization of products and services, and,
• Interest groups like mobility-focused organizations as well as citizens looking for the best set of transport modes for their next journey.
The resulting data space from the project will enhance the capabilities of these target groups to contribute to achieving local and global climate reduction goals in their respective areas of action.
The heterogeneity of the participating cities in terms of size, infrastructure and climate plans ensures that a large set of needs is covered by MuMo2. Thus, the scalability and replication to other cities outside of the consortium is facilitated. To disseminate the projects result cooperation with other stakeholders, in particular in the Baltic region, is sought in related conferences and congresses as well as via associations and initiatives such as POLIS, CIVITAS or Eurocities.

1,499 / 1,500 characters

1.8. Summary of the partnership

The partners act at 4 sites, Copenhagen (DK), Hamburg (DE), Riga (LV) and Tartu (EE), representing cities, metropolitan cities and regions which cover a large area of the Baltic Sea Region. They represent the local and regional administrations, a business support organisation and a university. All sites have the common interest in creating a safe infrastructure for green mobility and to improve their modal split away from motorized individual transport. The partners aim to implement a common solution which is adaptable to their requirements. They already have undertaken various initiatives in the field of sustainable mobility like bike sharing and new ticketing initiatives. The project partner consortium creates a best practice environment in terms of their differences in inhabitants, areas and state of developments as well as ambitions to green mobility solutions. This enables the partners to learn from each other right from the project start and contributes to the potential of up- and downscaling the project solutions. More precisely, the Capital Region of Denmark and We Build Denmark have a key-role of innovation and ITS-development in the DOLL Living Lab, placed in the city of Albertslund outside of Copenhagen, and are frontrunners when it comes to state-of-the art local solutions that support the common goals for a smarter greener city, with best practises regarding smart traffic solutions for prioritizing busses as well as cyclists and safe streets for pedestrians. The city of Hamburg is the second largest city by inhabitants in Germany. Traffic sector in general is committed to the global climate target of 1,5C°. The city has set up an ITS strategy aiming to digitalize the transport sector and a political agenda for mobility transition with the goal to change the behaviour of citizens towards their choice of transport. The city of Riga, as for many European cities, the implementation of a low emissions zone has a high priority on the planning agenda. To conduct the planning process smartly and efficiently and make the correct decisions which would increase green mobility and measure the achieved results, we need traffic mobility data and its integration between planning, modelling and traffic management in a united usability. The city of Tartu is the second largest in Estonia with a population of about 96,000 people. The main goals of the city of Tartu in mobility are to increase the share of the use of bicycles and public transport in people's daily movements. From January 2020, the city's public transport is 100% climate-neutral. There is a citywide bike sharing system in the city, and a network of bicycle paths covering the entire city is planned to be built by 2030 at the latest.

2,739 / 3,000 characters

1.11. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	1,756,126.40
	Own contribution ERDF	0.00	439,031.60
	ERDF budget	0.00	2,195,158.00
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	1,756,126.40
	Total own contribution	0.00	439,031.60
	Total budget	0.00	2,195,158.00

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	Free and Hanseatic City of Hamburg	Freie und Hansestadt Hamburg	DE	Local public authority	a)	679,900.00 €	Active	22/09/2022
2	PP	We Build Denmark	We Build Denmark	DK	Business support organisation	b)	544,400.00 €	Active	22/09/2022
3	PP	Capital Region of Denmark	Region Hovedstaden	DK	Regional public authority	a)	103,750.00 €	Active	22/09/2022
4	PP	Riga City Council	Rīgas dome	LV	Local public authority	a)	388,980.00 €	Active	22/09/2022
5	PP	Tartu City Government	Tartu Linnavalitsus	EE	Local public authority	a)	335,128.00 €	Active	22/09/2022
6	PP	University of Tartu	Tartu Ülikool	EE	Higher education and research institution	a)	143,000.00 €	Active	22/09/2022

2.1.2 Associated Organisations

No associated organisations found

2.2 Project Partner Details - Partner 1

LP/PP Lead Partner

Partner Status Active

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

Partner name:

Organisation in original language Freie und Hansestadt Hamburg
28 / 250 characters

Organisation in English Free and Hanseatic City of Hamburg
34 / 250 characters

Department in original language Behörde für Verkehr und Mobilitätswende
39 / 250 characters

Department in English Ministry of Transport and Mobility Transition
45 / 250 characters

Partner location and website:

Address Alter Steinweg 4
16 / 250 characters

Postal Code 20459
5 / 250 characters

Town Hamburg
7 / 250 characters

Website https://www.hamburg.de/bvm
26 / 100 characters

Country Germany

NUTS1 code Hamburg

NUTS2 code Hamburg

NUTS3 code Hamburg

Partner ID:

Organisation ID type	Tax (identification) number (Steuer(identifikations)nummer)
Organisation ID	27/256/00006 (12 / 50 characters)
VAT Number Format	DE + 9 digits
VAT Number	N/A ☐ DE118509725 (11 / 50 characters)
PIC	998928602 (9 / 9 characters)

Partner type:

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

Partner financial data:

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

Financial data	**Reference period**	01/01/2020 –	31/12/2020
	Staff headcount [in annual work units (AWU)]		0.0
	Employees [in AWU]		0.0
	Persons working for the organisation being subordinated to it and considered to be employees under national law [in AWU]		0.0
	Owner-managers [in AWU]		0.0
	Partners engaged in a regular activity in the organisation and benefiting from financial advantages from the organisation [in AWU]		0.0
	Annual turnover [in EUR]		0.00
	Annual balance sheet total [in EUR]		0.00
	Operating profit [in EUR]		0.00

Role of the partner organisation in this project:

Lead partner and leader of WP3

30 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 2

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

Partner name:

Organisation in original language	We Build Denmark (16 / 250 characters)

Organisation in English	We Build Denmark (16 / 250 characters)
Department in original language	DOLL Living Lab (15 / 250 characters)
Department in English	DOLL Living Lab (15 / 250 characters)

Partner location and website:

Address	Liljens Kvarter 2 (17 / 250 characters)	**Country**	Denmark
Postal Code	2620 (4 / 250 characters)	**NUTS1 code**	Danmark
Town	Albertslund (11 / 250 characters)	**NUTS2 code**	Hovedstaden
Website	www.doll-livinglab.com (22 / 100 characters)	**NUTS3 code**	Københavns omegn

Partner ID:

Organisation ID type	Civil registration number (CPR)
Organisation ID	41857331
VAT Number Format	DK + 8 digits
VAT Number	**N/A** ☐ DK41 85 73 31 (13 / 50 characters)
PIC	891909860 (9 / 9 characters)

Partner type:

Legal status	b) Private	
Type of partner	Business support organisation	Chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.
Sector (NACE)	84.11 - General public administration activities	

Partner financial data:

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

Financial data			
Reference period	01/01/2021	–	31/12/2021
Staff headcount [in annual work units (AWU)]			16.0
Employees [in AWU]			12.0
Persons working for the organisation being subordinated to it and considered to be employees under national law [in AWU]			0.0
Owner-managers [in AWU]			4.0
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]			2,164,059.00
Annual balance sheet total [in EUR]			1,049,401.00
Operating profit [in EUR]			171,064.00

Role of the partner organisation in this project:

Assist WP2-leader with coordination activities across project partners and main provider of GOA in WP2 in the form of pilot site.

129 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 3

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

Partner name:

Organisation in original language	Region Hovedstaden (18 / 250 characters)
Organisation in English	Capital Region of Denmark (25 / 250 characters)
Department in original language	Center for Regional Udvikling (29 / 250 characters)
Department in English	Regional Development (20 / 250 characters)

Partner location and website:

Address	Kongens Vaenge 2 (16 / 250 characters)	**Country**	Denmark
Postal Code	3400 (4 / 250 characters)	**NUTS1 code**	Danmark
Town	Hilleroed (9 / 250 characters)	**NUTS2 code**	Hovedstaden
Website	www.regionh.dk (14 / 100 characters)	**NUTS3 code**	Københavns omegn

Partner ID:

Organisation ID type	Civil registration number (CPR)
Organisation ID	29190623
VAT Number Format	DK + 8 digits
VAT Number	N/A ☐ DK29 19 06 23 (13 / 50 characters)
PIC	n/a (3 / 9 characters)

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

The Capital Region of Denmark (CRD) will have a leading role in WP2 as a manager coordinating the budgets and preperation of pilots and tests across the cities in close cooporation with DOLL Living Lab. CRD will aassist the other partnes in setting up meetings in Denmark as a part of our knowledge share for best practises. CRD will also do the proof read of our final mulitimodal mobility catalog and present it for a wider audience than the partners. Outreach and communication will happen via local and regional ecosystems and networks along with more classic ways of communication, such as web, SoMe, newsletters, etc. will be used. DRC will prepare site visits, sessions and workshops to reach the target groups.

718 / 1,000 characters

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

○ Yes ○ No

2.2 Project Partner Details - Partner 4

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

Partner name:

Organisation in original language	Rīgas dome (10 / 250 characters)
Organisation in English	Riga City Council (18 / 250 characters)
Department in original language	Rīgas domes Pilsētas attīstības departaments (44 / 250 characters)
Department in English	Riga City Council Department for City Development (49 / 250 characters)

Partner location and website:

Address	Amatu iela 4 (12 / 250 characters)	**Country**	Latvia
Postal Code	LV-1050 (7 / 250 characters)	**NUTS1 code**	Latvija
Town	Riga (4 / 250 characters)	**NUTS2 code**	Latvija
Website	https://www.rdpad.lv/en/ (24 / 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:

Co-lead of WP1 with Tartu City

30 / 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	Tartu Linnavalitsus (19 / 250 characters)
Organisation in English	Tartu City Government (21 / 250 characters)

Department in original language	Linnamajanduse osakond (22 / 250 characters)
Department in English	Department of Communal Services (31 / 250 characters)

Partner location and website:

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

Partner ID:

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

Partner type:

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

Partner financial data:

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

Role of the partner organisation in this project:

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

62 / 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	Tartu Ülikool (13 / 250 characters)
Organisation in English	University of Tartu (19 / 250 characters)
Department in original language	Arvutiteaduste instituut (24 / 250 characters)
Department in English	Institute of Computer Sciences (30 / 250 characters)

Partner location and website:

Address	Narva mnt. 18 (13 / 250 characters)	**Country**	Estonia
Postal Code	51009 (5 / 250 characters)	**NUTS1 code**	Eesti
Town	Tartu (5 / 250 characters)	**NUTS2 code**	Eesti
Website	www.cs.ut.ee (12 / 100 characters)	**NUTS3 code**	Lõuna-Eesti

Partner ID:

Organisation ID type	Registration code (Registrikood)
Organisation ID	74001073
VAT Number Format	EE + 9 digits
VAT Number	N/A ☐ EE100030417 (11 / 50 characters)
PIC	999895013 (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)	85.41 - Post-secondary non-tertiary education	

Partner financial data:

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

Role of the partner organisation in this project:

The University of Tartu will Ifulfill tasks related to the technical part of the implementation of the WP2. Creation of algorithms, consulting partners, helping in data management and technical integrations.

209 / 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

3. Relevance

3.1 Context and challenge

Data for green modes of transport is often hard to come by or lacks integration and transparency, however, is a crucial basis for the development of VRU protection as well as the transition to more sustainable modes of transport. The distribution in the modal split of a region can provide helpful insights into the travel behaviour of its citizens. More often the measurement of modal split is rarely up to date or already existing data is not put to right use. Current traffic situation do not contribute to the climate goals set up by the European Union or city itself. The present modal split hinders achieving the climate goals within the next decade. Concurrently the number of people in the city centres is multiplying these years. So is the number of cars. In Copenhagen for example the increase in cars on the roads is three times higher than the rise in population. That causes more congestion, longer tailbacks and waste of useful time. Forecasts indicate a doubling of time wasted in traffic jams by 2035. An additional challenge is that inhabitants are sceptical towards a modal shift if the city is lacking quality mobility data to justify any further interventions towards the benefit of green mobility infrastructure as it is the case in Riga. Hence it is necessary for the city to both improve its mobility data infrastructure and implement green mobility projects for data and practice driven policy decisions. In general safety of cyclists and pedestrians in everyday traffic are a top priority among all partners. One important part therefore is the collection of mobility data, data analysis and the integration of different information systems. In some regions the data pool is largely fragmented and underutilized. Aim of the MuMo2 project is to centralize the data, making it usable and thus more accessible.

1,832 / 2,000 characters

3.2 Transnational value of the project

Making modality more environmentally friendly as well as to steer away from motorized individual transport is a common challenge shared by many cities. The task is mostly tackled based on the individual circumstances on a municipal level, the focus of MuMo2 in this regard is to work towards an adaptable and replicable solution responding to various conditions in cities across all of the BSR. The main goal is to create a blueprint that allows for up and downscaling of the solutions to respond to different prerequisites and sizes of cities and municipalities and thus create a common basis for improvement. Transnational cooperation is therefore required in terms of sharing best practices of the pioneering cities e.g. Copenhagen with its cycling infrastructure or Hamburg's elaborated ITS strategy. Different sizes throughout the partner cities and their respective location are complemented by the possibility to reach further municipalities in the country/vicinity. Moreover, the variance of data usage and collection among the different cities allows for a learning effect as well as scaling of the ideas to different city sizes, in turn also providing solutions for many different follower cities benefiting from providing best practice information.

1,260 / 2,000 characters

3.3 Target groups

Target group	Sector and geographical coverage	Its role and needs
Local public authority	Councils in its legislative and regulatory role, urban and spatial planning departments, traffic managing control centers and a research institution covering cities and regions. 177 / 500 characters	The target group is responsible for policy making, traffic planning and managing to support climate-neutral mobility and needs therefore high quality multimodal mobility data generated from heterogeneous mobility data sources displayed by a single mobility data space and a respective reporting monitor. 303 / 1,000 characters
Regional public authority	Council in its legislative and regulatory role, urban and spatial planning departments as well as traffic managing control centers covering cities and regions. 159 / 500 characters	The target group is responsible for policy making, traffic planning and managing to support climate-neutral mobility and needs therefore high quality multimodal mobility data generated from heterogeneous mobility data sources displayed by a single mobility data space and a respective reporting monitor. 303 / 1,000 characters
Infrastructure and public service provid	Traffic infrastructure planning and deployment as well as public mobility service provider which operate in cities and regions. 127 / 500 characters	The target group roles are the planning and deployment of physical and digital mobility infrastructures and offering advanced multimodal mobility services to the public. To optimize their products and services they need high quality single and multimodal mobility data which is easily accessible. 296 / 1,000 characters
Interest group	Mobility-focused non-governmental organizations like the ADFC e.V. (DE) or the cycling embassy of Denmark (DK), associations supporting disabled people like the DBSV e.V. (DE) as well as citizens. 196 / 500 characters	The target group roles are various and widely spread, for instance, they advise and support the local and regional public authorities regarding climate-neutral mobility, they support disabled people to better involve vision and hearing impaired humans to traffic situations and they are participating actively in traffic to make their needed journeys. The target group needs are easily-available and accessible mobility data spaces as well as multimodal supporting travelling tools. 482 / 1,000 characters

3.4 Project objective

Your project objective should contribute to:

Smart green mobility

The MuMo2 project aims to implement, provide and disseminate guidelines, templates and a collection of solutions based on better usage and evaluation of available and new mobility data to deeper analyse and optimize the multimodal set of transport choices of individual travellers. Improvement of such could allow for better management and prioritization of green transportation at intersections, lowering the travel time and thus make alternative modes of transport more attractive. The objective of the project is to provide a scalable blueprint for different entities or target groups such as municipal and regional administrations. Their agenda includes the development of concrete proposals for decreasing the commuter load of private cars by creating more attractive and green alternatives. A more precise and up-to-date overview of the modal split can help with the decision-making process in short and long run. Furthermore, transport operators, mobility providers and others also have an interest in a modal shift towards smarter and greener mobility. Their main interest is an increased knowledge of needs of the citizens in order to provide the best suitable offerings. In turn, the local stakeholders receive more tailormade suggestions and alternatives to choose from, potentially allowing for a smoother transition away from motorized individual transport towards other attractive modes of transport.

1,414 / 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.

In the Baltic Sea region, cities, metropolitan cities and regions currently have a major impact to traffic congestion and delays especially due to unnecessary individual motorized traffic choices and therefore hindering the transport of valuable raw materials and manufactured goods to the rest of Europe and the wider world. Traffic congestions also influences massively the sensitive environmental ecosystem.
The MuMo2 project aims to implement solutions, based on findings in currently available and new mobility data sources, prospectively-guided recommendations and evaluations, regarding individual travellers set of modal transport choices to support local and regional authorities for their traffic decision making, planning and managing tasks, infrastructure and public service providers for their optimization of products and services as well as individual travelling citizens for their best set of transport modes for the next journey to decelerate the trend of individual motorized traffic choices and therefore optimize the overall traffic flow through cities, metropolitan cities and regions to avoid or minimize traffic jams.
Moreover, the transfer of the adaptable project deliveries and project outcome to other international stakeholders in the Baltic Sea region will contribute to the optimization of their decisions to support a more greener and environmentally-friendly future transport while lowering traffic jams.

1,436 / 1,500 characters

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

PA Innovation: The project partners aim to create an innovative ecosystem, that is a common mobility data space and a reporting monitor, for analysing the multimodal split of choices by individual travellers to optimize the further decision making, urban and spatial planning, traffic managing and give recommendations to citizens for their next journey. Especially, the harmonisation of different legal and environmental solutions is intended.
Moreover, the utilization of the high-level human capital, especially their individual choices to travelling modes in an anonymous form, is intended to be used by the project partners.
The already available and new mobility data sources will be trans-nationally be harmonised to a mobility data space concept. The detailed communication plan will ensure that the projects results will be widely disseminated and accessible for mobility decision makers, planners, traffic managers and users of transport systems in the Baltic Sea region.

981 / 1,500 characters

3.6 Other political and strategic background of the project

Strategic documents

The European Green Deal is the EU plan to make the EU's economy sustainable by turning climate challenges into opportunities. The EU has 80,000+ cities that implement 70% of EU legislation, handle public spendingand manage public investment. In this project we will use technology, share knowledge and new configurations of ideas to promote green and active transport in the cities and thereby make a contribution to the Green Deal and an adoption of ideas and solution in a locally environment.

498 / 500 characters

European Commission has on in 2016 adopted a European Strategy on Cooperative Intelligent Transport Systems (C-ITS), a milestone initiative towards cooperative, connected and automated mobility. The objective of the C-ITS Strategy is to facilitate the convergence of investments and regulatory frameworks across the EU, in order to see deployment of mature C-ITS services in 2019 and beyond. Through this project we will actively support the C-ITS strategy with the pilots and the mobility catalog

497 / 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
Feasibility study for implementation of Low emission zone in Riga city 70 / 200 characters	Riga city council Infrastructure fond 37 / 200 characters	Project aim is to carry out a feasibility study on the aspects characterizing the LEZ (low emission zone) and to develop functional scenarios, one of which will be selected for the basis of an action plan for the implementation of the LEZ. Since LEZ purpose is to reorganize he transport system with the aim of reducing environmental pollution and promoting the change of public movement habits, it is needed to be based on quantitative research with factual data showcasing the city's transport system. Therefore, MuMo2 output in Riga will be a useful tool to further not only base research about LEZ, but also implement it and value its success after the implementation stage. 679 / 1,000 characters
KI-gestützte Stauprognose - transmove (engl.: AI-supported traffic jam forecast) in the Free and Hanseatic City of Hamburg 122 / 200 characters	Federal Ministry of Transport and Digital Infrastructure and Authority for Transport and Mobility Transition (german short: BMVI and BVM) 137 / 200 characters	The project aim is to create an AI-supported traffic forecast under consideration of construction sites, traffic lights and weather data. The necessary and already available mobility input data from certain different data sources gets initially collected and processed in a data lake to centralize the access point and interfaces. Construction site planers, city planers as well as mobility control centers will receive simulated traffic forecasts and recommendations with respect to their tasks, to keep the general mobility in the city as smooth as possible. The mobility data lake by the transmove project yields an important base for the analysis of intermodal mobility to be done by MuMo2. Additionally, the MuMo2 project can be supported by the generated traffic forecasts and recommondations of transmove for further recommondations towards green mobility options around jammed areas for residents. 905 / 1,000 characters

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
Co-designing Inclusive Mobility (CoMobility) 44 / 200 characters	Iceland, Liechtenstein and Norway through the EEA Grants. The National Centre for Research and Development is the project Operator. The project is co-financed in 15% from the Polish budgetary funds. 198 / 200 characters	CoMobility is a transdisciplinary international research project that examines mobility attitudes and behaviors, with a focus on alternatives to the use of private cars. In the co-creation process, the identification of barriers and opportunities for different mobility choices is planned. Therefore, the MuMo2 project will be an important complement to the work, aimed at identifying the needs of travelers using low-emission means of transport. 446 / 1,000 characters
Intelligent Traffic Lights (national ITS living lab including international visitor service), 2020-2022. 104 / 200 characters	Capital Region of Denmark (regional development funds) 54 / 200 characters	Project aim is to build a new dimension of a full scale living lab containing a number of ITS-solutions in a real-life environment. Here, 15 systems are installed and piloted for national and international public decision makers and road authorities. The solutions continue their 'purpose' as part of living activities and services after project end. Solutions cover intelligent traffic lights, CMS, innovative use of third party data, e.g. air quality, data from buses, floating car data, bike data, V2X functionality, AI and traffic management, etc. The outcomes of this project fits very well the aim of Project MuMo2 in the sense that 1) a lot experiences of working with piloted solutions in a living lab format is taken advantage of, 2) the focus of bringing more innovative solutions closer to public decision makers is to be leveraged, 3) the volume of complimentary solutions is to be increased leveraging the possibility of new and innovative combinations of solutions and data sets. 995 / 1,000 characters
LUCIA (intelligent and sustainable street lighting), 2019-2021. 63 / 200 characters	Interreg BSR (Hamburg, Albertslund (Copenhagen region), Tallinn, Gøteborg, Skt. Petersborg, and more) 101 / 200 characters	Developing a number of pilot sites installing and demonstrating full-scale solutions across cities in the Baltic Sea Region. Aim to leverage the uptake of intelligent and sustainable street lighting providing e.g. more energy savings. At pilot site DOLL Living Lab (Albertslund, Copenhagen), the most ambitious collection of dynamic outdoor lighting solutions in Europe was installed and demonstrated. For instance, data from street lighting counting the traffic is integrated into the traffic light providing a more dynamic traffic management. The outcomes of this project fits very well the aim of Project MuMo2 in the sense that 1) a lot experiences of working with pilot solutions in a living lab format is taken advantage of and can help leverage the aim and delivery of more pilot solutions, 2) experience with activating target groups in connection with pilot solutions is high. 886 / 1,000 characters

3.10 Horizontal principles

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

4. Management

Allocated budget 15%

4.1 Project management

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

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

0 / 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.

0 / 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.

A dedicated communication and dissemination plan will be developed in the first period of the project including information on planned workshops, use of social media and format of the final event

195 / 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	Data architecture and inventory
1.2	Framework for data gathering
1.3	Data gathering
1.4	Creation of mobility platform for calculation of modal split of movements

Number	Work Package Name
2	WP2 Piloting and evaluating solutions

Number	Group of Activity Name
2.1	Preparation of pilot sites and market consultations
2.2	Installation and commissioning of solutions (project delivery)
2.3	Evaluation and adjustment of piloted solutions (ready for transfer)
2.4	Online solutions catalog (project output)

Number	Work Package Name
3	WP3 Transferring solutions

Number	Group of Activity Name
3.1	Dissemination and communication planning
3.2	New Mobility Solutions Observatory development
3.3	International cooperation

Work plan overview

Period:	1	2	3	4	5	6	Leader
WP.1: WP1 Preparing solutions							**PP5**
A.1.1: Data architecture and inventory							PP6
A.1.2: Framework for data gathering							PP5
D.1.2: Framework for data gathering		D					
A.1.3: Data gathering							PP4
A.1.4: Creation of mobility platform for calculation of modal split of movements							PP6
D.1.4: Mobility platform delivered						D	
WP.2: WP2 Piloting and evaluating solutions							**PP3**
A.2.1: Preparation of pilot sites and market consultations							PP1
A.2.2: Installation and commissioning of solutions (project delivery)							PP1
D.2.2: Portfolio of successfully installed pilots achieved				D			
A.2.3: Evaluation and adjustment of piloted solutions (ready for transfer)							PP1
A.2.4: Online solutions catalog (project output)							PP2
O.2.4: Multimodal mobility Case Catalog				O			
WP.3: WP3 Transferring solutions							**PP1**
A.3.1: Dissemination and communication planning							PP1
D.3.1: Dissemination and communication plan		D					
A.3.2: New Mobility Solutions Observatory development							PP1
D.3.2: New Mobility Solutions Observatory (NMSO)					D	D	
A.3.3: International cooperation							PP1

Outputs and deliverables overview

Code	Title	Description	Contribution to the output	Output/ deliverable contains an investment
D 1.2	Framework for data gathering	With the framework for data gathering we will create a road-map describing: - how to ensure needed data for modal split calculations - how to transfer data from multiple systems into the mobility platform for calculation modal split of movements for the consortium cities and other cities.	Transferring Solutions	
D 1.4	Mobility platform delivered	A platform which combines all mobility data from sources available to each city and which is equipped with an adaptable modality split algorithm taking the city's differences into account.	Mobility Platform	Yes
D 2.2	Portfolio of successfully installed pilots achieved	The portfolio of successfully installed pilots delivers a catalog of multimodal mobility solutions successfully installed and adjusted across the pilot sites. Moreover, this catalog will subsequently allow for the common project output covering all piloted solutions.	Online Case Catalog of Multimodal Mobility Solutions	Yes
O 2.4	Multimodal mobility Case Catalog	As a main output collecting all piloted solutions, an online catalog is build as a tool to be activated and used on its own. Here, each pilot solution and its key components are included together with how it is made useful according to the learnings derived from the project.		Yes
D 3.1	Dissemination and communication plan	The dissemination and communication plan describes in detail how to manage the dissemination and communication activities related to the project and its results. It serves as core document for designing. developing, implementing, executing and monitoring these activities. It defines key performance indicators (KPI) to monitor the impact and succes of the measures taken and the feedback channels offered to the target groups for their comments and questions.	O.2.4: Mulrimodal mobility / Greener Mobility	
D 3.2	New Mobility Solutions Observatory (NMSO)	The deliverable will provide the NMSO database itself, complemented by guidelines for contributions, data consolidation and usage of the NMSO database.	Transferring solutions, resulting from activities related to O.2.4	

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 5 - Tartu City Government

Work package leader 2 PP 4 - Riga City Council

5.4 Work package budget

Work package budget 40%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Councils in its legislative and regulatory role, urban and spatial planning departments, traffic managing control centers and a research institution covering cities and regions. 177 / 500 characters	For the majority of consortium members, the local public authority is the lead partner so the task for project leads will be engaging an 'internal target group', understanding which individuals and departments are needed and what are the gaps in internal capacity. For this to be successful we will clearly communicate the way the modality platform will improve the daily workflow of each project contributor whether they benefit directly by using the platform, or from the removal of function that the platform will fulfill which in turn opens up resources for other projects. 578 / 1,000 characters
2	Regional public authority Council in its legislative and regulatory role, urban and spatial planning departments as well as traffic managing control centers covering cities and regions. 159 / 500 characters	In our consortium, we have one regional public authority so for them, the engagement plan will be the same as for local public authorities in the previous target group. For the local city partners, this depends on whether a regional public authority exists, but since all the consortium cities are themselves regional centers this will be an opportunity to engage their respective 'commuter belt'. We will showcase how this solution is beneficial for these towns and villages in understanding their own modality split. 519 / 1,000 characters
3	Infrastructure and public service provider Traffic infrastructure planning and deployment as well as public mobility service provider which operate in cities and regions. 127 / 500 characters	These partners will provide the actual infrastructure for each partner to reach their goal and providing consortium members with technical know-how that they may otherwise lack. At the same time, it is important for infrastructure partners to clearly understand what is required for the cities to cater their products to the goal of increased understanding of sustainable transport modes. We will facilitate this clear communication with the infrastructure partners by reaching out to them beforehand to understand what services they can provide that help our task. 566 / 1,000 characters
4	Interest group Mobility-focused non-governmental organizations like the ADFC e.V. (DE) or the cycling embassy of Denmark (DK), associations supporting disabled people like the DBSV e.V. (DE) as well as citizens. 196 / 500 characters	Since the goal of the modality split platform is to not only improve the planning process for city officials, we will engage citizens, non-govermental organizations, businesses and research centers to use it as well, understand their aspects around user experience, access to all data, ability to transfer to other platforms will be a key aspect in the final product. Furthermore, with choosing a pilot location, we will gather their input about that specific area so the platform is usable for the most important end-user. 523 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
1.1	**Data architecture and inventory**
1.2	**Framework for data gathering**
1.3	**Data gathering**
1.4	**Creation of mobility platform for calculation of modal split of movements**

WP 1 Group of activities 1.1

5.6.1 Group of activities leader

Group of activities leader PP 6 - University of Tartu

A 1.1

5.6.2 Title of the group of activities

Data architecture and inventory

31 / 100 characters

5.6.3 Description of the group of activities

Each city varies in its existing mobility data available, its data infrastructure and data management systems. Hence, to create a transferable solution it is important to conduct an inventory of existing datasets and data management systems (including IT solutions) of partner municipalities and define based on that information most appropriate technical solutions suitable for implementation in each municipality. With this information structured it will also be easier for each partner to transfer their knowledge to other stakeholders about the first steps of implementing their platform. Therefore, in this stage the activities would follow as:
1) Describing the existing architecture of data gathering and management of partner municipalities.
2) Analyzing available data sources for calculation of modal split of the city/district.
3) Defining indicators for calculation of modality for each partner municipality based on the municipalities needs.
4) Drafting recommendations for partner municipalities of required datasets and possible sources (mobility sensors, API´s etc.)

1,088 / 3,000 characters

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

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.1: Data architecture and inventory						

WP 1 Group of activities 1.2

5.6.1 Group of activities leader

Group of activities leader PP 5 - Tartu City Government

A 1.2

5.6.2 Title of the group of activities

Framework for data gathering

28 / 100 characters

5.6.3 Description of the group of activities

Cities gather data through various sources largely from street-level sensors, information from public transport info-systems and sometimes from surveys and mobile networks. Each city leans on these methods in different ways. This group discusses different data collection options and methods and defines a framework for data collection that would be applicable in different cities and would allow for the subsequent calculation of the modal split of mobility (city, region, etc.) based on existing calculation methodologies.

524 / 3,000 characters

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

D 1.2

Title of the deliverable

Framework for data gathering

28 / 100 characters

Description of the deliverable

With the framework for data gathering we will create a road-map describing:
- how to ensure needed data for modal split calculations
- how to transfer data from multiple systems into the mobility platform for calculation modal split of movements for the consortium cities and other cities.

289 / 2,000 characters

Which output does this deliverable contribute to?

Transferring Solutions

22 / 100 characters

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.2: Framework for data gathering						
D.1.2: Framework for data gathering						

5.6.7 This deliverable/output contains productive or infrastructure investment ☐

WP 1 Group of activities 1.3

5.6.1 Group of activities leader

Group of activities leader PP 4 - Riga City Council

A 1.3

5.6.2 Title of the group of activities

Data gathering

14 / 100 characters

5.6.3 Description of the group of activities

Following activities 1.1 and 1.2 each partner city will make adjustments to existing data-gathering infrastructure to meet framework recommendations. In some case cities need to install new sensors or relocate existing ones, agree with service providers on data transfer from external info-systems etc. it may be beneficial to clean historic data to match the new framework, so historic data can be accessed easier and analysis can be more representative.
In order to expand mobility data gathering capabilities and thus ensure improvements in the quality of data especially for micro-mobility it is needed to perform the following activities:
1) Evaluating the necessary capacities for any new sensors,
2) Identifying locations for their installation,
3) Purchasing and installation of new sensors and
4) Identification of data acquisition tools, e.g. mobile application API´s etc.

883 / 3,000 characters

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

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.3: Data gathering						

WP 1 Group of activities 1.4

5.6.1 Group of activities leader

Group of activities leader PP 6 - University of Tartu

A 1.4

5.6.2 Title of the group of activities

Creation of mobility platform for calculation of modal split of movements

73 / 100 characters

5.6.3 Description of the group of activities

Within this group of activities each partner city develops the mobility platform following these activities:
1) Defining internal capacity for creating mobility platform,
2) Procuring external capacity for creating mobility platform if necessary,
3) Creating the algorithm for modal split calculations for each city based on available data and special needs of each city
4) Integrating data and algorithm into the mobility platform.

433 / 3,000 characters

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

D 1.4

Title of the deliverable

Mobility platform delivered

27 / 100 characters

Description of the deliverable

A platform which combines all mobility data from sources available to each city and which is equipped with an adaptable modality split algorithm taking the city's differences into account.

188 / 2,000 characters

Which output does this deliverable contribute to?

Mobility Platform

17 / 100 characters

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.4: Creation of mobility platform for calculation of modal split of movements						
D.1.4: Mobility platform delivered						

5.6.7 This deliverable/output contains productive or infrastructure investment ✔

	Investment no.	I1.4_1	

Title
Mobility sensors
16 / 100 characters

Description
Procurement of mobility data-gathering sensors with an emphasis on active travel
80 / 500 characters

Country
Latvia

Responsible project partner(s)
PP 4 - Riga City Council

Justification
Current sensors within the city lack precision when it comes to detecting active travel modes which means that they will not provide the best data for the pilot. The city has taken note of the problem and since then Riga has tweaked some sensors in key active travel and public transport streets to focus on these modes as well as conducted manual counting sessions to test control of these changes. We are still hoping to make data gathering for active travel much more efficient.
481 / 500 characters

Transitional relevance
N/A
3 / 500 characters

Benefits
Improving and widening the reach of the city's mobility gathering infrastructure will not only ensure quality data for the pilot sites, but will also fit into the wider mobility data infrastructure of the city. Currently, Riga is using scooter and cycling data gathered from data sharing agreements and sensors in the planning of mobility points throughout the city, so we are hoping to expand the decisions we can make with data.
430 / 500 characters

Location
Riga
4 / 250 characters
Rīga

Location ownership
Riga City Council
17 / 250 characters

Ownership
Riga City Council
17 / 500 characters

Maintenance
Riga City Council
17 / 500 characters

Climate proofing
☐ Ensured ☑ N/A

	Investment no.	I1.4_2	

Title
Commissioning of mobility data platform
39 / 100 characters

Description
An open platform that has integrated data from sensors within the city ensuring quality data for both city employees and other interest groups
142 / 500 characters

Country
Latvia

Responsible project partner(s)
PP 4 - Riga City Council

Justification
The current mobility data interface is scattered due to different sensors, data types, uneven quality, and stakeholders. This means that effective use of data is limited and creating a greener modal split is more difficult because a lack of quality data further entrenches preconceived notions of mobility.
306 / 500 characters

Transitional relevance
This investment will help other cities like Riga which are looking to learn and improve not only their planning process, internal resource use in terms of data management and usage within their administration but citizen engagement in green mobility planning as well.
267 / 500 characters

Benefits
For city employees, this will provide a great tool that can be scaled up to include more mobility data, as well as other types of data like weather and air quality. For the citizens, this will provide a way to gain further ownership in the mobility planning of the city.
271 / 500 characters

Location
Riga
4 / 250 characters
Rīga

Location ownership
Riga City Council
17 / 250 characters

Ownership
Riga City Council
17 / 500 characters

Maintenance
Riga City Council
17 / 500 characters

Climate proofing
☐ Ensured ☑ N/A

	Investment no.	I1.4_3

Title
Commissioning of mobility data platform
39 / 100 characters

Description
An open platform that has integrated data from sensors within the lab (and possibly external solutions) ensuring quality data for both users and other interest groups
166 / 500 characters

Country
Denmark

Responsible project partner(s)
PP 2 - We Build Denmark
PP 3 - Capital Region of Denmark

Justification
Sources of mobility data are scattered due to different sensor technologies, data types, uneven quality, etc. This means that demonstration of effective use of data is limited along with the possibility to demonstrate combinations of relevant data sets. This layer can significantly help the demonstration of relevant combinations of data and right use to showcase greener modal split with structured quality data. Also, the platform should support simulations scenarios to be demonstrated.
491 / 500 characters

Transitional relevance
This investment will help visualise and demonstrate solutions and cases for city planners and other public decision makers from across Europe, how to design and work with mobility solutions, the data architecture, areas of use, and effects .
242 / 500 characters

Benefits
Improved transparency and practical steps on 'how to' for public decision makers, road authorities, transport operators, and the like.
134 / 500 characters

Location
DOLL Living Lab, Naverland 2, 2600 Glostrup, Denmark
52 / 250 characters
Københavns omegn

Location ownership
DOLL Living Lab
15 / 250 characters

Ownership
We Build Denmark, DOLL Living Lab
33 / 500 characters

Maintenance
We Build Denmark, DOLL Living Lab
33 / 500 characters

Climate proofing
☐ Ensured ☑ N/A

	Investment no.	I1.4_4

Title

Improvement of data gathering and IT solutions for mobility in Tartu

68 / 100 characters

Description

In the project, Tartu plans to further develop the existing network of traffic counting sensors, improve the quality of data collection and develop data visualization solutions, including a model for calculating the modal distribution of urban movements. Data-based planning has yielded good results in recent years. High-quality data and functional tools are needed for planning activities to be effective. Today we have the necessary tools, but their functionality needs to be further developed.

497 / 500 characters

Country

Estonia

Responsible project partner(s)

PP 5 - Tartu City Government

Justification

Additional sensors will be installed to count pedestrians and cyclists at strategically important locations to provide the necessary data for planning activities and to increase the accuracy of the modal split model. Development work is underway on the ArcGis platform to visualize and share data. The necessary technical integrations will be performed to collect data on the city platform and transfer them to the ArcGis platform.

431 / 500 characters

Transitional relevance

High-quality data, combined with modern IT solutions, make it possible to achieve good results in planning activities and to achieve remarkably good results in the development of sustainable mobility. In recent years, Tartu has successfully used data-based planning in the renewal of the bus line network and the development of the bike-sharing stations network.

363 / 500 characters

Benefits

These activities are useful both for the citizens of the city (well-planned infrastructure and traffic management), as well as for the project partners and other local governments both in Estonia and abroad. The solutions implemented in Tartu can be replicated in other cities and regions.

289 / 500 characters

Location

Tartu City, South-Estonia

25 / 250 characters

Lõuna-Eesti

Location ownership

Tartu clty is owner of the public infrastructure (streets, sidewalks, bicycle roads, public lighting, parks etc.)

113 / 250 characters

Ownership

Investments and results of activities will be owned by the Tartu City.

70 / 500 characters

Maintenance

The maintenance of the public infrastructure is organized by the department of communal services and financed from the city budget.

131 / 500 characters

Climate proofing

☑ Ensured ☐ N/A

Work package 2

5.1 WP2 Piloting and evaluating solutions

5.2 Aim of the work package

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

5.3 Work package leader

Work package leader 1 PP 3 - Capital Region of Denmark

Work package leader 2 PP 2 - We Build Denmark

5.4 Work package budget

Work package budget 25%

5.4.1 Number of pilots

Number of pilots 15

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Councils in its legislative and regulatory role, urban and spatial planning departments, traffic managing control centers and a research institution covering cities and regions. 177 / 500 characters	Local road authorities, city planners and related field of interest at municipal level. In addition, experts and consultants that interact with city professionals. How to interact: Site visits, facilitated discussions, sessions matching best practice with city challenges, training sessions and workshops. Aim is to evaluate and adjust solutions as part of the preparation for WP3. 381 / 1,000 characters
2	Regional public authority Council in its legislative and regulatory role, urban and spatial planning departments as well as traffic managing control centers covering cities and regions. 159 / 500 characters	National and regional bodies in the sense of e.g., road authorities, agencies, traffic planning committees, traffic operators, regional councils, etc. How to interact: Enter facilitated discussions and demonstration of pilot. Aim is to evaluate and adjust solutions as part of the preparation for WP3. 301 / 1,000 characters
3	Infrastructure and public service provider Traffic infrastructure planning and deployment as well as public mobility service provider which operate in cities and regions. 127 / 500 characters	Infrastructure and public service-providers closely linked to city services such as operating and maintaining infrastructure (e.g., traffic lights, street lighting, traffic planning services, and the like) are to be targeted to cover the full value chain from products and devices to real installation and daily operation. How to interact: Enter facilitated discussions and demonstration of pilot. Aim is to evaluate and adjust solutions as part of the preparation for WP3. 473 / 1,000 characters
4	Interest group Mobility-focused non-governmental organizations like the ADFC e.V. (DE) or the cycling embassy of Denmark (DK), associations supporting disabled people like the DBSV e.V. (DE) as well as citizens. 196 / 500 characters	This interest group is reached indirectly via the city representatives engaging in the solutions with the purpose to prepare improved city services for the citizens. 166 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
2.1	**Preparation of pilot sites and market consultations**
2.2	**Installation and commissioning of solutions (project delivery)**
2.3	**Evaluation and adjustment of piloted solutions (ready for transfer)**
2.4	**Online solutions catalog (project output)**

WP 2 Group of activities 2.1

5.6.1 Group of activities leader

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

A 2.1

5.6.2 Title of the group of activities

Preparation of pilot sites and market consultations

51 / 100 characters

5.6.3 Description of the group of activities

According to the steps formulates in WP1, potential solutions are to be screened and selected for each of the city partners as pilot site owners. The steps of this activity in the sense of preparing the pilot sites and selecting solutions, are as follows:

1) Development of technical descriptions, requirements and success criteria to ingest a full overview of the pilot solutions for the pilot sites.
2) Market consultation offering private companies the opportunity to enter in one or multiple solutions of the pilot sites.

How to prepare for the implementation of pilot solutions and where?

Pilot solutions to be designed and implemented across pilot sites will take point of departure in three layers of development. Some solutions will embrace all levels, whereas other solutions only apply to one or another layer. Regardless of what layer the solutions fit to, a guiding criterion is that all solutions represent elements/building blocks that all together provide data supporting the overall aim of the project. The three layers are as follows:

1) Physical layer: Physical devices and elements to be installed in connection to outdoor environment and infrastructure in the city.
2) System and application layer: Central management systems or the like connected to the specific solution, where data is visualized and presented ready to be exported/integrated and applied in another context.
3) Data and platform layer: Applying data in a common platform environment leveraging the use of and new combinations of data.

Market consultations will ensure that terms and conditions formulated in the Interreg BSR program regarding state aid rules, etc. are complied to. Moreover, this ensures selection of the most relevant companies to enter in one or multiple solutions. The main criteria formulated in WP1 together with pilot site-specific criteria are guiding the selection of companies.

Preparing for the market consultations, each pilot site develops technical descriptions, requirements, and success criteria to ingest a full overview of the pilot solutions asked for within the individual pilot sites. A total of 10-15 solutions across all layers are expected to be piloted in the pilot sites. The living lab environment (DOLL Living Lab - Copenhagen pilot site) will have a unique setup to pilot more solutions and is expected to provide 5-10 of the pilot solutions. The remaining solutions are expected to be fulfilled across the remaining pilot sites (cf. GOA 2.2).

WP2 leader will prepare and coordinate together project partners ensuring that WP2-specific milestones are met.

2,603 / 3,000 characters

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

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.1: Preparation of pilot sites and market consultations						

WP 2 Group of activities 2.2

5.6.1 Group of activities leader

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

A 2.2

5.6.2 Title of the group of activities

Installation and commissioning of solutions (project delivery)

62 / 100 characters

5.6.3 Description of the group of activities

The aim of this group of activity is to ensure that solutions are installed and commissioned as planned fulfilling the related project delivery of having successfully installed pilot solutions. In addition, test and demonstration of solutions is carried out to ensure involvement of target group and to validate the intended functionality.

The steps of this activity, for installing and commissioning the solutions, are as follows:

1) Installation work done by local contractors with checks for matching the requirements defined in GOA2.1, e.g. local rules, infrastructure design, etc.

2) Commissioning of the solution is then to be completed. After installation work particular attention is paid to final configuration and commissioning of the solutions. Depending on the layer that the specific solution applies to (cf. GOA 2.1), simple or more advanced requirements will follow to have a full solution running in practice.

3) Testing and demonstrating the solution to the target group for a period of three months for pilot sites to validate the intended functionality. Here, transnational activities are supported. This means in particular that solutions now piloted in practice serve the opportunity for target groups and project partners to benefit from key results and learnings achieved so far in the project.

1,323 / 3,000 characters

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

D 2.2

Title of the deliverable

Portfolio of successfully installed pilots achieved

51 / 100 characters

Description of the deliverable

The portfolio of successfully installed pilots delivers a catalog of multimodal mobility solutions successfully installed and adjusted across the pilot sites. Moreover, this catalog will subsequently allow for the common project output covering all piloted solutions.

267 / 2,000 characters

Which output does this deliverable contribute to?

Online Case Catalog of Multimodal Mobility Solutions

52 / 100 characters

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.2: Installation and commissioning of solutions (project delivery)						
D.2.2: Portfolio of successfully installed pilots achieved						

5.6.7 This deliverable/output contains productive or infrastructure investment ☑

	Investment no.	I2.2_1

Title
We Build Denmark / DOLL Living Lab: Equipment and infrastructure works
70 / 100 characters

Description
Via market consultations, private companies are offered to enter the opportunity to provide equipment/solutions to be piloted according the pre-defined needs and requirements formulated in WP1.
193 / 500 characters

Country
Denmark

Responsible project partner(s)
PP 2 - We Build Denmark

Justification
When realising the piloted solutions at the pilot sites equipment and installation work (infrastructure works) are to be completed.
131 / 500 characters

Transitional relevance
Transnational relevance is secured through the collection of solutions in a common online case catalogue and relevant dissemination activities. Also, the DOLL Living Lab offers the opportunity to include all solutions as part of an international visitor service.
262 / 500 characters

Benefits
Project partners in the role of pilot sites and target groups benefit from this via the project outcomes in combination with long term living lab activities.
157 / 500 characters

Location
DOLL Living Lab, Naverland 2, 2620 City of Albertslund (Capital Region)
71 / 250 characters
Københavns omegn

Location ownership
City of Albertslund. DOLL Living Lab is operating in a real life city environment in the City of Albertslund. The living lab area consists of 13 kilometres of road and bicycle lanes, incl. six intersections equipped with intelligent traffic lights.
249 / 250 characters

Ownership
In principle the City of Albertslund, however, DOLL Living Lab is given the mandate to operate the infrastructure and solutions in the living lab area on behalf of the City of Albertslund.
189 / 500 characters

Maintenance
DOLL Living Lab on behalf of the City of Albertslund. To be maintained with the help from professional maintenance and service providers payed by the living lab.
161 / 500 characters

Climate proofing
☐ Ensured ☑ N/A

	Investment no.	I2.2_2

Title

City of Hamburg: Equipment and Infrastructure Works

51 / 100 characters

Description

Via the Hamburg Urban Data Platform (UDP), which is already established within the city as a data hub, the required data will be tested and made available to the various target groups both free of charge for any publications and for a fee for any value-added services in accordance with the needs and requirements formulated in WP1.

332 / 500 characters

Country

Germany

Responsible project partner(s)

PP 1 - Free and Hanseatic City of Hamburg

Justification

The deployment of the tested solutions at the pilot sites will require configuration work on the IT infrastructure. For this, additional capacities of external cloud service providers (CSP) will probably have to be contracted and implemented.

242 / 500 characters

Transitional relevance

With the help of the technical procedure "data lake mobility", in which the data from different sources are merged and processed, the results are published via the UDP according to the target group. The architecture of the Hamburg UDP is the standardized master portal, which is already in use in many other German and European cities.

335 / 500 characters

Benefits

The different target groups benefit from the development of different user interfaces of the UDP in which the data from the data lake are made available to them.

161 / 500 characters

Location

Urban Data Platform, Neuenfelder Str. 19, 21109 Hamburg, Germany
http://www.en.urbandataplatform.hamburg/urbanplatformhamburg-en/

Hamburg

129 / 250 characters

Location ownership

Agency for Geoinformation and Surveying (LGV)

45 / 250 characters

Ownership

The UDP including the associated technical procedures are the property of the Free and Haneatic City of Hamburg.

112 / 500 characters

Maintenance

Urban Data Platform on behalf of the Free and Haneatic City of Hamburg. To be maintained with the help from professional maintenance and service providers payed by the Agency for Geoinformation and Surveying (LGV) and the Agency for Roads, Bridges and Waterways (LSBG).

269 / 500 characters

Climate proofing

☑ Ensured ☐ N/A

	Investment no.	I2.2_3

Title

City of Tartu: Pilot on safety street solution

46 / 100 characters

Description

Within the project, Tartu wants to pilot various smart and physical street space solutions (street furniture, custom traffic light cycles, electronic signs, road markings, etc.) in the most congested and dangerous sections of the Tartu city center. The aim is to increase the safety of pedestrians and cyclists in high-traffic areas through smart and distinctive solutions. The help of various specialists (neuroscientists etc.) and the public is used in the development of solutions.

484 / 500 characters

Country

Estonia

Responsible project partner(s)

PP 5 - Tartu City Government

Justification

Street space in Tartu city center area is designed during many decades for car users. The conditions for pedestrians and cyclists in the area are very limited. The growing number of vehicles has made traffic even more dangerous for vulnerable groups. Based on different datasets (traffic counting, environment, etc.), using smart approach and with the help of different specialists will be developed safe city street solutions for pedestrians and cyclists.

456 / 500 characters

Transitional relevance

Transitional relevance of pilot activities is secured as safer conditions for pedestrians and cyclists will enhance walking and cycling in the city. The modality of sustainable modes of mobility will thus rise and the city environment will be cleaner and more liveable.

272 / 500 characters

Benefits

The Tartu´s pilot will have multiple benefits. At first Tartu´s citizens will have more safe streets for walking and cycling. Cities environment will be more pleasant. Secondly will from the pilot benefit all project partners who can learn from Tartu´s pilot and implement best solutions in their cities. Thirdly will benefit form the pilot other Estonian municipalities and national authorities (Road Administration etc.) who will be engaged as observers into pilot activities.

479 / 500 characters

Location

Tartu City, centre area

23 / 250 characters

Lõuna-Eesti

Location ownership

Created solution will be established in the public street space belonging to the city.

87 / 250 characters

Ownership

Created solution will be owned by the city.

43 / 500 characters

Maintenance

Maintenance of the pilot solution will be organized by the department of communal services who is responsible for maintenance of city streets and public areas. Maintenance works will be financed from the city budget.

216 / 500 characters

Climate proofing

☑ Ensured ☐ N/A

	Investment no.	I2.2_4

Title
City of Riga: Pilot for streets and bridges within the city centre and proposed Low Emissions Zone
98 / 100 characters

Description
With a focus on a few key streets and some city centre entry points, the city will conduct a pilot on these bottlenecks on prioritising public transport, making more space for cycling infrastructure
198 / 500 characters

Country
Latvia

Responsible project partner(s)
PP 4 - Riga City Council

Justification
The city of Riga is hoping to implement a Low Emissions Zone by 2027 to fulfil its obligation to the European Union on emissions levels which will encompass the city centre and will focus on further prioritizing active travel and public transport.
248 / 500 characters

Transitional relevance
With the deadline of 2027 for city emissions targets across Europe, many cities are hoping to implement such low emissions zones or activities to that effect which invariably involve prioritisation of public transport and active travel.
236 / 500 characters

Benefits
Firstly, this pilot will optimize and improve the modal split on the streets and/or bridges where the pilot will be conducted. Secondly, they will serve as the framework for other streets in the city centre. As a consequence, it will improve the quality of life for the inhabitants of these streets and those using them.
320 / 500 characters

Location
Riga
4 / 250 characters
Rīga

Location ownership
Riga City Council
17 / 250 characters

Ownership
Riga City Council
17 / 500 characters

Maintenance
Riga City Council
17 / 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 1 - Free and Hanseatic City of Hamburg

A 2.3

5.6.2 Title of the group of activities

Evaluation and adjustment of piloted solutions (ready for transfer)

67 / 100 characters

5.6.3 Description of the group of activities

By evaluating and adjusting pilot solutions, the aim of this GOA is to make solution ready for transfer (WP3) and not least ensuring a particular involvement of target groups. Target groups are involved at different levels depending on the intended outcomes. The evaluation results serve as key input to decide on necessary adjustments ready for to transfer in WP3.

The evaluation of results and lessons learned across pilot solutions will focus on certain elements. This includes:

- Functionality and daily operation: To what extent do core functionalities perform in practice according to what is expected of the solution? How reliable and solid is the functionality of the solution perceived from a daily operation perspective?
- System architecture/framework: How does the solution integrate to and support the system architecture of the mobility management platform (cf. WP1)? To what extent does the solution support a flexible and smooth integration?
- Data quality and relevance: To what extent do data sets from the solution provide a unique contribution to the mobility management platform and its conclusions? How are data used, in what combinations, and whit what purpose?
- Overall usefulness: According to the outcome prepared in WP1 regarding the usefulness of the solutions, the overall usefulness is concluded on.

Depending on the conclusions of the overall usefulness, adjustments will be identified to leverage the impact of the solution. The adjustments will be made within one or more the elements described above depending on the nature of the solution, timeframe and resources, expected impact, and its unique contribution and weight with regard to the overall challenge. Preparing the solutions for transfer, all solutions are created and documented in an online case catalogue accessible for the target groups.

1,850 / 3,000 characters

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

☐

5.6.5 This group of activities leads to the development of an output

☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.3: Evaluation and adjustment of piloted solutions (ready for transfer)						

WP 2 Group of activities 2.4

5.6.1 Group of activities leader

Group of activities leader PP 2 - We Build Denmark

A 2.4

5.6.2 Title of the group of activities

Online solutions catalog (project output)

41 / 100 characters

5.6.3 Description of the group of activities

A main project output is to build a tool for online multimodal mobility catalog. The catalog yields a collection of all solution pilots. Here, each piloted solution and its key components are included together with how it is made useful according to the learnings derived from the project. This output is to be completed according to the following steps:

- Each solution is to be described by each pilot site according to a standard form that fits the online format.
- The online catalog is to be build in extension to existing online environments in the living lab and other partner eco-systems.
- The online catalog is then made useful for the transfer activities in WP3, but can also build ground for common dissemination activities in the project
- This tool is to be designed serving further dissemination activities after project end - e.g. as part of the international visitor service of DOLL Living Lab welcoming public decision makers from across Europe

This case catalogue will be public accessible for cities to look into. The catalogue will have a consistent, easy-to-use, and recognisable form in one or more online environments represented by project partners and their ecosystems.

1,198 / 3,000 characters

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

5.6.5 This group of activities leads to the development of an output ✔

O 2.4

Title of the output

Multimodal mobility Case Catalog

32 / 100 characters

Description of the output

As a main output collecting all piloted solutions, an online catalog is build as a tool to be activated and used on its own. Here, each pilot solution and its key components are included together with how it is made useful according to the learnings derived from the project.

276 / 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 Councils in its legislative and regulatory role, urban and spatial planning departments, traffic managing control centers and a research institution covering cities and regions.	The catalog will be referred to and included as part of the dissemination activities. Moreover, the target group in general will have free access during and after project period. Here, the target group can take point of departure in the solutions showcased in the catalogue to draw from the learnings and more as part decision making processes, strategy work or merely to get inspired. 385 / 1,000 characters
Target group 2 Infrastructure and public service provider Traffic infrastructure planning and deployment as well as public mobility service provider which operate in cities and regions.	This output will provide the target group the opportunity to better understand innovative solutions, areas of use, and needs to be formulated by public decision makers in coming tenders and work requested related to this target group. 234 / 1,000 characters
Target group 3 Regional public authority Council in its legislative and regulatory role, urban and spatial planning departments as well as traffic managing control centers covering cities and regions.	This target group will benefit from this output as a springboard or as an offset to start discussions, workshops, and the like with stakeholders. Practical needs represented in the solutions in the catalog can be translated into guiding papers, strategies, and tenders and vice versa. 285 / 1,000 characters

Durability of the output

This output will be maintained as part of a long lasting key activity part of the DOLL Living Lab.

99 / 1,000 characters

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.2: WP2 Piloting and evaluating solutions						
A.2.4: Online solutions catalog (project output)						
O.2.4: Multimodal mobility Case Catalog						

5.6.7 This deliverable/output contains productive or infrastructure investment ☑

	Investment no.	I2.4_1	

Title	Online Multimodal mobility Case Catalog 39 / 100 characters
Description	Building an online environment of which the solutions will be presented and showcased accessible for project partners and external organisations. 145 / 500 characters
Country	Denmark
Responsible project partner(s)	PP 2 - We Build Denmark PP 3 - Capital Region of Denmark
Justification	The catalog will predominently be build as an extension to existing online environments in collaboration with external ecosystem partners maximising the outreach and relevance. 177 / 500 characters
Transitional relevance	The catalog will provide access for target groups to enter and learn about the solutions. 90 / 500 characters
Benefits	Partners, regions, and target groups will benefit from the tool, where key learnings, evaluation criteria, guiding principles, areas of use, and more are presented. All stakeholders can draw from the solutions in this format and will sought to be integrated as part of existing ecosystems to maximise the outreach and accessibility of the solutions both during the project period and after project end. 404 / 500 characters
Location	We Build Denmark, Liljens Kvarter 2, 2620 Albertslund 53 / 250 characters Københavns omegn
Location ownership	We Build Denmark, DOLL Living Lab and other cluster or ecosystem providers of regional, national or transnational character. 124 / 250 characters
Ownership	We Build Denmark, DOLL Living Lab and other cluster or ecosystem providers 74 / 500 characters
Maintenance	We Build Denmark, DOLL Living Lab and other cluster or ecosystem providers 74 / 500 characters
Climate proofing	☐ Ensured ☑ N/A

Work package 3

5.1 WP3 Transferring solutions

5.2 Aim of the work package

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

5.3 Work package leader

Work package leader 1	PP 1 - Free and Hanseatic City of Hamburg
Work package leader 2	PP 2 - We Build Denmark

5.4 Work package budget

Work package budget	20%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	Local public authority Councils in its legislative and regulatory role, urban and spatial planning departments, traffic managing control centers and a research institution covering cities and regions. 177 / 500 characters	Local road authorities, city planners and related field of interest at municipal level. In addition, experts and consultants that interact with city professionals. How to interact: Enter facilitated discussions, disseminate and communicate the project outcome, deliveries and evaluation results. 295 / 1,000 characters
2	Regional public authority Council in its legislative and regulatory role, urban and spatial planning departments as well as traffic managing control centers covering cities and regions. 159 / 500 characters	National and regional bodies in the sense of e.g., road authorities, agencies, traffic planning committees, traffic operators, regional councils, etc. How to interact: Enter facilitated discussions, disseminate and communicate the project outcome, deliveries and evaluation results. 282 / 1,000 characters
3	Infrastructure and public service provider Traffic infrastructure planning and deployment as well as public mobility service provider which operate in cities and regions. 127 / 500 characters	Infrastructure and public service-providers closely linked to city services such as operating and maintaining infrastructure (e.g., traffic lights, street lighting, traffic planning services, and the like) are to be targeted to cover the full value chain from products and devices to real installation and daily operation. How to interact: Enter facilitated discussions, disseminate and communicate the project outcome, deliveries and evaluation results. 454 / 1,000 characters
4	Interest group Mobility-focused non-governmental organizations like the ADFC e.V. (DE) or the cycling embassy of Denmark (DK), associations supporting disabled people like the DBSV e.V. (DE) as well as citizens. 196 / 500 characters	This interest group is reached indirectly via the city representatives engaging in the solutions with the purpose to prepare improved city services for the citizens. Special attention is also paid to local/regional cycling associations (e.g. ADFC, cycling embassy of Denmark) as well as associations to better involve vision and hearing impaired persons to traffic situations (e.g. DBSV). 388 / 1,000 characters

5.6 Activities, deliverables, outputs and timeline

No.	Name
3.1	**Dissemination and communication planning**
3.2	**New Mobility Solutions Observatory development**
3.3	**International cooperation**

WP 3 Group of activities 3.1

5.6.1 Group of activities leader

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

A 3.1

5.6.2 Title of the group of activities

Dissemination and communication planning

40 / 100 characters

5.6.3 Description of the group of activities

A detailed dissemination and communication plan will be developed to plan and manage the activities related to the transfer of solutions in the Baltic Sea Region. The plan will be designed to help the project achieving its objectives and disseminating the results among relevant policy makers, local and regional transport authorities, service providers and citizens in their role as transport systems users. It elaborates on target
groups and defines core messages. It will describe the basis of the communication processes, and provide guidelines to be followed by all partners. Under the coordination of the LP, each project partner will be involved in the implementation of the communication strategy and will have to carry out the necessary activities.
To raise awareness about MuMo2 and to allow for the mobilisation of as many relevant stakeholders possible, various tools will be deployed and several publications will be issued during the
lifetime of the project. MuMo2 will make use of the most suitable communication channelssuch as social media, project website, newsletters, workshops and public events to reach out to its target groups . After the closure of the project, the website will be kept updated for at least two years to continue dissemination its achievements.

1,297 / 3,000 characters

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

D 3.1

Title of the deliverable

Dissemination and communication plan

36 / 100 characters

Description of the deliverable

The dissemination and communication plan describes in detail how to manage the dissemination and communication activities related to the project and its results. It serves as core document for designing. developing, implementing, executing and monitoring these activities. It defines key performance indicators (KPI) to monitor the impact and succes of the measures taken and the feedback channels offered to the target groups for their comments and questions.

507 / 2,000 characters

Which output does this deliverable contribute to?

O.2.4: Mulrimodal mobility / Greener Mobility

45 / 100 characters

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.1: Dissemination and communication planning						
D.3.1: Dissemination and communication 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 1 - Free and Hanseatic City of Hamburg

A 3.2

5.6.2 Title of the group of activities

New Mobility Solutions Observatory development

46 / 100 characters

5.6.3 Description of the group of activities

The New Mobility Solutions Observatory (NMSO) will collect advanced mobility solutions aiming at greener mobility. Information sources are at first hand results from the MuMo2 project itself, but is open to go beyond this set of solutions by inviting external stakeholder for further contributions.
It will result in an easily accessible and understandable information system on mobility solutions for greener transport systems and their multimodal use and deployment. The main objective of the NMSO is to bridge knowledge fragmentation across the Baltic Sea Region and Europe. It supports deployment of advanced solutions by creating an online inventory of green multimodal service implementations, a dynamic multimodal service information marketplace and community, and provide a convenient one-stop information shop for the benefit of all target groups in the BSR and beyond.
NMSO's main element will be a database of projects completed or underway, which implements a dynamic information marketplace to find directly answers and solutions for specific needs. The implementation of an extension towards a self-service platform for entering all kinds of relevant content from external stakeholders will be discussed during the project's lifetime.

1,252 / 3,000 characters

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

D 3.2

Title of the deliverable

New Mobility Solutions Observatory (NMSO)

41 / 100 characters

Description of the deliverable

The deliverable will provide the NMSO database itself, complemented by guidelines for contributions, data consolidation and usage of the NMSO database.

152 / 2,000 characters

Which output does this deliverable contribute to?

Transferring solutions, resulting from activities related to O.2.4

67 / 100 characters

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.2: New Mobility Solutions Observatory development						
D.3.2: New Mobility Solutions Observatory (NMSO)						

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 - Free and Hanseatic City of Hamburg

A 3.3

5.6.2 Title of the group of activities

International cooperation

25 / 100 characters

5.6.3 Description of the group of activities

The aim of this activity is to raise awareness and increase knowledge among partners beyond the baltic sea region. Special emphasis is put on the multiplication of the usefulness of the online multimodal mobility catalogue created as the result of WP2 as well as to further advertise The New Mobility Solutions Observatory (NMSO). The first step is to create a list of potential cities and municipalities and other partners, providing a potential fit in terms of size and public transportation situation similar to the partners in the consortium at first. In the second step, the identified parties will be contacted through personal contacts during international meetings, such as conferences, workshops as well as e-mail marketing. Contacts for such are taken from individual networks of the consortium and associated partners where the involved parties in the project will serve as ambassadors of the developed solution and communicate their results and experiences. Methods and best practices will be passed on to interested parties across the globe. Special attention is also to be paid to the DOLL living lab in Copenhagen with its international visitor center, further amplifying the communication. Potential partners will actively be invited to the living lab in order to promote and tailormade the solutions. Thirdly, the online multimodal mobility catalogue developed in the project will be made available to the partners of the target groups. As it is often challenging to quantify and to make the right decision, the techniques and systematic approach of the output of WP2 will provide a blueprint for international partners within our target groups. Overarching goal of the publication of our catalogue as well as promoting best practices is to inspire international planners of cities and municipalities and to trigger an open communication on their given mobility problems ultimately helping to facilitate negotiations of better solutions in the future. It is planned to address this in personal meetings following the initial contacting in step 2 to offer the possibility to further adapt to any given circumstances. Scalability remains one of the core aspects of the solution. In return, the online tool will proof its usefulness and further improve based on feedback of the new partners. The new variety of cities will provide fruitful insights on the adaptability of the tool with various numbers of inhabitants, infrastructure as well as the individual challenges leading up to ongoing improvements to the quality of key components across the globe.

2,569 / 3,000 characters

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

5.6.5 This group of activities leads to the development of an output ☐

5.6.6 Timeline

Period:	1	2	3	4	5	6
WP.3: WP3 Transferring solutions						
A.3.3: International cooperation						

6. Indicators

Indicators

Output indicators

Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).
RCO 84 – Pilot actions developed jointly and implemented in projects	15	N/A	N/A
RCO 116 – Jointly developed solutions	1	O.2.4: Multimodal mobility Case Catalog	This online case catalog is developed to ensure access for all project partners to the full collection of the pilot solutions. Moreover, it will provide full transparency about the solutions to excel key learnings, areas of application, evaluation criteria, guiding principles, and more. Very important, the online catalog is designed to support dissemination purposes also allowing cities in general to access and draw from the project outcomes. The online case catalog will take form in a multifaceted and dynamic way. This means that cases are both to be presented in new and existing forms, both regionally and transnational forms. Here, the project will draw from ecosystems that the partners are involved in. Target is that the catalog partly will take form in the living lab environment offered as part of the international visitor service, partly in an 'IoT-Wiki' serving regional purposes, and not least a European-based online environment serving transnational purposes. 986 / 1,000 characters

Result indicators

Result indicator	Total target value in number	Please explain how organisations in the target groups within or outside the partnership will take up or upscale each solution.
RCR 104 - Solutions taken up or up-scaled by organisations	1	Organisations in the target groups will be contacted directly by the respective city/municipality in the consortium. Partners in the consortium are very well connected to their local and regional public authorities as well as infrastructure and public service providers and have the possibility to directly get in touch, promoting the outcome of the project. The most up-to-date results will be presented during partner meetings with the respective parties. Mobility-focused organizations and citizens will be reached via city representatives also putting emphasis on local/regional associations for cycling (e.g. ADFC, cycling embassy of Denmark) as well as associations to better involve vision and hearing impaired persons to traffic situations (e.g. DBSV). Solutions will continue to take part in the DOLL Living Lab activities and services offered to public decision makers to learn from when visiting the lab. This will be in connection to decision making processes in relation to tender work, city strategy work, and the like. 1,035 / 2,000 characters

Output indicators		Result indicators			
Output indicator	**Total target value in number**	**Result indicator**	**Total target value in number**	**Please describe what types of organisations are planned to actively participate in the project. Explain how this participation will increase their institutional capacity. These types of organisations should be in line with the target groups you have defined for your project.**	
RCO 87 - Organisations cooperating across borders	6	**PSR 1 - Organisations with increased institutional capacity due to their participation in cooperation activities across borders**	55	Project partners and associated organisations	From Copenhagen area: Cluster organisations, business support organisation, network and capacity building organisations, road authorities, industry and branch organisation, and other ecosystem organisations. The types of organisations listed are planned to actively participate, partly to provide expert knowledge on areas of use, industry knowledge of the unique contribution of solutions, campaigning for the involvement of target groups, dissemination purposes, and the like (5 org.). Individual organisations that operate on their own, like private companies or cities/road authorities, are planned to be involved on solutions specific levels, e.g. in connection to the design, evaluation, and use of solutions (20 org.). The institutional capacity is expected to increase as a function of direct and indirect involvement during or after the project in terms of knowledge and new insights, references, organisational capabilities in decision making processes along with increased accessibility and network opportunities. 1,025 / 1,500 characters
				Other organisations	Visiting organisations learning from the the solutions on a practical level as part of the DOLL Visitor Service (30 org.). 122 / 1,500 characters

7. Budget

7.0 Preparation costs

Preparation Costs

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

Other EU support of preparatory cost

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

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

No. & role	Partner name	Partner status	CAT0 - Preparation costs	CAT1 - Staff	CAT2 - Office & administration
1 - LP	Free and Hanseatic City of Hamburg	Active 22/09/2022	12,000.00	313,000.00	46,950.00
2 - PP	We Build Denmark	Active 22/09/2022	3,000.00	241,000.00	36,150.00
3 - PP	Capital Region of Denmark	Active 22/09/2022	3,000.00	77,500.00	11,625.00
4 - PP	Riga City Council	Active 22/09/2022	3,000.00	153,600.00	23,040.00
5 - PP	Tartu City Government	Active 22/09/2022	3,000.00	178,560.00	26,784.00
6 - PP	University of Tartu	Active 22/09/2022	0.00	110,000.00	16,500.00
Total			24,000.00	1,073,660.00	161,049.00

No. & role	Partner name	CAT3 - Travel & accommodation	CAT4 - External expertise & services	CAT5 - Equipment	CAT6 - Infrastucture & works
1 - LP	Free and Hanseatic City	46,950.00	249,000.00	15,000.00	0.00
2 - PP	We Build Denmark	36,150.00	116,000.00	72,100.00	40,000.00
3 - PP	Capital Region of Denma	11,625.00	0.00	0.00	0.00
4 - PP	Riga City Council	23,040.00	106,300.00	80,000.00	0.00
5 - PP	Tartu City Government	26,784.00	100,000.00	0.00	0.00
6 - PP	University of Tartu	16,500.00	0.00	0.00	0.00
Total		161,049.00	571,300.00	167,100.00	40,000.00

No. & role	Partner name	Total partner budget
1 - LP	Free and Hanseatic City of Hamburg	679,900.00
2 - PP	We Build Denmark	544,400.00
3 - PP	Capital Region of Denmark	103,750.00
4 - PP	Riga City Council	388,980.00
5 - PP	Tartu City Government	335,128.00
6 - PP	University of Tartu	143,000.00
Total		2,195,158.00

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. Free and Hansea	Events/meetings	CAT4-PP1-A-0	Consortium, local meetings and meetings with other stakeholder, workshop organisation. (86 / 100 characters)	No	3.2	25,000.00
1. Free and Hansea	IT	CAT4-PP1-B-0	Preparing and maintenance IT prototypes, Cloud Infrastructure. (63 / 100 characters)	No	3.1 3.2 3.3	14,000.00
1. Free and Hansea	Communication	CAT4-PP1-C-0	Dissemination activities such as web, seminars, etc. (52 / 100 characters)	No	3.1 3.2 3.3	10,000.00
1. Free and Hansea	Other	CAT4-PP1-G-0	Advisory services on Software development and integrations (58 / 100 characters)	No	1.3 1.4 2.4 3.2	80,000.00
1. Free and Hansea	Specialist support	CAT4-PP1-E-0	Progress monitoring of project outcome with all partners (56 / 100 characters)	No	1.2 1.4 2.2 2.4 3.2 3.3	120,000.00
2. We Build Denma	Events/meetings	CAT4-PP2-A-0	Consortium, local meetings and meetings with visiting delegations as part of visitor service. (93 / 100 characters)	No	2.3 2.4 3.3	10,000.00
2. We Build Denma	Communication	CAT4-PP2-C-0	Dissemination activities such as web, seminars, etc. (52 / 100 characters)	No	2.4 3.1 3.2 3.3	15,000.00
2. We Build Denma	Specialist support	CAT4-PP2-E-0	Advisory services related to piloted solutions and ways of installation (71 / 100 characters)	No	1.4 2.1 2.2 2.3	44,000.00
2. We Build Denma	IT	CAT4-PP2-B-0	Advisory service on software development and integrations (57 / 100 characters)	No	1.4 2.2 2.4	47,000.00
	Total					571,300.00

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
4. Riga City Counci	Communication	CAT4-PP4-C-1	Design of local video, photo, design of materials (layout, etc) 63 / 100 characters	No	N/A	2,000.00	
4. Riga City Counci	Communication	CAT4-PP4-C-1	Translation of project documents into local language 52 / 100 characters	No	1.1 1.2 1.3 1.4 2.1 2.2 2.3 2.4 3.1 3.2 3.3 N/A	2,000.00	
4. Riga City Counci	Other	CAT4-PP4-G-1	Stakeholder travel costs to pilot sites 39 / 100 characters	No	2.1 2.2 2.3 2.4	3,000.00	
4. Riga City Counci	Events/meetings	CAT4-PP4-A-1	Consortium events and meetings costs - catering, rent of premises 65 / 100 characters	No	1.1 1.2 1.3 1.4	11,300.00	
4. Riga City Counci	IT	CAT4-PP4-B-1	Advisory services on Software development and integrations 58 / 100 characters	No	1.1 1.2 1.3 1.4	40,000.00	
4. Riga City Counci	IT	CAT4-PP4-B-1	Preparing and maintenance IT prototypes, Cloud Infrastructure 62 / 100 characters	No	1.1 1.2 1.3 1.4	48,000.00	
5. Tartu City Gover	Events/meetings	CAT4-PP5-A-1	Consortium and local meetings 29 / 100 characters	No	1.1 1.2 1.3 1.4 2.1 3.1 3.3	5,000.00	
	Total					571,300.00	

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
5. Tartu City Gover	Communication	CAT4-PP5-C-1	Communication costs 19 / 100 characters	No	1.4 2.1 3.1 3.3	10,000.00	
5. Tartu City Gover	IT	CAT4-PP5-B-1	Software development and integrations 37 / 100 characters	No	1.3 1.4 2.2	20,000.00	
5. Tartu City Gover	Other	CAT4-PP5-G-1	Pilot on safety street solution 31 / 100 characters	No	2.1 2.2	65,000.00	
	Total					571,300.00	

7.1.2 Equipment

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value	
1. Free and Hansea	Tools or devices	CAT5-PP1-F-0	Purchase and installment of data sensors 40 / 100 characters	Yes	I2.2_2	15,000.00	
2. We Build Denma	IT hardware and soft	CAT5-PP2-B-0	Management systems, software integration work, licences, etc. 62 / 100 characters	Yes	I2.2_1	25,000.00	
2. We Build Denma	Tools or devices	CAT5-PP2-F-0	Outdoor IoT-devices (sensor units, controllers, etc.) 55 / 100 characters	Yes	I2.2_1	47,100.00	
4. Riga City Counci	Tools or devices	CAT5-PP4-F-0	Pilot on combined cycling and public transport priority 55 / 100 characters	Yes	I2.2_4	30,000.00	
4. Riga City Counci	Tools or devices	CAT5-PP4-F-0	Purchase and installment of data sensors 40 / 100 characters	Yes	I2.2_4	50,000.00	
	Total					167,100.00	

7.1.3 Infrastructure and works

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
2. We Build Denma	Labour (related to co	CAT6-PP2-D-0	Installation works related to piloted solutions. 48 / 100 characters	Yes	I2.2_1	40,000.00
	Total					40,000.00

7.1.4 Investment summary

Investment item no.	Investment title	Total planned value
I2.2_1	We Build Denmark / DOLL Living Lab: Equipment and infrastructure works	112,100.00
I2.2_2	City of Hamburg: Equipment and Infrastructure Works	15,000.00
I2.2_4	City of Riga: Pilot for streets and bridges within the city centre and proposed Low Emissions Zone	80,000.00

Investment no. I2.2_1 - We Build Denmark / DOLL Living Lab: Equipment and infrastructure works

Contracting partner	Planned contract value
2. We Build Denmark	112,100.00

Investment no. I2.2_2 - City of Hamburg: Equipment and Infrastructure Works

Contracting partner	Planned contract value
1. Free and Hanseatic City of Hamburg	15,000.00

Investment no. I2.2_4 - City of Riga: Pilot for streets and bridges within the city centre and proposed Low Emissions Zone

Contracting partner	Planned contract value
4. Riga City Council	80,000.00

7.2 Planned project budget per funding source & per partner

No. & role	Partner name	Partner status	Country	Funding source	Co-financing rate [in %]	Total [in EUR]	Programme co-financing [in EUR]	Own contribution [in EUR]	State aid instrument
1-LP	Free and Hanseatic City of Hamburg	Active 22/09/2022	DE	ERDF	80.00 %	679,900.00	543,920.00	135,980.00	For each partner, the State aid relevance and applied aid measure are defined in the **State aid section**
2-PP	We Build Denmark	Active 22/09/2022	DK	ERDF	80.00 %	544,400.00	435,520.00	108,880.00	
3-PP	Capital Region of Denmark	Active 22/09/2022	DK	ERDF	80.00 %	103,750.00	83,000.00	20,750.00	
4-PP	Riga City Council	Active 22/09/2022	LV	ERDF	80.00 %	388,980.00	311,184.00	77,796.00	
5-PP	Tartu City Government	Active 22/09/2022	EE	ERDF	80.00 %	335,128.00	268,102.40	67,025.60	
6-PP	University of Tartu	Active 22/09/2022	EE	ERDF	80.00 %	143,000.00	114,400.00	28,600.00	
Total ERDF						2,195,158.00	1,756,126.40	439,031.60	
Total						2,195,158.00	1,756,126.40	439,031.60	

7.3 Spending plan per reporting period

	EU partners (ERDF)		Total	
	Total	Programme co-financing	Total	Programme co-financing
Preparation costs	21,000.00	16,800.00	21,000.00	16,800.00
Period 1	284,000.00	227,200.00	284,000.00	227,200.00
Period 2	509,000.00	407,200.00	509,000.00	407,200.00
Period 3	337,000.00	269,600.00	337,000.00	269,600.00
Period 4	498,000.00	398,400.00	498,000.00	398,400.00
Period 5	230,000.00	184,000.00	230,000.00	184,000.00
Period 6	316,158.00	252,926.40	316,158.00	252,926.40
Total	2,195,158.00	1,756,126.40	2,195,158.00	1,756,126.40