

1. Identification

Call	Date of submission
R3	15/11/2018

1.1. Project name

Green Silver Age Mobility 25 / 250 characters

1.2. Project acronym

GreenSAM 8 / 20 characters

1.3. Priority

3. Sustainable Transport

1.4. Programme specific objective

3.5 Environmentally friendly urban mobility. To enhance environmentally friendly transport systems in urban areas based on increased capacity of urban transport actors

1.5. Project duration

Contracting start	21/09/2018	Contracting end	31/12/2018
Implementation start	01/01/2019	Implementation end	30/06/2021
		Duration of implementation phase (months)	30
Closure start	01/07/2021	Closure end	30/09/2021

1.6. Summary of the project

Many cities in the Baltic Sea Region (BSR) are currently investing large sums into green mobility offers, be it traditional ones like public transport or innovative ones like Mobility-on-Demand. These investments have a major impact on the overall transformation towards environmentally-friendly urban mobility patterns. However, research shows that one specific user group - senior citizens - is not considered enough in this transition process. The majority of older people remain reluctant towards collective transport and ride-sharing, and a disproportionately high share of them prefers private, conventionally-fueled cars over green mobility modes. Even the best environmentally-friendly transport solutions cannot unfold their full potential if public authorities and transport operators are unaware of the specific needs of senior citizens. Against this background, GreenSAM shows how minor adjustments in decision-making processes of public authorities (namely improved participation) can enhance the uptake and acceptance of eco-friendly mobility offers among a user group that is becoming more numerous and important in times of demographic change.

To demonstrate the benefits of improved participation, the partners address three specific mobility challenges: (1) How can bicycle sharing systems become more age-friendly? (2) How can public transport systems become more age-friendly? (3) How can public space be designed in a way that seniors feel more confident with green mobility modes? For all three mobility challenges, the partners will develop several model solutions that show how improved participation processes can lead to increased acceptance of green mobility offers among senior citizens and have a measurable impact on mobility patterns. The model solutions have a twofold impact on green mobility:

- In the short run, they induce behaviour change among the user group. Most of the participation tools applied in the model solutions comprise 'incentives' with a direct impact on the behaviour of seniors, such as coachings or tutorings.
- In the long run (and not less important), they allow for more needs-driven decision-making in urban mobility planning. Through improved participation processes, public authorities gain structured knowledge about user needs, which is crucial if investments are to be not just "green", but also age-friendly.

The challenge targeted by GreenSAM (below-average uptake of green urban mobility offers among senior citizens) concerns almost all cities in the BSR and becomes even more important in the context of ageing societies throughout Europe. This transnational relevance is also mirrored by the interest of the six Follower Cities that are involved as Associated Organisations. The partners will channel their "lessons learnt" to the target group of public authorities in charge of urban mobility and/or senior affairs and ignite replications of the model solutions and participation tools in other BSR cities.

2,984 / 3,000 characters

1.7. Summary of the partnership

The partnership consists of five local public authorities (PP1-PP5) and one regional public authority (PP6) which closely collaborates with a local public authority (AO21, Turku City). All of them are in charge of matters related to urban mobility and/or senior affairs. These six public authorities are accompanied by two "research partners" (PP7, PP8) who accompany and support them with scientific input. Transport Operators, NGOs representing the user group, further universities and research institutes and dissemination partners (e.g. national and EU level interest groups) are included in the project as Associated Organisations. Local transport operators (public and private) are directly involved in the process of developing model solutions (WP3), as documented by their Letters of Support.

All six public authority partners are experienced in mobility projects. However, for all of them GreenSAM is a project that has been missing and adds value, because it complements other green mobility projects with its special perspective on urban mobility. GreenSAM shifts the perspective from technological or financial points of view to social ones and chooses a different, more user-centred approach than most other mobility projects. It strives to increase the acceptance of existing green mobility offers through improved institutional processes. Therefore, the requirement for the involved public authorities is that they already have good experience with green mobility projects.

The two research partners have been selected because they are experts in both ageing and mobility, including participatory approaches. PP8, for example, will involve its Active Ageing research group that tackles the challenges of the ageing Finnish society by producing knowledge, competence and operational models based on a multidisciplinary gerontology framework. At the same time PP8 has experience in mobility and public participation from CIVITAS Eccentric, PLEEC and further projects. The knowledge and expertise of both research partners will be further complemented with input from other universities and research institutes who are experts on relevant fields, such as HafenCity University Hamburg (AO10), The "Research Institute for Regional and Urban Development" ILS (AO08), the Spatial Planning Department of the University of Applied Sciences Rapperswil (AO13) and Fraunhofer Institute for Industrial Engineering, Department of Mobility and Urban Systems Engineering (AO09).

As "sounding board" for the partnership, the Follower Cities Network (Oslo, Göteborg, Växjö, Vinius, Gdynia, Tampere; AO23-28) is of highest importance. The Follower Cities complement the partnership with insight into cities and countries not covered by the partners and they can become first adopters for the tools and model solutions developed by GreenSAM. Regular exchange between PPs and the Follower Cities Network ensures that the tools and solutions developed by the partners are transnationally relevant.

2,995 / 3,000 characters

1.8. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	15,000.00	1,531,832.10
	Own contribution ERDF	5,000.00	405,689.55
	ERDF budget	20,000.00	1,937,521.65
NO	NO co-financing	0.00	0.00
	Own contribution NO	0.00	0.00
	NO budget	0.00	0.00
ENI	ENI co-financing	0.00	0.00
	Own contribution ENI	0.00	0.00
	ENI 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	15,000.00	1,531,832.10
	Total own contribution	5,000.00	405,689.55
	Total budget	20,000.00	1,937,521.65

1.9. Lead Applicant Declaration

By signing this application form we on behalf of all project partners confirm that:

1. the project, neither in whole nor in part, has received or will receive any other additional EU funds (except for the funds indicated in this application form) for any of the activities presented in the work plan during the whole duration of the project;
2. all organisations that will receive programme co-financing have been listed as project partners in this application form;
3. the project partners listed in the application form are committed to take part in the project's activities and financing;
4. the project is in line with and the entire project partnership will act according to the relevant EU legislation, rules of Interreg Baltic Sea Region, as well as national/regional legislation and policies;
5. the project respects equal opportunities and non-discrimination and has no harmful impact on the environment;
6. information in this application form is accurate and true to the best of our knowledge.

In case of approval of the application by the Interreg Baltic Sea Region Monitoring Committee our organisation will take the role of the lead partner with all the responsibilities assigned to it.

Signature of the Leadpartner

If applicable, stamp of the Lead Partner

Signatory's name

Place and date

Signatory's position




2. Partnership

2.1. Overview: Project Partnership

Project Partners and Reserved Project Partners

Role	Organisation (English)	Organisation (Original)	Country	Partner budget in the project	Preparation costs	Organisation Type
PP 1	Free and Hanseatic City of Hamburg	Freie und Hansestadt Hamburg	 DE	509,850.00 €	20,000.00 €	Local public authority
PP 2	City of Aarhus	Aarhus Kommune	 DK	226,392.40 €	0.00 €	Local public authority
PP 3	Municipality of Gdansk	Gmina Miasto Gdansk	 PL	195,458.75 €	0.00 €	Local public authority
PP 4	Tartu City Government	Tartu Linnavalitsus	 EE	145,360.00 €	0.00 €	Local public authority
PP 5	City of Riga (Riga Municipal Agency "Riga Energy Agency")	Rīgas pilsētas pašvaldība (RPA "Rīgas enerģētikas aģentūra")	 LV	225,000.00 €	0.00 €	Local public authority
PP 6	Valonia / Regional Council of Southwest Finland	Valonia / Varsinais-Suomen liitto	 FI	191,370.00 €	0.00 €	Regional public authority
PP 7	Institute of Baltic Studies	MTÜ Balti Uuringute Instituut	 EE	221,090.00 €	0.00 €	Interest groups including NGOs
PP 8	Turku University of Applied Sciences	Turun ammattikorkeakoulu	 FI	223,000.50 €	0.00 €	Higher education and research institution

Associated Organisations

Role	Organisation (English)	Organisation (Original)	Country	Organisation Type
AO 1	POLIS - European Cities and Regions Networking for Innovative Transport Solutions	POLIS - European Cities and Regions Networking for Innovative Transport Solutions	 BE	Interest groups including NGOs
AO 2	AGE Platform Europe - The voice of older persons at EU level	AGE Platform Europe - The voice of older persons at EU level	 BE	Interest groups including NGOs
AO 3	EPOMM - European Platform on Mobility Management	EPOMM - European Platform on Mobility Management	 BE	Interest groups including NGOs
AO 4	EUROCITIES	EUROCITIES	 BE	Interest groups including NGOs
AO 5	European Cyclists Federation	European Cyclists Federation	 BE	Interest groups including NGOs
AO 6	CIMTAS Initiative Cleaner and Better Transport in Cities	CIMTAS Initiative Cleaner and Better Transport in Cities	 HU	Interest groups including NGOs
AO 7	German National Association of Senior Citizens' Organisations	BAGSO - Bundesarbeitsgemeinschaft der Senioren-Organisationen	 DE	Interest groups including NGOs
AO 8	ILS - Research Institute for Urban and Regional Development	ILS - Institut für Landes- und Stadtentwicklungsforschung	 DE	Higher education and research institution
AO 9	Fraunhofer Institute for Industrial Engineering, Department of Mobility and Urban Systems Engineering	Fraunhofer IAO, Mobilitäts- und Stadtsystemgestaltung	 DE	Higher education and research institution
AO 10	HafenCity University Hamburg	HafenCity Universität Hamburg	 DE	Higher education and research institution
AO 11	Senate Chancellery of the City of Hamburg	Senatskanzlei der Freien und Hansestadt Hamburg	 DE	Local public authority
AO 12	Senior citizen agency Hamburg	Seniorenbüro Hamburg	 DE	Interest groups including NGOs
AO 13	Department of Spatial Planning, University of Applied Sciences Rapperswil	Institut für Raumentwicklung, Hochschule für Technik Rapperswil	Other	Higher education and research institution
AO 14	Mdttrafik	Mdttrafik	 DK	Infrastructure and public service provider
AO 15	"Vital", Public Magazine of Aarhus Municipality	"Vital", Aarhus Kommune	 DK	Local public authority
AO 16	Elderly Council	Ældrerådet	 DK	Interest groups including NGOs
AO 17	Gdansk Council for Seniors	Rada do spraw seniorów	 PL	Interest groups including NGOs
AO 18	"Kalda" Day Care Center for Senior Citizens	Kalda	 EE	Small and medium enterprise
AO 19	SEBE AS	SEBE AS	 EE	Infrastructure and public service provider
AO 20	Riga municipal public transport operator	Municipal LLC „Rīgas satiksme”	 LV	Infrastructure and public service provider
AO 21	City of Turku	Turun kaupunki	 FI	Local public authority
AO 22	FÖLI Turku Region Public Transport	FÖLI	 FI	Infrastructure and public service provider
AO 23	City of Oslo	Oslo Kommune	 NO	Local public authority
AO 24	City of Gdynia	Gmina Gdynia	 PL	Local public authority
AO 25	City of Gothenburg	Göteborgs Stad	 SE	Local public authority
AO 26	City of Växjö	Växjö kommun	 SE	Local public authority
AO 27	City of Tampere	Tampereen kaupunki	 FI	Local public authority
AO 28	City of Vilnius (Public Transport Authority)	Vilnius Susisiekimo paslaugos	 LT	Local public authority

2.2 Project Partner Details - Partner 1

Partner Information

Organisation in original language	<input type="text" value="Freie und Hansestadt Hamburg"/>	28 / 250 characters
Organisation in English	<input type="text" value="Free and Hanseatic City of Hamburg"/>	34 / 250 characters
Department in original language	<input type="text" value="Bezirk Eimsbüttel"/>	17 / 250 characters
Department in English	<input type="text" value="District of Eimsbüttel"/>	22 / 250 characters

Localisation

Address	<input type="text" value="Grindelberg 62-66"/>	17 / 250 characters	Country	<input type="text" value="Germany"/>
Postal Code	<input type="text" value="20144"/>	5 / 250 characters	NUTS1 code	<input type="text" value="HAMBURG"/>
Town	<input type="text" value="Hamburg"/>	7 / 250 characters	NUTS2 code	<input type="text" value="Hamburg"/>
Website	<input type="text" value="http://www.hamburg.de/eimsbuettel/"/>	34 / 100 characters	NUTS3 code	<input type="text" value="Hamburg"/>
Organisation identification No.	<input type="text" value="998928602"/>	9 / 100 characters		
Type of register	<input type="text" value="PIC Free and Hanseatic City of Hamburg"/>	38 / 250 characters		

Contact Information

Legal Representative		Contact Person			
Position	<input type="text" value="Head of Department for Business, Building and Environment (Dezernat für Wirtschaft, Bauen und Umwelt)"/>	102 / 250 characters	Position	<input type="text" value="Department for Management of Public Space (Fachamt Management des Öffentlichen Raums)"/>	85 / 250 characters
Given name	<input type="text" value="Rolf"/>	4 / 250 characters	Given name	<input type="text" value="Verena"/>	6 / 250 characters
Family name	<input type="text" value="Schuster"/>	8 / 250 characters	Family name	<input type="text" value="Troschke"/>	8 / 250 characters
Email	<input type="text" value="rolf.schuster@eimsbuettel.hamburg.de"/>	36 / 250 characters	Email	<input type="text" value="verena.troschke@eimsbuettel.hamburg.de"/>	38 / 250 characters
Phone	<input type="text" value="+ 494 042 801"/>		Phone	<input type="text" value="+ 4 940 428 013 419"/>	
Mobile	<input type="text" value="+ 494 042 801"/>		Mobile	<input type="text" value="+ 017 642 857 064"/>	

Partner Description

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Local public authority"/>	<input type="text" value="municipality, etc."/>

2.2 Project Partner Details - Partner 2

Partner Information

Organisation in original language	<input type="text" value="Aarhus Kommune"/>	14 / 250 characters
Organisation in English	<input type="text" value="City of Aarhus"/>	14 / 250 characters
Department in original language	<input type="text" value="Center for Byudvikling og Mobilitet"/>	35 / 250 characters
Department in English	<input type="text" value="Department of Urban Development and Mobility"/>	44 / 250 characters

Localisation

Address	<input type="text" value="Kalkværksvej 10"/>	15 / 250 characters	Country	<input type="text" value="Denmark"/>
Postal Code	<input type="text" value="DK-8000"/>	7 / 250 characters	NUTS1 code	<input type="text" value="DANMARK"/>
Town	<input type="text" value="Aarhus C"/>	8 / 250 characters	NUTS2 code	<input type="text" value="Mjddjylland"/>
Website	<input type="text" value="www.aarhus.dk"/>	13 / 100 characters	NUTS3 code	<input type="text" value="Østjylland"/>
Organisation identification No.	<input type="text" value="55133018"/>	8 / 100 characters		
Type of register	<input type="text" value="CVR, The Central Business Register in Denmark"/>	45 / 250 characters		

Contact Information

Legal Representative		Contact Person			
Position	<input type="text" value="Head of Mobility"/>	16 / 250 characters	Position	<input type="text" value="Project Manager"/>	15 / 250 characters
Given name	<input type="text" value="Susanne"/>	7 / 250 characters	Given name	<input type="text" value="Gustav"/>	6 / 250 characters
Family name	<input type="text" value="Krawack"/>	7 / 250 characters	Family name	<input type="text" value="Friis"/>	5 / 250 characters
Email	<input type="text" value="suskra@aarhus.dk"/>	16 / 250 characters	Email	<input type="text" value="guf@aarhus.dk"/>	13 / 250 characters
Phone	<input type="text" value="+ 4 541 859 363"/>		Phone	<input type="text" value="+ 4 541 859 363"/>	
Mobile	<input type="text" value="+ 4 541 859 363"/>		Mobile	<input type="text" value="+ 4 541 859 363"/>	

Partner Description

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="Yes"/>	
Type of partner	<input type="text" value="Local public authority"/>	<input type="text" value="municipality, etc."/>

2.2 Project Partner Details - Partner 3

Partner Information

Organisation in original language	<input type="text" value="Gmina Masta Gdanska"/>	20 / 250 characters
Organisation in English	<input type="text" value="Municipality of Gdansk"/>	22 / 250 characters
Department in original language	<input type="text" value="Wydział Gospodarki Komunalnej"/>	29 / 250 characters
Department in English	<input type="text" value="Utilities Department"/>	20 / 250 characters

Localisation

Address	<input type="text" value="ul. Nowe Ogrody 8/12"/>	20 / 250 characters	Country	<input type="text" value="Poland"/>	
Postal Code	<input type="text" value="80-803"/>	6 / 250 characters	NUTS1 code	<input type="text" value="REGION PÓŁNOCNY"/>	
Town	<input type="text" value="Gdansk"/>	6 / 250 characters	NUTS2 code	<input type="text" value="Pomorskie"/>	
Website	<input type="text" value="www.gdansk.pl"/>	13 / 100 characters	NUTS3 code	<input type="text" value="Gdański"/>	
Organisation identification No.	<input type="text" value="191675570"/>				9 / 100 characters
Type of register	<input type="text" value="Register of Legal Entities"/>				26 / 250 characters

Contact Information

Legal Representative		Contact Person			
Position	<input type="text" value="Deputy Mayor of Gdansk"/>	22 / 250 characters	Position	<input type="text" value="Project Manager"/>	15 / 250 characters
Given name	<input type="text" value="Piotr"/>	5 / 250 characters	Given name	<input type="text" value="Malgorzata"/>	10 / 250 characters
Family name	<input type="text" value="Grzelak"/>	7 / 250 characters	Family name	<input type="text" value="Ratkowska"/>	9 / 250 characters
Email	<input type="text" value="piotr.grzelak@gdansk.gda.pl"/>	27 / 250 characters	Email	<input type="text" value="malgorzata.ratkowska@gdansk.gda.pl"/>	34 / 250 characters
Phone	<input type="text" value="+ 48 583 236 318"/>		Phone	<input type="text" value="+ 48 585 268 082"/>	
Mobile	<input type="text" value="+ 48 583 236 318"/>		Mobile	<input type="text" value="+ 48 693 813 038"/>	

Partner Description

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Local public authority"/>	<input type="text" value="municipality, etc."/>

2.2 Project Partner Details - Partner 4

Partner Information

Organisation in original language	<input type="text" value="Tartu Linnavalitsus"/>	19 / 250 characters
Organisation in English	<input type="text" value="Tartu City Government"/>	21 / 250 characters
Department in original language	<input type="text" value="Linnamajanduse osakond"/>	22 / 250 characters
Department in English	<input type="text" value="Communal Services"/>	17 / 250 characters

Localisation

Address	<input type="text" value="Raekoja plats 3"/>	15 / 250 characters	Country	<input type="text" value="Estonia"/>
Postal Code	<input type="text" value="51003"/>	5 / 250 characters	NUTS1 code	<input type="text" value="EESTI"/>
Town	<input type="text" value="Tartu"/>	5 / 250 characters	NUTS2 code	<input type="text" value="Eesti"/>
Website	<input type="text" value="www.tartu.ee"/>	12 / 100 characters	NUTS3 code	<input type="text" value="Lõuna-Eesti"/>
Organisation identification No.	<input type="text" value="75006546"/>	8 / 100 characters		
Type of register	<input type="text" value="Business Register"/>	17 / 250 characters		

Contact Information

Legal Representative		Contact Person			
Position	<input type="text" value="Head of the department of communal services"/>	43 / 250 characters	Position	<input type="text" value="Project Manager"/>	15 / 250 characters
Given name	<input type="text" value="Rein"/>	4 / 250 characters	Given name	<input type="text" value="Kairi"/>	5 / 250 characters
Family name	<input type="text" value="Haak"/>	4 / 250 characters	Family name	<input type="text" value="Kuusik"/>	6 / 250 characters
Email	<input type="text" value="Rein.Haak@raad.tartu.ee"/>	23 / 250 characters	Email	<input type="text" value="Kairi.Kuusik@raad.tartu.ee"/>	26 / 250 characters
Phone	<input type="text" value="+ 3 727 631 270"/>		Phone	<input type="text" value="+ 3 727 361 199"/>	
Mobile	<input type="text" value="+ 3 725 167 258"/>		Mobile	<input type="text" value="+ 3 725 082 978"/>	

Partner Description

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Local public authority"/>	<input type="text" value="municipality, etc."/>

2.2 Project Partner Details - Partner 5

Partner Information

Organisation in original language	Rīgas pilsētas pašvaldība (RPA "Rīgas enerģētikas aģentūra")	60 / 250 characters
Organisation in English	City of Riga (Riga Municipal Agency "Riga Energy Agency")	58 / 250 characters
Department in original language	n/a	3 / 250 characters
Department in English	n/a	3 / 250 characters

Localisation

Address	Brīvības iela 49/53	19 / 250 characters	Country	Latvia	
Postal Code	LV-1010	7 / 250 characters	NUTS1 code	LATVIJA	
Town	Riga	4 / 250 characters	NUTS2 code	Latvija	
Website	www.rea.riga.lv	16 / 100 characters	NUTS3 code	Riga	
Organisation identification No.	90011524360				11 / 100 characters
Type of register	Register for Legal Entities of the Republic of Latvia				53 / 250 characters

Contact Information

Legal Representative		Contact Person			
Position	Director of Riga Municipal Agency "Riga Energy Agency"	54 / 250 characters	Position	Project Manager	15 / 250 characters
Given name	Timurs	6 / 250 characters	Given name	Nika	4 / 250 characters
Family name	Safulins	9 / 250 characters	Family name	Kotoviča	8 / 250 characters
Email	timurs.safulins@riga.lv	24 / 250 characters	Email	nika.kotovica@riga.lv	21 / 250 characters
Phone	+ 37 127 886 298		Phone	+ 37 129 226 404	
Mobile	+ 37 128 350 312		Mobile	+ 37 129 226 404	

Partner Description

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Local public authority"/>	<input type="text" value="municipality, etc."/>

2.2 Project Partner Details - Partner 6

Partner Information

Organisation in original language	Valonia / Varsinais-Suomen liitto	33 / 250 characters
Organisation in English	Valonia / Regional Council of Southwest Finland	47 / 250 characters
Department in original language	Valonia	7 / 250 characters
Department in English	Valonia	7 / 250 characters

Localisation

Address	PL 273	6 / 250 characters	Country	Finland	
Postal Code	20101	5 / 250 characters	NUTS1 code	MANNER-SUOMI	
Town	Turku	5 / 250 characters	NUTS2 code	Etelä-Suomi	
Website	www.valonia.fi	14 / 100 characters	NUTS3 code	Varsinais-Suomi	
Organisation identification No.	0922305-9				9 / 100 characters
Type of register	Finnish Patent and Registration Office				38 / 250 characters

Contact Information

Legal Representative		Contact Person			
Position	Region Mayor	12 / 250 characters	Position	Project Manager	15 / 250 characters
Given name	Kari	4 / 250 characters	Given name	Riikka	6 / 250 characters
Family name	Häkämies	8 / 250 characters	Family name	Leskinen	8 / 250 characters
Email	kari.hakamies@varsinais-suomi.fi	32 / 250 characters	Email	riikka.leskinen@valonia.fi	26 / 250 characters
Phone	+ 358 449 075 995		Phone	+ 358 449 075 995	
Mobile	+ 358 449 075 995		Mobile	+ 358 449 075 995	

Partner Description

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Regional public authority"/>	<input type="text" value="regional council, etc."/>

2.2 Project Partner Details - Partner 7

Partner Information

Organisation in original language	MTÜ Balti Uuringute Instituut	29 / 250 characters
Organisation in English	Institute of Baltic Studies	27 / 250 characters
Department in original language	MTÜ Balti Uuringute Instituut	29 / 250 characters
Department in English	Institute of Baltic Studies	27 / 250 characters

Localisation

Address	Lai 30	6 / 250 characters	Country	Estonia	
Postal Code	51005	5 / 250 characters	NUTS1 code	EESTI	
Town	Tartu	5 / 250 characters	NUTS2 code	Eesti	
Website	www.ibs.ee	10 / 100 characters	NUTS3 code	Lõuna-Eesti	
Organisation identification No.	80046950				8 / 100 characters
Type of register	Commercial Register				19 / 250 characters

Contact Information

Legal Representative		Contact Person					
Position	Member of the Board	19 / 250 characters	Position	Member of the Board	19 / 250 characters		
Given name	Merit	5 / 250 characters	Given name	Merit	5 / 250 characters		
Family name	Tatar	5 / 250 characters	Family name	Tatar	5 / 250 characters		
Email	merit@bs.ee		12 / 250 characters	Email	merit@bs.ee		12 / 250 characters
Phone	+ 3 726 999 480		Phone	+ 3 726 999 480			
Mobile	+ 3 725 263 931		Mobile	+ 3 725 263 931			

Partner Description

Legal status	f) Bodies having legal personality, but not fulfilling criteria i and/or iii under category b)	
Source of contribution	private	
Is your organisation entitled to recover VAT related to the EU funded project activities?	Yes	
Type of partner	Interest groups including NGOs	international organisation, trade union, foundation, charity, voluntary association, club, etc.

2.2 Project Partner Details - Partner 8

Partner Information

Organisation in original language	Turun ammattikorkeakoulu	24 / 250 characters
Organisation in English	Turku University of Applied Sciences	36 / 250 characters
Department in original language	Tekniikka ja liiketalous	24 / 250 characters
Department in English	Technology and business	23 / 250 characters

Localisation

Address	Joukahaisenkatu 3	17 / 250 characters	Country	Finland	
Postal Code	20520	6 / 250 characters	NUTS1 code	MANNER-SUOMI	
Town	Turku	5 / 250 characters	NUTS2 code	Etelä-Suomi	
Website	https://www.tuas.fi/en/	23 / 100 characters	NUTS3 code	Varsinais-Suomi	
Organisation identification No.	2528160-3				9 / 100 characters
Type of register	Finnish Patent and Registration Office				38 / 250 characters

Contact Information

Legal Representative		Contact Person			
Position	Rector and president	20 / 250 characters	Position	Project Manager	15 / 250 characters
Given name	Vesa	4 / 250 characters	Given name	Katriina	9 / 250 characters
Family name	Taatila	7 / 250 characters	Family name	Kiviluoto	9 / 250 characters
Email	vesa.taatila@turkuamk.fi	24 / 250 characters	Email	katriina.kiviluoto@turkuamk.fi	31 / 250 characters
Phone	+ 358 505 985 761		Phone	+ 358 403 550 907	
Mobile	+ 358 505 985 761		Mobile	+ 358 403 550 907	

Partner Description

Legal status	<input type="text" value="b) Bodies governed by public law"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Higher education and research institution"/>	<input type="text" value="university faculty, college, research institution, RTD facility, research cluster, etc."/>

3. Strategy

3.1. Challenge to be addressed

Fuel-powered motorized individual transportation significantly contributes to the carbon footprint of all BSR cities. A recent study shows that air pollution of diesel-powered cars contributes to yearly 10.000 premature deaths in the EU [1]. To reduce the environmental impact of urban mobility, a transformation towards green mobility patterns is needed. One of the most crucial user groups in this regard are senior citizens, because their acceptance of green urban mobility offers is disproportionately low and their car usage disproportionately high (see below). These patterns could partly be addressed through behaviour change, but there are also structural shortcomings that inhibit "greener" mobility patterns of senior citizens. These structural shortcomings can be explained as follows: Many cities in the BSR invest heavily into eco-friendly urban mobility offers, but in their investment decisions they only focus on technological and financial aspects while social aspects remain neglected (e.g. whether new offers are designed in a way that they have the chance to be taken up by ALL users, including senior citizens). The reason for this is that most public authorities (and transport operators) are unaware of the needs of all potential user groups, which hampers their ability to deliver needs-driven mobility offers. Interviews carried out with project partners and Follower Cities underline this knowledge gap (see also PO1 for further info about this gap, chapter 3.8).

Therefore, GreenSAM will develop model solutions showing

(1) how improved participation can change behaviour of seniors and
(2) how improved participation can become an intrinsic part of administrative decision-making structures, which allows to gather structured data on user needs and finally enables public authorities to deliver investment decisions that are actually needs-oriented.

1. UNFAVOURABLE MOBILITY PATTERNS OF SENIOR CITIZENS

GreenSAM focuses on senior citizens as user group because they are one of the groups lagging behind the most in terms of green urban mobility patterns. This accounts for the Baltic Sea Region, but also for most other urban agglomerations in the European Union. The following figures demonstrate that the challenge is pressing and that it concerns most countries and cities:

- in Finland, the National Travel Survey 2016 proves that older people (and in particular men who have surpassed middle age) are very underrepresented in the public transportation user pool [2]
- In Germany a study from the Research Institute for Regional and Urban Development (A008) shows that 65 percent of all urban seniors use their own car for most of their trips, despite being generally open-minded towards "greener" transport modes [3]. Moreover, the degree to which senior citizen households with main income earners aged 70+ have cars has increased significantly and the population aged 70-79 owns the highest share of new vehicles compared to other age groups (43% of the households) [4].
- In Riga, Latvia, the share of registered cars increases continuously among all age groups, threatening the still relatively high share of senior citizens using public transport (which has its roots in the local fare structure) [5]
- In Norway, researchers detected a decrease in the percentage of young people with a driver's license, and an increase in the percentage of older people with a driver's license over the past decades [6]
- The City of Hamburg expects that the usage of cars among seniors will go up because the share of women owning a driver's license is increasing. At the same time, it forecasts an increased use of public transport among senior citizens which, however, will coincide with increased demands on barrier-freeness of busses, subways and stations [7].

2. INSUFFICIENT INSTITUTIONAL CAPACITIES AMONG PUBLIC AUTHORITIES

Improved participation benefits GreenSAM's target group, public authorities in charge of urban mobility and/or senior affairs, too. Via transnational cooperation they get equipped with the right tools how to organise senior participation processes properly and can apply this knowledge to develop needs-driven mobility solutions for their cities. Many of them have technical know-how and financial resources for green mobility solutions, but lack capacities and process knowledge in terms of user participation and securing innovation acceptance among users. This begins with knowledge about user needs of senior citizens, which is either not available at all, or just in scattered parts, as reported by all partner cities. Moreover, while public authorities are increasingly applying new and innovative participatory approaches in urban and mobility planning, seniors are among the population sub-groups that are more difficult to reach and involve in such processes. ICT-based participation tools, for instance, can be an effective way of involving users in decision-making. But they may also discriminate against groups with relatively little ICT literacy such as senior citizens. Coaching and awareness raising activities among this age group can help to alleviate this barrier. Through improved participation, user knowledge and user needs can be systematically seized, which enables public authorities to steer investments and implement truly successful green mobility solutions.

sources:

- [1] J.E. Jonson et al, 2017, Environmental Research Letters 12 (9)
- [2] Finnish National Travel Survey 2016
- [3] "Herausforderungen im Stadtverkehr – Mobilitätsverhalten und Mobilitätsbedürfnisse älterer Menschen", ILS, 2010
- [4] Federal Statistical Office of Germany, "Older people in Germany and the EU", 2011
- [5] Ceļu satiksmes drošības direkcija (CSDD) / Latvian Road Traffic Safety Directorate (RTSD)
- [6] Sivak, Schoettle: "recent changes in the age composition of drivers", University of Michigan
- [7] Mobility Programme of the Free and Hanseatic City of Hamburg, 2013

5,931 / 6,000 characters

3.2. Transnational value of the project

Cities in all BSR countries face similar challenges with a low share of senior citizens using sustainable urban transport modes, as explained above. The partners summarized this "diagnosis" in three transnational mobility challenges which they want to tackle with innovative model solutions:

1. How can bicycle sharing systems become more age-friendly?
2. How can public transport systems become more age-friendly?
3. How can public space be designed in a way that seniors feel more confident with green mobility modes?

The fact that partners from different countries cooperate on the same mobility challenges shows that these challenges are relevant for many cities. This becomes even more apparent when one considers that all BSR countries undergo similar societal ageing processes. The Follower Cities Network (GoA3.4) further underlines the transnational relevance of this challenge, as expressed by many of the Follower Cities in their Letters of Support. Since the project partners address a transnational challenge, they also want to provide a transnational answer to this challenge. This is mirrored by all activities:

Firstly, the partners will develop a toolbox for participative approaches in green urban mobility development. This toolbox comprises different participation tools from which interested public authorities in the BSR can choose the one that matches the specific socio-cultural, legal and political conditions of their country the most.

Secondly, the partners will develop model solutions, based on the participation tools from the toolbox. These model solutions are good practices that inspire other public authorities in the BSR how improved participation can increase the uptake of green mobility offers (through behaviour change of the user group and through enabling public authorities to deliver more needs-oriented mobility services). The model solutions demonstrate how minor adjustments in decision-making processes or minor investments that result from improved decision-making processes can trigger major impacts regarding the acceptance of green mobility offers among seniors.

The toolbox and the resulting model solutions bear high transferability and scalability potentials. GreenSAM empowers public authorities all over the BSR to create their own model solutions: The PPs will ensure that the tools from the toolbox are universally applicable, so that public authorities in the BSR can use them to tackle their own mobility challenges. The tools may even be adjusted to the requirements of other user groups with specific mobility patterns and preferences, such as commuters, families or disabled. Through several activities in WP4, the transnational partnership will disseminate the toolbox and the resulting model solutions to local public authorities in charge of mobility and/or senior affairs in the whole BSR. These activities include inter alia conferences, seminars, learning offers, dissemination cooperation with the Follower Cities Network.

3,000 / 3,000 characters

3.3. Political and strategic background of the project

GreenSAM contributes to the accomplishment of several EU, national and regional objectives. The EU 2020 Strategy targets a reduction of CO2 emission by 20% compared to 1990. GreenSAM is clearly in line with this objective. One of its main aims is to contribute to the reduction of the utilisation of conventionally fuelled vehicles in urban areas by encouraging senior citizens to switch from cars to more environmentally friendly means of transport. Such a reduction will have a significant impact on CO2 emissions in the concerned cities. Moreover, the development of innovative solutions can inspire other cities and the results of the project can be exploited in a wider context and enhance the energetic transition.

Similar goals are included in chapter 2.4 of the EU Whitepaper on Transport, which set ambitious CO2 reduction goals for public transport and promotes an increased share of travel by collective transport. Both goals are supported by GreenSAM as it will increase the uptake of public transport and other green mobility services among one of the most underrepresented groups in this regard, senior citizens.

In its Action Plan on Ageing and Health, the World Health Organisation (WHO) also underlines the role of mobility in old age and participation of seniors in decision-making. This is crucial as several of GreenSAMs PPs, Follower Cities and other AOs are involved in the WHO age-friendly cities network. All network members have in common the desire and commitment to promote healthy and active ageing and a good quality of life for their older residents in all dimensions, including mobility.

GreenSAM is also very well in line with regional and national strategies on mobility and adaptation to demographic change of the PP cities and countries. The "Mobility Programme" of the City of Hamburg (2013), for example, sets as objective to "safeguard mobility for all citizens of Hamburg by continuous reduction of barriers" as a reaction to an ageing population. As measures directed specifically to seniors, it mentions reduction of barriers in public space, charging infrastructure for e-bikes and better mobility management to induce behaviour change towards more eco-friendly means of transport. Similar accounts for the other PP cities. In Aarhus, for example, the activities are embedded into 4 major city strategies: the Transport Plan 2017, Health Strategy, Climate Strategy and the (not yet approved) Cycling Action Plan. There are several interlinkages and interdependencies between these strategies. From different angles the strategies promote a change of the modal split towards "greener" mobility, quality of life and an active and independent lifestyle in old age. On a "meta level" they all promote raised awareness and acceptance of services and behaviour change of the user group. GreenSAM is further in line with initiatives such as the "cycling for everyone" and "Aarhus for everyone" initiatives, which are outcomes of the above-mentioned strategies.

3,000 / 3,000 characters

3.4. Project's contribution to the EU Strategy for the Baltic Sea Region

GreenSAM is not directly linked to any of the defined actions of the EUSBSR Priority Area Transport (which mainly refers to interregional connectivity). However, GreenSAM does contribute to several of the objectives of this priority and the overall strategy. GreenSAM increases the uptake of environmentally-friendly urban mobility, thereby it contributes to the objective of "efficient local and regional public transportation" (EUSBSR Action Plan p. 149). GreenSAM aims at introducing improved decision-making processes (based on enhanced participation) in mobility planning, which finally leads to more needs-oriented transport systems. This is clearly mirrored by the Action Plan, which postulates that the "facilitation of a sustainable, in view of economic, social and environmental aspects, and efficient transport system in the Baltic Sea Region requires – along with infrastructural investments – also innovative measures dwelling on new technologies, planning approaches and administrative procedures. These should aim to help decarbonise the transport operations, [...]" (ibid., p. 153). New planning approaches and administrative procedures are at the very core of GreenSAM, as demonstrated by the development of the participation toolbox in WP2 and the institutionalisation of the green urban mobility model solutions in WP3. In this context it is particularly interesting that the EUSBSR understands sustainability not just in economic or environmental aspects, but also from a social perspective- which is exactly what GreenSAM does, too. Moreover, GreenSAM brings together researchers and public authorities. One of the goals of this cooperation is to steer public green mobility investments towards increased age-friendliness and user-orientation, which reflects the objective "platforms for cooperation between public administration, research and business sector to identify potentials and pave the way for future investments" (ibid.).

Horizontal Actions:

GreenSAM matches the Horizontal Action (HA) 'Capacity', as GreenSAMs main aim is to increase the ability of public authorities to deliver better mobility services.

GreenSAM partly matches HA 'Health' (because it promotes active and independent life in old age) and HA 'Climate' (even though HAClimate mainly targets climate change adaption and the production of renewable energies, it also addresses macro-regional approaches to low-emission development, which is what GreenSAM delivers with its transnational approach to reduced urban mobility related emissions).

2,541 / 3,000 characters

3.5. Seed money support

Did you receive seed money support?

No, we have not received any seed money support from the EUSBSR Seed Money Facility/Baltic Sea Region Programme

3.6. Synergies with projects / other initiatives

Is your project based on any former or related to any current project/programme/initiative?

Yes

Details about former project

In the BSR Programme, several current projects cover green urban mobility. GreenSAM has direct contacts to SOHJOA and BSR electric, as some of its partners are involved in these projects.. Their experience is valuable because GreenSAM complements them. While the other projects each focus on one specific technology (e-mobility, autonomous driving respectively), GreenSAM follows a more holistic approach, includes social aspects and local governance and ensures that innovations in mobility will be accepted and taken up by a specific user group that is slow to adopt green urban mobility offers, namely seniors. Limited overlaps exist also with SUMBA, and GreenSAM can learn from that project's experiences insofar as they apply participatory approaches in the development of 'SUMP's'. In general, however, target group, user group, challenge and objective differ.

Beyond the BSR Programme, GreenSAM will seek exchange with other projects, too:

- Cities-4-People (represented by AO10, research project (H2020) about innovative participation approaches in urban development, but not limited to mobility)
- autonomMOBIL (represented by AO08, research project on age-friendly urban mobility)
- Future CityLab (represented by AO09, research project, tackles among others participative approaches in mobility management)
- AENEAS (represented by AO02, FP7 project "Attaining Energy Efficient Mobility in an Ageing Society", but without major focus on participation)

Moreover, all renowned Horizon2020 projects related to green urban mobility are grouped by the umbrella initiative CIVITAS ("Cleaner and better transport in cities"). CIVITAS will contribute to GreenSAM as Associated Organisation (AO06) with the facilitation of contracts to all these projects and will provide further insights themselves. The same accounts for POLIS (AO01, "European cities and regions networking for innovative transport solutions"), which is currently involved in more than 20 EU projects on urban mobility.

1,991 / 2,000 characters

3.7. Level of cooperation

Joint development



Joint implementation



Joint staffing



Joint financing



3.8. Objectives and results

Programme Level

Programme specific objective

3.5 Environmentally friendly urban mobility. To enhance environmentally friendly transport systems in urban areas based on increased capacity of urban transport actors

Programme Result

3.5 Increased capacity of authorities, ports, infrastructure providers and operators, transport users to enhance the use of environmentally friendly transport solutions in urban areas

Project Level

No.	Project Objective	Institutional Capacity Dimensions	No.	Project Result
PO1	<p>Increase the knowledge of local public authorities about senior citizen's mobility needs through improved participation</p> <p>119 / 3,000 characters</p>	<p>Enhanced institutionalised knowledge and competence <input checked="" type="checkbox"/></p> <p>Improved governance structures and organisational set-up <input type="checkbox"/></p> <p>More efficient use of human and technical resources (databases, technical solutions, small infrastructure etc.) <input type="checkbox"/></p> <p>Better ability to attract new financial resources <input type="checkbox"/></p> <p>Increased capability to work in transnational environment <input type="checkbox"/></p>	R1	<p>GreenSAM enhances institutionalised knowledge and competences of the target group (local public authorities in charge of mobility and/or senior affairs). One of the main project aims is to equip the target group with better and structured knowledge about the needs and the user knowledge of senior citizens in terms of urban mobility. Possessing this knowledge is the key requirement for transport operators and local public authorities to deliver needs-driven green mobility offers that are accepted and taken up by ALL users, including the crucial user group of senior citizens.</p> <p>In discussions with the PPs it turned out that they all lack structured knowledge about the user needs of seniors. Discussions with Follower Cities confirmed that it is a major problem for many BSR cities. Most of them do general analyses of mobility patterns of users, but neither is there a distinction according to age groups, nor do they undertake targeted measures to analyse the specific demands of seniors. For example, PP2 reports that while mere accessibility is always taken into account (e.g. in cooperation with the 'Accessibility Forum' of AO14), city authorities and transport operators are completely unaware of mobility demands of seniors. PP3 reports that the "Gdansk Comprehensive Traffic Research" has been carried out in 2016, but that it did not monitor the specific situation of senior citizens. Similar knowledge gaps exist in all PP cities. This knowledge gap inhibits that green urban mobility solutions are designed in a way that meets the needs of all, and will be used by all. GreenSAM raises awareness about this problem among public authorities in the Baltic Sea Region and with its toolbox (O2.2) it offers the right tools for a systematic analysis of the special demands and needs of senior citizens in urban mobility.</p> <p>1,832 / 3,000 characters</p>
PO2	<p>Improve decision-making processes of local public authorities in matters related to green urban mobility</p> <p>104 / 3,000 characters</p>	<p>Enhanced institutionalised knowledge and competence <input type="checkbox"/></p> <p>Improved governance structures and organisational set-up <input checked="" type="checkbox"/></p> <p>More efficient use of human and technical resources (databases, technical solutions, small infrastructure etc.) <input type="checkbox"/></p> <p>Better ability to attract new financial resources <input type="checkbox"/></p> <p>Increased capability to work in transnational environment <input type="checkbox"/></p>	R2	<p>GreenSAM improves governance structures insofar as participation will become an intrinsic part of (mobility-related) decision-making processes of the target group. All participation tools are intertwined with measures for their institutionalisation, ensuring that participation does not remain a one-time-only process, but that decision-making processes and structures will be improved in the long run. This can be summarized in the following three steps:</p> <ol style="list-style-type: none"> (1) public authorities develop the capacity to seize, evaluate and process user needs (2) public authorities ensure that this will be done continuously, and not just once (3) public authorities safeguard that that findings generated through (1) and (2) feed into decision-making <p>A case in point is the model solution developed by PP3. Referring to the three steps highlighted above: (1) Professional coaching sessions bring target group and user group together. This benefits not just the user group, but also the target group. Based on a dedicated evaluation scheme, demands and needs of the user group can be systematically seized and public authorities gain first-hand knowledge. (2) PP3 will set up a 'Green Mobility Committee' connected to the newly established Senior Board, an official body which will continue with this work in the long run. (3) PP3 will embed this new body in official administrative structures, which ensures that the findings generated through improved participation processes (e.g. investment proposals) feed into decision-making. All other model solutions follow a similar pattern.</p> <p>Through the involvement of EU level Associated Organisations (e.g. AO01-AO05), the Capacity Building Seminar and its proceedings (GoA4.1), the project website (GoA4.2) and exchange with the Follower Cities (GoA4.3) the partners ensure that the toolbox and the model solutions will spread among public authorities in the BSR.</p> <p>1,896 / 3,000 characters</p>

No.	Project Objective	Institutional Capacity Dimensions	No.	Project Result
PO3	<p>Increase the effectiveness of green urban mobility offers through higher shares of senior citizens using the respective offers.</p> <p style="text-align: right;">127 / 3,000 characters</p>	<p>Enhanced institutionalised knowledge and competence <input type="checkbox"/></p> <p>Improved governance structures and organisational set-up <input type="checkbox"/></p> <p>More efficient use of human and technical resources (databases, technical solutions, small infrastructure etc.) <input checked="" type="checkbox"/></p> <p>Better ability to attract new financial resources <input type="checkbox"/></p> <p>Increased capability to work in transnational environment <input type="checkbox"/></p>	R3	<p>The structured generation of knowledge about user demands and user needs through improved participation (seePO1) and the processing of this new knowledge in decision-making (see PO2) allows for increased and more efficient use of existing resources. The above-described processes result in concrete proposals for adjustments of urban mobility offers, sometimes related to minor investments. These adjustments have a positive effect on the share of senior citizens using the respective mobility offer.</p> <p>PROCESS:</p> <ol style="list-style-type: none"> 1. improved participation processes generate findings on mobility needs (PO1) 2. these findings will be processed in decision-making (PO2) 3. PO1 and PO2 result in concrete proposals for needs-driven adjustments or investments of/in urban mobility 4. these rather minor adjustments have a major impact on the efficiency of green mobility offers <p>A look at 'mobility challenge #1' (how to design age-friendly bicycle sharing systems) exemplifies how minor adjustments resulting from improved participation can have a major impact on the efficiency of the respective mobility offer. PP3 and PP4 apply participation tools that help to find shortcomings of their bicycle sharing system from senior perspective and to find solutions for these shortcomings. Results could be, for instance</p> <ul style="list-style-type: none"> - a barrier-free payment system, - investment proposals for more appropriate locations of rental stations or - the inclusion of senior-proof bicycles (e.g. tricycles) in their bicycle sharing systems <p>These adjustments would lead to a significant increase in the number of senior citizens using the bicycle sharing systems, as they are derived directly from the feedback of the user group and have sometimes even been tested together with the user group. The same goes for the other two mobility challenges. In 'mobility challenge #3', for example, the partners will demonstrate how minor adjustments of public space, derived from extensive analyses of user knowledge, can significantly increase the acceptance and confidence of senior citizens towards Shuttle-on-Demand services.</p> <p>For all model solutions, the PPs will carry out 'Impact Assessments' (O3.1-O3.3), analysing and demonstrating how improved participation and the resulting adjustments have a positive impact on green urban mobility.</p> <p style="text-align: right;">2,292 / 3,000 characters</p>

Horizontal principles and cross-cutting issues

Horizontal principles

Horizontal Principles	Level of Influence	Description
3.9. Sustainable development	positive	<p>GreenSAM addresses 'sustainable development' from a variety of angles;</p> <ol style="list-style-type: none"> 1. Environmental sustainability: GreenSAM increases the share of citizens using green urban transport instead of conventionally fuelled cars and . Its model solutions induce behaviour change among users, but they also enable the target group (public authorities) to deliver needs-oriented mobility solutions that go along with increased acceptance and uptake. 2. Economic sustainability: GreenSAM helps public authorities to steer green mobility investments into the right direction. Without an appropriate knowledge baseline regarding user needs, investment decisions will continue to follow the "shotgun approach" instead of sensitive investments that take into account the needs of all user groups. 3. Social sustainability: GreenSAM includes the voice of senior citizens, opens up innovations in mobility to all age groups and shifts the debate on green urban mobility from purely technological questions to social ones. <p style="text-align: right;">999 / 2,000 characters</p>
3.10. Equal opportunities and non-discrimination	positive	<p>The project has a positive impact on equal opportunities as it supports the inclusion of senior citizens in urban mobility. Due to physical or social barriers, this group has limited access to public transportation and ride-sharing systems. Seniors often rely on their cars, and if, as expected, cities increasingly undertake measures to reduce inner-city car traffic without promoting alternatives, then many senior citizens will be pushed out of urban centres, excluding them from access to everyday commodities, social and cultural life and medical care. GreenSAM supports the adaptation of urban mobility to the needs of senior citizens through improved participation of this group. With its three "mobility challenges", the project partners identified concrete aspects of urban mobility where senior citizens are faced with disadvantages compared to other population groups and will 'answer' these mobility challenges in the form of model solutions.</p> <p style="text-align: right;">954 / 2,000 characters</p>
3.11. Equality between men and women	neutral	<p>n/a</p> <p style="text-align: right;">3 / 2,000 characters</p>

3.12. Cross-cutting issues

Cross-cutting issue	Contribution
6. Adaptation to demographic change	<p>GreenSAM demonstrates with its model solutions how local public authorities in urban agglomerations can react to changing mobility demands that come along with demographic change. Such an adaption to changing mobility demands is crucial, because currently technological progress and the increasing breakthrough of green urban mobility solutions leave one group behind: senior citizens. Their uptake of green urban mobility solutions remains below average, and innovative services such as car-sharing or shuttle-on-demand systems as well as innovative pricing and payment systems such Mobility-as-a-Service or blockchain-based solutions rely heavily on technological solutions and devices that are not frequently used or understood by senior citizens. Against this background the project partners want to develop and apply innovative participation tools. These tools induce behaviour change on the side of senior citizens, guide them in the uptake of new technologies and at the same time allow to gather data on user needs that is required by local public authorities to deliver truly user-oriented, age-friendly mobility offers.</p> <p style="text-align: right;">1,130 / 2,000 characters</p>
5. Climate change adaptation and mitigation	<p>GreenSAM contributes to the reduction of one of the major sources of carbon emissions: conventionally fuelled vehicles. Senior citizens are overrepresented among the owners and users of such vehicles (see figures under 'Challenge to be addressed', chapter 3.1). GreenSAM will reduce this number and increase the number of seniors using bicycles, public transport and further green mobility offers. These improvements will be based on six dedicated model solutions that can be replicated by other cities. Their concrete impact on green mobility will be demonstrated with the help of "Impact Assessments" (see C3.1-C3.3).</p> <p style="text-align: right;">619 / 2,000 characters</p>

4. Activities

Project management and administration

Work package budget

15%

4.1. Description of strategic project management

The management, communication, implementation and coordination of project activities in accordance with the project's budget and work plan are the responsibility of the Lead Partner (LP) on behalf of the whole partnership.

As GreenSAM brings together numerous partners of different professional backgrounds, work cultures and financial structures, the LP intends to seek external support. External services for project and financial management and communication support will be procured (according to national procurement rules and EU transparency principles). The project management team (PM) consisting of the LP's project coordinator and administrative backing as well as the external project manager, and will perform the following tasks:

- Contracting with the MA (answering clarification requests during the contracting phase in close collaboration with all PPs and signing a subsidy contract)
- Participation in Seminars to be organised by the JS and spread knowledge gained here with the partnership as well as general regular communication and exchange with the JS
- Preparing a partnership agreement stipulating management structure and decision-making rules to be followed by the partnership. It will outline the obligations of every PP and the LP and the distribution of the budget according to the final version of the application form and will be signed by all partners at the start of the project.
- Managing project budget (financial flows, budget changes) together with the external financial manager,
- Convening planned transnational project partner meetings, disseminating minutes to inform all partners,
- Compiling activity reports and guarantee that the certified project reports will be submitted to the JS in time,
- Monitoring the project progress and goal fulfilment,
- Monitoring the fulfilment of responsibilities of the project partners according to the Partnership Agreement (in cooperation with the WP leaders),
- Facilitating an efficient decision-making process,
- Troubleshooting and conflict resolution among the partnership.

Further, all project partners will appoint sufficient staff resources. These will be responsible to coordinate the partner's activities, progress and eventual problems faced during the implementation phase of the project. There will be regular contact with the Leaders of the Work Packages (WPs) and the PM team who provide technical guidance throughout the project lifetime. In doing so, the WP leads will monitor progress and obstacles within the content, communication and finance flow within their packages and activities.

The monitoring and decision-making body of the project is the Project Steering Committee (PSC), where one permanent representative of each partner organisation will be represented. The PSC will meet up periodically when required and will be chaired by the LP. Details about the PSC will be laid down in an annex to the Partnership Agreement.

2,934 / 4,000 characters

4.2. Description of project content management

When it comes to day-to-day project management, the PM team will ensure a continuous and dynamic exchange of information and developments among the partnership. Each PP will appoint a central contact person for exchange with PM partner team. A contact list indicating all staff members engaged within the project, outlining also their specific role in the project, will be prepared and updated throughout the project to ensure nonstop information flow between project partners on all aspects relevant to the project.

The PM team will coordinate and monitor activities on project level. A Project Work Plan, mapping activities and milestones for the delivery of content, serves as a point of reference for the following years. This Work Plan as well as the Quality criteria for the main outputs will be jointly defined by the LP, the external management and the WP leads during the 1 reporting period. Overall aim is to achieve the project's output targets in an effective and adaptive manner.

The Leads of the Work Packages (WP) and Groups of Activities (GoA) are an internationally and interdisciplinary selection of the project consortium, well-fitted to monitor and steer the project's activities. WP leaders will ensure implementation of WP activities according to the work plan and will monitor the progress of activities and the achievement of (main) outputs. WP leaders will report progress of WP activities to the PM team on a regular basis. GoA leads will ensure cooperation among project partners involved in their activities, will identify obstacles and communicate these developments to the WP leads. Obstacles will then be discussed by the PM team with the purpose of finding a collaborative solution.

GoA leads will also report on progress during partner meetings.

For guidance or problem-solving assistance related to content, it is preferred that partners will in a first step reach out to the Leads of the WP or GoAs. The question can then always be referred to the project management team in a second step. Questions regarding financing or other can also be addressed directly to the LP and/or external FM.

In close communication with the PM team and the WP2-lead, WP leaders are also the main responsible for the dissemination of their respective WP activities, results, outputs, and main outputs at international thematic conferences, etc. Task leaders may also disseminate their activities and results. Partner cities and regions are responsible for dissemination on a local, regional and national level.

The project management team will be responsible for organizing the partner meetings (together with the hosting partner). WP leaders will organize and conduct personal meetings with all WP members taking place during the partner meetings. In between project meetings WPs leaders will be in regular contact with all WP members via phone, Skype and mails.

2,883 / 4,000 characters

4.3. Description of the project financial management

To guarantee smooth and timely financial project transactions, the LP has decided to cooperate with an external service provider who needs to be familiar with INTERREG procedures such as accounting rules, international transactions, EU and national legislation for the management of ERDF, public procurement and financial control. The external service provider will cooperate closely with the project management team as well as the heads of accounting and controlling divisions of the LP. To maximize synergy, this could be the same person as the external project manager.

The external financial manager (FM) together with the respective LP staff will implement sound financial management methods in accordance with the principles of economy, efficiency and effectiveness, and ensure that the expenditure stated by all partners has been incurred in the context of the project and corresponds to the activities agreed upon in the application form. An efficient internal control system to keep an overview of the project's cash flow, to receive payments of the Programme, and to transfer the funding to the partners in accordance with the amounts they reported will be set-up. Further, the external FM will:

- ensure a timely delivery of the project progress reports,
- assist the project partners in their duties related to financial management and reporting, such as identifying the certifying body for the first level control (FLC), providing reporting templates, pre-checking partner reports and collecting the declarations of expenditures and
- attend any seminars organised by the BSR Programme relating financial management and pass on the information to the project partners.

The external FM will hold financial sessions during the regular project meetings to inform PP about financial management and reporting requirements and procedures.

Each PP is responsible for their individual financial and administrative management and will allocate sufficient staff resources to ensure the smooth implementation of activities and financial management.

The PPs are aware that they must identify the costs allocated to the project in their internal accounting system and that project expenditure must be verified by a first level controller. Sufficient funds have been reserved by those partners who are within a decentralised first level control system. The external FM, the LP and the first level controllers will monitor the progress reports detailing financing and activities of each partner, before including them in the project's progress report.

2,555 / 4,000 characters

4.4. Financial control system

Please confirm that each partner in your project partnership is aware that project expenditure must be verified by a first level controller.

Please confirm that partners with a decentralised first level control system have reserved sufficient funds in their partner budgets for these controls.

Please confirm each partner is aware it has to identify the costs allocated to the project in its accounting system.

Please confirm that the lead partner and its first level controller will monitor the progress report on finance and activities of each project partner before they are included in the project's progress report that is submitted to the JS.

4.5. Further details of the financial control and reporting system of your project

no further details

18 / 2,000 characters

4.6. Internal coordination and communication

The external PMFM will set up a Project Management Manual for all the partners in the consortium, outlining the key financial, communication and content related procedures to follow during the project's life span. The Manual will draw from relevant experience from the external expert and guidelines made available on the Programme's website, Programme events, as well as a selection of the Programme Manual. The Manual will pay attention to the importance of disciplined reporting, sound financial management, the role of the FLC and the resulting risk reductions. Further, the importance of a cost-effective achievement of the target outputs and groups will be stressed as well as that clear and continuous communication is valued among all partners. Further, PPs will be provided with templates regarding the first reporting period and short instruction on the designation as well as relevant deadlines.

The LP with support from the external PM will develop a dissemination strategy defining target groups of communication and targeted outcomes. The strategy will define a corporate design for the project. A communication manual will be developed and delivered to all PP. The project website will be the main information and dissemination hub (GoA4.2). An online share point will allow the project to share data and documents accessible only to PPs. Minutes of PP meetings etc. will also be shared over this platform. A database with contact details of PPs will enable easy communication between partners.

During the project the partnership will meet in 6 face-to-face meetings. Meetings on different project levels (PSC, WPs and general project events in other WPs) will be combined as much as possible to save time and funds and to ensure direct communication between the different levels. The partners plan the following meetings, all attached to study visits (GoA4.1):

- Kick-off in Hamburg (beginning of RP1)
- second meeting (end of RP1) in Tartu, co-hosted by PP4/PP7
- third meeting (RP2) in Aarhus
- fourth meeting (RP3) in Odanskk
- fifth meeting (RP4) in Riga
- sixth meeting (RP5) in Turku, co-hosted by PP6/PP8, back-to-back with capacity building seminar and final conference

Responsibility for hosting, organizing and financing PP meetings will be shared among partnership. During the transnational project meetings there will be working sessions on specific project activities chaired by the respective WP leader and/or the GoA leader. Further, all project meetings will include sessions concerning issues of overall project implementation, coordination of financial management and decision-making. The PM team will oversee the coordination of partner meetings, incl. setting the agenda and agreeing on all organisational details with the hosting PP.

In between meetings will be continuous exchange via phone, skype, etc. to exchange on progress of project implementation, to identify possible problems beforehand, to prepare meetings, project website content etc.

2,989 / 3,000 characters

Work package 2

4.1. Title

Conceptualising a toolbox for senior participation in green urban mobility

74 / 250 characters

Work package budget

25%

4.2. Aim of the WP

WP2 is dedicated to the creation of a comprehensive toolbox for senior participation, which will later be applied to concrete green mobility challenges in the PP cities (see WP3) and be provided to other BSR cities as a guideline for their mobility planning. This toolbox is meant to raise the know-how of public authorities in terms of providing public/collective mobility options that are accepted and used by senior citizens.

As prerequisite for the toolbox, the PPs first analyse the status quo in terms of participation and age-friendly mobility in GoA2.1, from the European and BSR perspective and from the local perspective in selected BSR cities (PP cities and Follower Cities). These analyses include good practices, risks, barriers and success factors as well as socio-cultural, legal and political conditions for participation processes and will be compiled in an "Atlas on participative approaches to age-friendly green mobility".

In GoA2.2, the PPs will develop the above-mentioned toolbox. Reflecting findings from GoA2.1, the toolbox comprises concept papers for innovative participation tools. The tools will later (WP3) be applied to concrete mobility challenges, to demonstrate with model solutions how improved participation fosters needs-driven green mobility solutions and their acceptance among senior citizens. The toolbox is enriched by further contents:

- catalogue of quality standards, ensuring that the participation tools reflect latest findings from science and practice
- implementation guidance (manual to accompany PPs during implementation with guidance on local stakeholder involvement, prevention of common risks during implementation etc.)
- impact assessments showing the effect of the tools on green mobility acceptance

The toolbox is a main output, intended for use by local public authorities in charge of mobility / senior affairs in the partnership and beyond. It will be visualised in GoA4.2 together with accompanying contents from other WPs.

1,994 / 2,000 characters

4.3. Communication strategy in WP

No.	Communication aim	Target group(s)
1	Receive input from	<p>Public Authorities in charge of urban mobility and/or senior affairs</p> <p>The analyses in GoA2.1 will reflect good practices, risks, barriers and success factors of participation in urban mobility matters. In this process, all public authorities involved in GreenSAM - whether as project partners or Follower Cities (GoA3.4) - will provide input to these analyses.</p> <p>360 / 1,000 characters</p>
2	Increase knowledge among	<p>Public Authorities in charge of urban mobility and/or senior affairs</p> <p>With the analyses and the "Atlas" from GoA2.1, the target group increase their knowledge about local (socio-cultural, legal or political) conditions for participation processes. Being aware of the specific conditions in one's country is a crucial requirement to select the correct participation tool from the toolbox (O2.2).</p> <p>394 / 1,000 characters</p>
3	Raise awareness among	<p>Public Authorities in charge of urban mobility and/or ageing</p> <p>The toolbox that is to be developed in GoA2.2 contributes to increased awareness among the target group about the advantages and opportunities of improved participation processes. Once the participation tools have been tested "in real life", the toolbox will be extended with 'impact assessments'. These impact assessments demonstrate that the tools cause tangible results and have a positive impact on the acceptance of green mobility services among senior citizens. This way, O2.2 raises awareness among the target group regarding the added value that improved participation brings for green urban mobility.</p> <p>671 / 1,000 characters</p>

4.4. WP leader

PP 8 - Turku University of Applied Sciences

Please select

4.5. Partner involvement

WP2 involves all project partners. The main workload is with PP7 and PP8, the academic partners who possess experience and know-how in environmentally-friendly mobility, ageing societies and participation as well as the methodological competences needed for a professional toolbox development and the related background analyses. This includes experience from previous mobility projects, but also the involvement of the "Active Ageing" research group of PP8. PP7, on the other hand, is renowned for its analytical skills (e.g. policy evaluation, data analyses etc.) and will therefore play a major role in all tasks related to evaluation and assessment, whether of pilot activities (GoA2.2) or EU and national policies related to the topic (GoA2.1). The involved public authorities (PP1-PP6) on the other hand are decisive for the practicality and "real life relevance" of the toolbox. While the research of the academic partners provides PP1-PP6 with new inspiration for improvements of their own processes, the direct involvement of the six public authorities guarantees that the toolbox remains anchored in administrative reality. Based on their daily experience with administrative structures, PP1-PP6 will secure that the toolbox matches the needs of the target group (public authorities, their mobility planners and public transport companies) and that the tools are realizable under administrative structures.

In GoA2.1, PP7 and PP8 will carry out baseline analyses. PP1-PP6 as public authorities will then mirror these analyses against their local situation, based on a template developed by PP7 and PP8. Finally, PP7 and PP8 will compile all information in a "BSR Atlas on the status quo: participative approaches to age-friendly green urban mobility", which presents general requirements for good improved participation, but also more specific information on the conditions in the different BSR countries and selected cities.

In GoA2.2, PP7 will lead the creation of a toolbox for improved participation in age-friendly green urban mobility. The core of this toolbox is a set of different participation tools. PP1-PP6 will develop concept papers for every participation tool in cooperation with the academic partners. The development of these concepts also includes local workshops. The definition of their format, main objectives and key messages as well as the involvement of local stakeholders will be supported by the academic partners, too. Finally, the concept papers will be complemented with additional information, such as a quality criteria catalogue which will be drafted by PP7 and PP8 in cooperation with all other PPs. The toolbox furthermore comprises an "implementation guidance" (developed by PP7 and PP8, supporting all partners during the implementation phase of their pilot) and assessments demonstrating the impact of the participation tools on green age-friendly mobility (carried out by PP1-PP6, supported by PP7/PP8).

2,954 / 3,000 characters

PP 1 - Free and Hanseatic City of Hamburg
 PP 2 - City of Aarhus
 PP 3 - Municipality of Gdansk
 PP 4 - Tartu City Government
 PP 5 - City of Riga (Riga Municipal Agency "Riga Energy Agency")
 PP 6 - Valonia / Regional Council of Southwest Finland
 PP 7 - Institute of Baltic Studies
 PP 8 - Turku University of Applied Sciences

4.6. Reserved partner involvement

0 / 3,000 characters

4.7. Associated organisations involvement

In WP2, the Follower Cities Network (see GoA3.4) plays an important role. Follower Cities will contribute to the analyses of GoA2.1 by providing good practices from their own cities and, similar to PP1-PP6, they will mirror the rather global or general analyses on risks, barriers and success factors for senior participation against the local situation in their cities and countries. This way, the Follower Cities Network supports the creation of the "BSR Atlas on the status quo: participative approaches to age-friendly green urban mobility" (O2.1) and thanks to their input the "Atlas" can cover all BSR countries (except for Russia), not only those countries represented in the partnership. Such a broad coverage is crucial as these analyses are prerequisites for interested authorities if they want to choose which tool from the toolbox (O2.2) fits best to their specific local conditions.

For those parts of the GoA2.1 analyses that are related to European policy matters, PP7 and PP8 will consult relevant Associated Organisations, such as AGE Platform Europe (AO02) or the POLIS Network (AO01), as they agreed to contribute to the analyses in questions related to European policies.

In GoA2.2, the drafting of the concept papers (for the toolbox) comes along with "local conceptualisation workshops", to which PP1-PP6 will invite relevant local stakeholders representing the user group, the target group, as well as experts. From every partner city, several of them are involved in GreenSAM as Associated Organisation (see list).

1,540 / 3,000 characters

AO 1 - POLIS - European Cities and Regions Networking for Innovative Transport Solutions
 AO 2 - AGE Platform Europe - The voice of older persons at EU level
 AO 3 - EPOMM- European Platform on Mobility Management
 AO 5 - European Cyclists Federation
 AO 6 - CIVITAS Initiative | Cleaner and Better Transport in Cities
 AO 7 - German National Association of Senior Citizens' Organisations
 AO 8 - ILS - Research Institute for Urban and Regional Development
 AO 9 - Fraunhofer Institute for Industrial Engineering, Department of Mobility and Urban Systems Engineering
 AO 10 - HafenCity University Hamburg
 AO 12 - Senior citizen agency Hamburg
 AO 13 - Department of Spatial Planning, University of Applied Sciences Rapperswil
 AO 14 - Midttrafik
 AO 16 - Elderly Council
 AO 17 - Gdansk Council for Seniors
 AO 18 - "Kalda" Day Care Center for Senior Citizens
 AO 20 - Riga municipal public transport operator
 AO 21 - City of Turku
 AO 23 - City of Oslo
 AO 24 - City of Gdynia
 AO 25 - City of Gothenburg
 AO 26 - City of Växjö
 AO 27 - City of Tampere
 AO 28 - City of Vilnius (Public Transport Authority)

Activities, outputs and responsibilities

WP 2 Group of activities 2.1

4.13. Group of activities leader

PP 8 - Turku University of Applied Sciences

A.2.1

Title 85 / 250 characters

Description of the group of activities

GoA2.1 provides the analytical background for all further activities. This includes research on good practices, risks, barriers and success factors for (senior citizen) participation in urban mobility matters as well as analyses on legal, socio-cultural and further conditions for senior participation in the different BSR countries and cities. GoA2.1 is the baseline for GoA2.2, as the participation tools that are to be developed in GoA2.2 have to reflect all these conditions, risks etc. to be successful. GoA2.1 comprises four activities:

1. Identification & analysis of good practices for senior participation in green urban mobility (desk research on existing projects, interviews with project managers of existing projects, input from AOs and Follower Cities.
2. Identification & analysis of risks, barriers and success factors for senior participation in green urban mobility. This analysis is not about local specificities in the partner cities. Instead, it provides generic insight into socio-cultural, legal, policy-related conditions for participation (so-called 'framework conditions') as well as insight into conditions that are inherent to the setting of every individual participation process, such as the quality of stakeholder involvement or the process design of participation processes (so-called 'inherent conditions'). The methods used here comprise expert interviews, literature review, benchmarking of existing and past projects and a study visit to an "age-friendly city" (e.g. Oslo (AO23), Manchester or other, see also GoA4.1 for study visits), renowned for participative age-friendly mobility planning.
3. Localized analyses: PP1-6 (with guidance from PP7 & PP8) will mirror the conditions analysed under (2) against the local situation in the BSR countries (e.g. "socio-cultural, legal, political conditions for participation processes in PL, DE, FI, etc."). More precise analyses on existing participation tools and norms will be carried out for selected "hotspot cities", namely the six PP cities and the six Follower Cities (see GoA4.3). These analyses will be carried out based on a template and guidance (both elaborated by PP7 & PP8). This template will be filled out by PP1-6 and in a simplified form also by the Follower Cities. Both, the "global"/generic analyses from (2) and the localized analyses from (3) will be taken into account when conceptualising the participation tools in GoA2.2 and when implementing them in WP3 to create model solutions for addressing urban mobility challenges of ageing societies through improved participation of senior citizens.
4. All findings will be summarized in an "Atlas on participative approaches to age-friendly green mobility", which gives an overview of the status quo in the BSR and beyond and is of added value for the target group as it guides them in the process of selecting the participation tool from the toolbox that is most appropriate under their specific local conditions (see Output Description).

2,998 / 3,000 characters

State aid relevant?

O.2.1

Output Title 90 / 250 characters

Output Description

The Output will be an "Atlas on participative approaches to age-friendly green mobility". The atlas has the form of a report. It feeds into the project website ("online knowledge portal, O4.2), where it will be presented in a visually appealing way to the target group. On this knowledge portal, the "atlas" together with content from other GoA's will frame the toolbox (O2.2).

The information from the "atlas" is intended for both project partners (who will work with this information in GoA2.2 and WP3) as well as for the target group (public authorities in charge of urban mobility and/or ageing). For the latter, the information from the "atlas" helps them to analyse their own local conditions and thereby supports them to choose the right participation tool from the Toolbox.

This Output - similar to the toolbox (O2.2) - is explicitly about senior citizens as user group. This accounts for all parts of it, but in particular for the "inherent conditions" of participation processes (see GoA description; "inherent conditions" refers to risks, barriers and success factors that are related not to outer conditions, but to the setup of participation processes). However, the output is insofar transferable as the methodology applied for the creation of the "BSR atlas" and the toolbox can be used to elaborate similar outputs for other user groups (GreenSAM focuses only on senior citizens, because this group has the biggest potential to increase user numbers of already existing or planned green mobility offers; as explained under "challenge to be addressed", see p.23 / chapter 3.1).

1,594 / 2,000 characters

Main Output

Investment

4.16. Time line

	A.2.1	O.2.1
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Period 3	<input type="checkbox"/>	<input type="checkbox"/>
Period 4	<input type="checkbox"/>	<input type="checkbox"/>
Period 5	<input type="checkbox"/>	<input type="checkbox"/>

WP 2 Group of activities 2.2

4.13. Group of activities leader

PP 7 - Institute of Baltic Studies

A 2.2

Title	Conceptualising Change: Participation Toolbox for age-friendly green mobility solutions	89 / 250 characters
Description of the group of activities	<p>GoA2.2 serves the development of a participation toolbox for age-friendly green mobility and consists of four major steps.</p> <p>[1] The PPs jointly develop a quality criteria catalogue for participation tools. PP7 & 8 elaborate a first draft. They consider first findings from GoA2.1, consult the other PPs, review literature and invite external experts for feedback (possibly AO02, AO07, AO09). The draft will be discussed and validated in an (online) workshop with all partners (between 1. and 2. meeting) and thereafter finalized. These quality criteria are the main reference point for all further conceptualisation and piloting activities.</p> <p>[2] PP1-6 each chose a participation tool they want to apply to their mobility challenge (see WP3) and further conceptualise it based on quality criteria (see above), GoA2.1 findings and workshops (see below). PP1-6 will draft concept papers for their participation tools based on a template elaborated by PP7/8. The following list of types of participation tools covers first proposals preliminarily agreed upon by the PPs, the concrete tools will be further refined and enriched here in this GoA</p> <ul style="list-style-type: none"> - EXPLORATIVE PARTICIPATION TOOLS: PP1, PP3, PP6 - Consulting users through field excursions, joint testing of new solutions, exchange events; usually interlinking incentives (such as coachings) with evaluation schemes (for the systematic seizing of data about needs and user knowledge) - LABORATORY PARTICIPATION TOOLS: PP2, PP5 - "Mobility Labs" and similar methods to co-create solutions with users, experts and officials. ... - ICT PARTICIPATION TOOLS: PP4 - Apps, Chatbots, ... (with the respective knowledge infrastructure behind) <p>In order to adapt the chosen participation tool to the respective local conditions (GoA2.1) the partnership will organise two forms of workshops:</p> <ol style="list-style-type: none"> 1. A project-wide conceptualisation workshop (attached to 2nd meeting, hosted by PP2, organized by PP7/8): discuss chosen participation tools, ensure that they are in line with quality criteria and reflect findings from GoA2.1, guiding partners on local workshops (how to engage local stakeholders, what messages to communicate, ...) 2. local conceptualisation workshops (hosted locally by PP1-PP6): meeting with local target and user group representatives to discuss whether the chosen participation tool meets local conditions and is appropriate for the selected mobility challenge and user requirements/preferences (see WP3). <p>[3] PP7&PP8 will elaborate an "implementation guidance", a manual for pilot partners that guides them throughout the project lifetime, explaining issues like "which risks to watch out for during implementation", "how to communicate with local stakeholders"</p> <p>[4] PP7&PP8 will compile the results of this GoA and other relevant results in the toolbox (see Output).</p>	2,816 / 3,000 characters
State aid relevant?	<input type="checkbox"/>	

O 2.2

Output Title	Toolbox for improved participation in age-friendly green urban mobility	72 / 250 characters
Output Description	<p>The output is a toolbox for age-friendly participation processes, leading towards better-informed decision-making and finally to green mobility solutions. The toolbox has the form of a report, in GoA4.2 it will be presented to the target group in a visually appealing way, together with supporting, interactive elements from other GoAs. A draft version of the toolbox will be provided and published on the project website in RP3.</p> <p>The toolbox unites the following contents:</p> <ol style="list-style-type: none"> 1. BASELINE: Quality Criteria Catalogue for age-friendly participation processes, based on first GoA2.1 findings and literature review. These quality standards build upon latest findings from research and practice, agreed on by all PPs as guiding principles for the implementation of their participation tools. 2. PARTICIPATION TOOLS: Concept papers for participation tools. All concepts reflect findings from O2.1 (which tools recommended under which socio-cultural / legal / local conditions) and are based on a common template (elaborated by PP7/8, including SWOT analysis for every participation tool, mirroring risks and barriers identified in GoA2.1) 3. IMPLEMENTATION GUIDANCE: Based on O2.1 results, this guidance is a document that accompanies the PPs throughout the implementation process and includes guidance on communication with local stakeholders and how to counter potential risks that can occur during implementation. 4. IMPACT ASSESSMENTS: The toolbox will be extended with the 'Impact Assessments' from O3.1-O3.3 (WP3). These assessments demonstrate the impact that such tools have on increased acceptance of green mobility among senior citizens. They show the real impact as experienced when such tools are applied to concrete mobility challenges in real-life settings of the PP cities. <p>All four parts will be reviewed and updated at the end of the project lifetime with information gained through O3.4 (Evaluation). All PPs have foreseen budget to translate the toolbox into their local language.</p>	1,997 / 2,000 characters
Main Output	<input checked="" type="checkbox"/>	
Investment	<input type="checkbox"/>	

4.14. Target group(s) and use of the main output

	<p>The toolbox should be consulted by public authorities in charge of mobility and/or senior affairs throughout the BSR. It makes them familiar with the advantages of improved participation and should inspire them to apply one of the participation tools in their own city. The latter will be catalysed through the 'impact assessments' that are derived from the application of the tools (O3.1-O3.3) and illustrate how the participation tools finally lead to increased uptake of green urban mobility offers among senior citizens. The toolbox may also serve as an example for increasing participation of other underrepresented user groups, such as disabled people. However, as already explained under O2.1, both outputs of WP2 are first and foremost designed for improved participation of senior citizens as this user group bears the largest unused potential in terms of green urban mobility. The toolbox is transferable to other user groups insofar as the methodology used for the creation of the toolbox could be applied for the creation of similar toolboxes for other user groups.</p> <p>The toolbox has the form of a report. Its content will be disseminated to the target group in WP4 with the help of the Follower Cities and Associated Organisations (especially city networks such as POLIS (AO01) and EUROCITIES (AO04)) and dedicated dissemination activities, such as the project website ("online knowledge portal, GoA4.2). The knowledge portal unites the toolbox with additional contents from other GoAs. This includes, among others, analyses from O2.1 as well as proceedings from the capacity building seminar and storytelling elements to visualise the impact that improved participation has on green mobility in a way that is less complex than the already mentioned 'impact assessments'.</p>	1,784 / 2,000 characters
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4.16. Timeline

	A.2.2	O.2.2
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 3	<input type="checkbox"/>	<input type="checkbox"/>
Period 4	<input type="checkbox"/>	<input type="checkbox"/>
Period 5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Work package 3

4.1. Title

Model solutions for age-friendly green urban mobility

53 / 250 characters

Work package budget

40%

4.2. Aim of the WP

In WP3 the PPs develop and implement model solutions for mobility challenges of ageing societies. The term "model solution" describes best practice approaches that show how concrete mobility challenges (see descriptions below) can be tackled with the participation tools identified in WP2. The model solutions ultimately aim at increasing the share of seniors using green mobility modes. The PPs identified three urgent mobility challenges that they will collaboratively address:

1. How to design age-friendly bicycle sharing systems? (PP3,4)

Switching from car to bicycle, whether for daily or leisure trips, contributes to livelier, less polluted cities and healthier citizens. The potential of seniors is large as their car usage is above average. However, cycling in old age is bound to (socio-cultural, psychological, physical) barriers and modern bicycle sharing systems are often difficult to use.

2. How to design age-friendly public transport systems? (PP2,5,6)

Studies show that seniors are often reluctant to use public transport. This reluctance becomes even more dominant if changes are made or when new offers (e.g. transport-on-demand or ride-sharing) or new technologies (e.g. new IT solutions) are newly integrated in the public transport system.

3. How to design public space in a way that seniors feel more confident with green mobility modes? (PP1, internat. ACs)

Large amounts are invested in green mobility, yet not all user groups are sufficiently taken into account when these investments are planned. When new and innovative mobility services (e.g. shuttle-on-demand) are being set up, small side-investments in adjacent public space can raise the usage of these new offers by the important, but underrepresented user group of senior citizens.

Overall, WP3 produces model solutions in two different senses: Proven participation tools on one hand and more age-friendly transport options on the other. This is reflected in the descriptions of the outputs below.

1,989 / 2,000 characters

4.3. Communication strategy in WP

No.	Communication aim	Target group(s)
1	Increase knowledge among	<p>Public authorities in charge of urban mobility and/or senior affairs</p> <p>WP3 increases the knowledge about (senior citizen's) mobility needs among the target group. It will first increase this knowledge among the public authorities directly involved in GreenSAM, later this process will be transferred to the target group BSR-wide. Here is how it works: In WP3, the participation tools (conceptualised in GoA2.2) will be applied to concrete mobility challenges. These tools have the purpose to collect structured data on the needs of the user group. Generating this knowledge enables the involved public authorities to make their green mobility offers more needs-driven, which finally increases the uptake and acceptance of such mobility offers among the user group. This knowledge about user needs will first be generated by and for public authorities involved in GreenSAM (GoA3.1-3.3), but later on public authorities BSR-wide will be enabled to replicate the processes (see WP4)</p>
		978 / 1,000 characters
2	Change attitude of	<p>Public authorities in charge of urban mobility and/or senior affairs</p> <p>WP3 changes the attitude of the target group in the form of improved decision-making processes, enabled through increased participation. Each of the public authorities involved in GreenSAM will develop one model solution. A lot of effort will be invested in the institutionalisation of these new processes (described in depth in GoA3.1-3.3). This is crucial, because it ensures that the new processes are being kept beyond the project lifetime, that the attitude change becomes permanent. Once having improved their own decision-making processes, the project partners will also inspire other public authorities in the whole BSR to follow their example and to increase the weight of participation in their decision-making processes (see WP4).</p>
		809 / 1,000 characters
3	Change behaviour of	<p>User group (Senior citizens)</p> <p>Many of the participation tools implemented in WP3 are of a twofold nature. Their main aim is to seize the user knowledge and the needs of senior citizens to have a better basis for decision-making (as explained above). However, at the same time most of the participation tools have a second dimension which is about behaviour change (familiarizing seniors with green mobility offers through consultations, tutorials, coachings etc.). This second dimension is crucial, because it demonstrates that everyone has a responsibility for environmentally friendly transport, which includes both target group AND user group.</p>
		646 / 1,000 characters

4.4. WP leader

PP2 - City of Aarhus

Please select

4.5. Partner involvement

GoA3.1-3.3 are each dedicated to one specific mobility challenge. PP1-6 will address these 3 challenges with different model solutions, demonstrating that improved participation can enhance decision-making structures, which finally allows to develop needs-driven green mobility solutions with higher acceptance rates among seniors.

[GoA3.1] PP3 & 4 develop two model solutions showing how bicycle sharing systems can become age-friendly. PP3 does so by means of an explorative participation tool (field activities with the user group), while PP4 applies an ICT-based participation tool. During implementation both PPs will cooperate to share latest findings and learn from each other. In addition to the two model solutions, they will further develop a joint "answer" to the mobility challenge (catalogue of recommended solutions), delivered in GoA3.4.

[GoA3.2] PP2, 5 & 6 develop three model solutions demonstrating how public transport could become age-friendly. PP2 develops a "Mobility Bazaar", a participation tool supporting structured information gathering regarding mobility needs of seniors. The data feeds into the city's public transport planning, enabling the public administration to deliver more user-oriented public transport. Simultaneously, the Mobility Bazaar promotes behaviour change among the user group. PP5 develops and runs a "Mobility Lab", a tool for co-creation, testing and development of innovations in public transport. It brings together target and user group & experts to work out new solutions, with special focus on technological innovations. PP6 develops a coaching model. Just like the aforementioned tools, the coaching model not only allows systematic analysis of needs (all coaching sessions accompanied by professional evaluation scheme), it also has a behaviour change dimension, as the coachings are incentives for seniors to participate. PP2, 5 & 6 also develop a joint "answer" to their mobility challenge (recommended actions for age-friendly public transport), delivered in GoA3.4.

[GoA3.3] PP1 in exchange with associated organisations (see 'AO Involvement') develops one model solution showing how public space around mobility hotspots can be designed in a way that seniors feel more confident with green mobility modes. The participation tool comprises different elements, combining online, local events and research walks with the user group. This allows to detect barriers and find new solutions for age-friendly public space at mobility hotspots, which will unfold in an international guideline on the topic that could be applied in other cities, too, and serves as "answer" to this mobility challenge.

[GoA3.4] Both Research PPs, led by PP7, in cooperation with PP1-PP6, evaluate the model solutions. Besides, the PPs working on the same mobility challenges will develop overarching recommendations for the respective challenge.

Further cross-GoA exchange will be conducted in a formalised way in WP4 (4.1) in the form of PP coaching pairs.

2,999 / 3,000 characters

PP 1 - Free and Hanseatic City of Hamburg
 PP 2 - City of Aarhus
 PP 3 - Municipality of Gdansk
 PP 4 - Tartu City Government
 PP 5 - City of Riga (Riga Municipal Agency "Riga Energy Agency")
 PP 6 - Valonia / Regional Council of Southwest Finland
 PP 7 - Institute of Baltic Studies
 PP 8 - Turku University of Applied Sciences

4.6. Reserved partner involvement

0 / 3,000 characters

4.7. Associated organisations involvement

AOs will be involved in different roles, mainly referring to 'local' AOs supporting the setup of the participation tool and their application to the above-described mobility challenges with their knowledge and contacts. All concerned AOs specified their precise support in their LoS.

To get access to the user group, the partners will involve local AOs working with senior citizens. For example, PP1 will involve the Senior Citizen Agency-Hamburg (AO12, the largest NGO for senior citizens in the city. They offer ample leisure groups and activities for senior citizens and serve as "connection hub" for many other, smaller initiatives) and PP4 will involve a day care center for senior citizens (AO18). Similar accounts for the other PPs.

To anchor the model solutions in administrative and decision-making structures in the long run, relations to further public authorities, but also to transport operators are needed. Examples for such AOs are AO11 (Senate of the City of Hamburg), AO14 (Regional Public Transport Authority for Aarhus and surroundings) and similar AOs from other PP cities.

The PPs will further include AOs with a scientific or professional background to support the setup of the model solutions or provide feedback. Examples for this kind of AOs are the European Cyclists Federation (AO05, which agreed to support the PPs working on the first mobility challenge; GoA3.1), other AOs that could support in this sense are AO07, AO08 and others.

SPECIAL AOs FOR MOBILITY CHALLENGE #3

GoA3.3: The new approach for age-friendly planning of public space around green mobility hotspots will be developed by PP1 in close exchange with two international AOs that are frontrunners or renowned experts in this field. Firstly, PP1 will seek exchange with AO23 (City of Oslo, see LoS), as they have an international reputation for being an age-friendly city and carry out many age-related projects of a lighthouse character. In particular their endeavours in terms of "universal design" should be mentioned, which is a principle that aims at constructing all public services (whether streets, public space, buildings but also services like websites) in a universally accessible and usable way for all members of society. Oslo aims to become a universally designed city by 2025, which is an ambitious goal. Exchange with this AO helps PP1 to learn more about universal design and Oslo's experiences from first hand. The AO moreover offered to discuss the output of GoA3.3 with PP1, which safeguards that the output (planning guidelines) reflects international best practices and increases its relevance for other European cities.

PP1 will further consult the University of Applied Sciences Rapperswil (Switzerland, AO13) as they conducted a research project on age-friendly public space, from which resulted an interactive planning instrument to design age-friendly public space ("Urbaging DSS"). This tool and related research results will be considered in the development of the output.

3,000 / 3,000 characters

AO 5 - European Cyclists Federation
 AO 7 - German National Association of Senior Citizens' Organisations
 AO 10 - HafenCity University Hamburg
 AO 11 - Senate Chancellery of the City of Hamburg
 AO 12 - Senior citizen agency Hamburg
 AO 13 - Department of Spatial Planning, University of Applied Sciences Rapperswil
 AO 14 - Midttrafik
 AO 15 - "Vital", Public Magazine of Aarhus Municipality
 AO 16 - Elderly Council
 AO 17 - Gdansk Council for Seniors
 AO 18 - "Kalda" Day Care Center for Senior Citizens
 AO 19 - SEBE AS
 AO 20 - Riga municipal public transport operator

Activities, outputs and responsibilities

WP 3 Group of activities 3.1

4.13. Group of activities leader

PP 3 - Municipality of Gdansk

A.3.1

Title 51 / 250 characters

Description of the group of activities

1. MOBILITY CHALLENGE
 PP3&PP4 both have recently or are about to introduce a modern bike sharing system (BSS) which they want to make more attractive for seniors. Both PPs face challenges with a low number of cycling seniors and want to increase this share. The foreseen improvements are to be realized through enhanced participation processes, that allow to detect user needs. The results will then feed into decision-making processes and could induce investments that are more user-oriented. At the same time, the tools ignite behaviour change among the users. Potential investments are not limited to BSS as both PPs deploy tools transferable to other green mobility services (and cities).

2. MODEL SOLUTIONS: ADDRESSING MOBILITY CHALLENGE WITH IMPROVED PARTICIPATION
 The following model solution approaches are preliminary concepts. Before being implemented the proposed participation tools will be developed in more detail, assessed and improved (GoA2.2).

Gdansk/PP3: Explorative Participation (coaching classes with user group for systematic detection of barriers, to provide knowledge baseline for decision-making and to change user behaviour)
 To find out what barriers keep seniors from cycling and how to overcome these barriers, PP3 will apply an explorative participation tool (access to user group via AO17). It includes professional field exploration activities, testing and training sessions with e-tricycles with the user group to systematically determine their needs and discover if/how the cycling infrastructure (e.g. BSS) could be improved from senior perspective. Results of the activities will be processed by a new advisory body to the City Council (see O3.1). The advisory body will work in "thematic rounds" the first of which will be focussing on cycling and BSS. Further thematic rounds (beyond project lifetime) will explore other age-friendly green mobility topics.

Tartu/PP4: ICT-based participation tool (Seizing user knowledge through ICT tool)
 To address the above-described mobility challenge, PP4 develops an ICT participation tool. It will be applied to the city's BSS to find out how it can be made age-friendly and how the share of senior users can be increased. The tool could be structured as follows: a sample of the user group will automatically be "interviewed" after using the BSS by means of an app, chatbot, or similar to detect shortcomings of the BSS from senior perspective. This instant user feedback can be enriched with BSS trip data that is already being collected and will then be automatically compiled into reports on a regular basis and feed into the decision-making process (see 'INSTITUTIONALISATION' below). The tool will be developed in a co-creation process with user group (access via AO18) and will be transferable to any other transport-on-demand, car-sharing or Mobility as a Service (MaaS) solution. A Memorandum of Understanding (see O3.1) will be signed to document the institutionalisation of the participation approach.

2,996 / 3,000 characters

State aid relevant?

I.3.1

Output Title 121 / 250 characters

Output Description

O3.1 consists of 2 parts: (1) two institutionalised model solutions, (2) impact assessments

1. INSTITUTIONALISED MODEL SOLUTIONS
 PP3: Regulation, ready for submission to City Council with (investment) proposals how to make BSS age-friendly. Background:
 - Gdansk will introduce a Senior Board as an advisory body to City Council representing senior interests, entitled to submit regulations
 - the board will be elected every 4 yrs and have thematic committees (health, leisure etc)
 - Committee for mobility not yet foreseen - Thus, PP3 drives introduction of "green mobility committee" in the Senior Board (political support already ensured)
 - Green mobility committee will focus on 1 topic per year and unfold all findings in a yearly regulation for City Council
 - first thematic round examines how to improve city's BSS from senior perspective

PP4: Memorandum of Understanding (MoU), ensuring that participation process results feed into decision-making in the long run. PP4 established contacts to relevant stakeholders and they envision to prepare a MoU

2. IMPACT ASSESSMENTS
 To make knowledge about model solutions accessible beyond the local context and to demonstrate their effectiveness, two impact assessments will be compiled, covering the same aspects for all model solutions:
 1. User group behaviour change (PP3: number of seniors who changed their attitude towards cycling as result of the trainings; PP4: number of seniors registered as users of the BSS), target values set in RP2
 2. Target group: Identification of follow-up investments in age-friendly green mobility (PP3: investment proposals as laid down in regulation for City Council; PP4: proposals for BSS improvements)
 3. Operational experience (PP3: experience with e-tricycles, assessment of potential BSS improvements, PP4: experience with ICT tool)
 4. Transferability scenarios (PP3: "lessons learnt" for further thematic rounds of green mobility committee; PP4: transferability of ICT tool to other mobility offers)

1,997 / 2,000 characters

Main Output

Investment

4.14. Target group(s) and use of the main output

O3.1 will be used at local level and BSR-wide:

1. USE OF MAIN OUTPUTS AT LOCAL LEVEL:

GoA3.1 will lead to improved use of the cities' bike sharing systems by seniors. Moreover, the participation processes will be institutionalised in the respective public authorities.

- PP3: The Green mobility committee will continue to operate beyond project lifetime. The e-tricycles from the first thematic round will remain in the ownership of the city for further classes. However, further thematic rounds are not limited to cycling, but open for other topics (e.g. the existing but underused senior bus/ whether it can be replaced with shuttle-on-demand). Regulations of the committee have an impact: They recommend actions and investment proposals for age-friendly green mobility offers and go to City Council (which is then obliged to approve or reject them).

- PP4: The Memorandum of Understanding, agreed upon by the public administration, transport operator and other local stakeholders, expresses the commitment of the undersigning parties to promote the new procedures in future decision-making processes for green mobility options.

2. USE OF MAIN OUTPUTS AT BSR LEVEL: Both model solutions will serve as good practices improving municipal bike sharing systems by making them more age-friendly and increasing their use by seniors. The participation processes and the tested solutions as such (e-trikes, ICT tool) can be considered as examples by other BSR cities that want to increase the number of senior citizens using a bike instead of a car. The "Impact Assessments" will describe the process and results of the model solutions, demonstrate their impact on green urban mobility and provide advice for an effective transfer to other cities. These assessments will become a part of the toolbox (O2.2) and will be published on the project website (O4.2). They address public authorities facing similar challenges (such as the Follower Cities) to guide them in their mobility investment decisions.

1,998 / 2,000 characters

4.15. Environmental assessment

Please confirm that you are aware that a screening of your investment activities can be required and might result in an environmental assessment under the involvement of environmental authorities. Please note, the Programme is not responsible for the environmental assessment.



4.16. Time line

	A 3.1	I 3.1
Period 1	<input type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

WP 3 Group of activities 3.2

4.13. Group of activities leader

PP 6 - Valonia / Regional Council of Southwest Finland

A.3.2

Title	How to design age-friendly public transport systems?	52 / 250 characters
Description of the group of activities	<p>1. MOBILITY CHALLENGE Many seniors are reluctant to use public transport (PT) and its innovations (e.g. IT-based payment systems). With improved participation PP2, 5 & 6 will detect barriers and find out how to overcome them. Results feed into decision-making and could induce investments in age-friendly PT.</p> <p>2. MODEL SOLUTIONS: ADDRESS MOBILITY CHALLENGE WITH IMPROVED PARTICIPATION The model solution approaches below are preliminary concepts. Before implementation, all participation tools will be assessed and enriched (GoA2.2).</p> <p>Aarhus/PP2 will create a MobilityBazaar, a knowledge hub for target & user group. It moves between locations, hosted by public premises across city. It offers a mobility library (investments by city), counselling through trained staff, info material and events (Mobility Panels). It facilitates information flow in two directions: 1. seniors counsel authority: "for me good mobility requires..." 2. Authority counsels seniors: "a new mobility offer matching your needs could be..." This allows for a systematic needs analysis. Findings then feed into decision-making (see O3.2). Vice-versa the Bazaar demonstrates advantages of new mobility products to the user group (e.g. a planned P2P ridesharing service (integrated in PT) or e-bikes which seniors can rent from mobility library for testing). A Memorandum of Understanding secures that future mobility planning is more needs-oriented and simultaneously encourages seniors to change attitudes (see O3.2).</p> <p>Riga/PP5 will apply a Mobility Lab to test and co-design innovative technological solutions in PT to ensure that seniors aren't "left behind" with techn. Progress. It unites PAs, seniors & experts and will have at least 3 public co-design sessions. It allows testing, data-processing, discussing and co-designing various services and technologies related to PT. In the first run the Lab focuses on blockchain technology in PT (saves boarding time for users, generates valuable data for PAs, yet is a new technology that bears the risk to discourage seniors from using PT). The process will lead to a cross-institutional roadmap for technological innovation in PT (see O3.2).</p> <p>Turku/PP6 will develop an integrated mentoring model to familiarize seniors with PT/new services, to assess their needs and propose improvements of PT. 1. Peer Coaching: same-aged peers coach seniors on PT, incl ad campaign, free PT trial pass (covered by AO22) 2. Youngsters coach seniors (on PT apps and other innovations), incl. campaign and incentives (e.g. PT trial pass, smartphones for app use) 3. School Coaching: A coaching course will be developed with a local school. Pupils get to know seniors / their daily mobility challenges and later assist them in coachings (4-6 sessions, evaluated under professional guidance). All coachings should change attitudes of seniors AND generate the data necessary for needs-driven decision-making. Results will be compiled in an assessment paper with proposals for PT improvements (O3.2)</p>	
State aid relevant?	<input type="checkbox"/>	3,000 / 3,000 characters

O.3.2

Output Title	How to design age-friendly public transport systems? Three institutionalised model solutions including 'Impact Assessment'	122 / 250 characters
Output Description	<p>O3.2 consists of two parts: - three institutionalised model solutions - three impact assessments</p> <p>1. INSTITUTIONALISED MODEL SOLUTIONS PP2: evaluation and documentation of MobilityBazaar activities (min 500 individual counselings and 3 Mobility Panels) in the form of position papers drafted with Elderly Council (AO16); processing of these results in decision-making will be safeguarded through Memorandum of Understanding (MoU). PP5: Collaboratively developed cross-institutional roadmap for technological innovations in green urban mobility PP6: Assessment Paper with proposals for PT improvements and durability recommendations for the participation tools</p> <p>2. IMPACT ASSESSMENTS To make knowledge about model solutions accessible beyond the local context and to demonstrate their effectiveness, three impact assessments will be compiled, covering the same aspects for all model solutions: (1) User group behaviour change (PP2: number of seniors who bought an e-bike as result of testing one from the mobility library; PP5: number of seniors becoming acquainted with blockchain technology in PT; PP6: number of seniors who bought a long-term PT ticket as result of coachings). Target values will be set in RP2. (2) Target group: Identification of potential follow-up investments in age-friendly green mobility (PP2: Proposals for age-friendly improvements of PT system based on shortcomings detected through counselings and mobility panels; PP5: Roadmap for technological innovations in public transport; PP6: Proposals for age-friendly improvements of PT system based on barriers detected through coaching sessions) (3) Operational experience (operational experience of Mobility Bazaar (PP2), blockchain technology in public transport (PP5); coaching model (PP6)) (4) Transferability scenarios (PP5: assessment of further topics to be processed in Mobility Lab; PP2&PP6 address public transport from a holistic perspective, which is why the transferability question is less relevant)</p>	
Main Output	<input checked="" type="checkbox"/>	1,994 / 2,000 characters
Investment	<input type="checkbox"/>	

4.14. Target group(s) and use of the main output

The outputs will be used at local level as well as BSR-wide by the target group.

USE OF MAIN OUTPUTS AT LOCAL LEVEL:

- PP2 will cooperate with AO14 and AO16 to sign a Memorandum of Understanding (MoU) expressing commitment of the involved stakeholders to consider MobilityBazaar results in decision-making, especially in strategic questions of mobility management and PT.
- PP5 will elaborate a roadmap together with relevant public and NGO stakeholders (see AOs). The roadmap guides local stakeholders in the processing of MobilityLab results and includes a summary of MobilityLab conclusions, a guidance how to integrate these proposals in sectorial planning documents (Riga Smart City SEAP, official Investment Programme of the city) and an internally agreed action plan (activities, responsible institution, identified financing sources, implementation schedule).
- PP6 will draft an assessment paper. Together with AO22 (Transport Authority), this paper will summarize all findings from the coaching sessions and propose potential improvements of the PT system. Additionally, PP6 and AO22 will examine if/how the peer coaching can become permanent service of AO22 and PP6 examines together with the local school if and under which conditions the coaching course can become a permanent offer.

USE OF MAIN OUTPUTS AT BSR LEVEL:

The model solutions will serve as good practices improving the age-friendliness of PT systems and increasing the share of senior citizens among the users. All three institutionalised model solutions can be considered as examples by other cities in the BSR that want to increase the number of senior citizens using PT. The "Impact Assessments" prove the impact of the model solutions on the transformation to green urban mobility patterns. The assessments will become a part of the toolbox (O2.2), they address public authorities facing similar challenges (e.g. Follower Cities and others) to guide them in their mobility (investment) decisions.

1,979 / 2,000 characters

4.16. Timeline

	A 3.2	O 3.2
Period 1	<input type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

WP 3 Group of activities 3.3

4.13. Group of activities leader

PP 1 - Free and Hanseatic City of Hamburg

A.3.3

Title 95 / 250 characters

Description of the group of activities

INTRODUCTORY TASKS
 PP1 will deploy a participation tool that combines (A) online participation, (B) field explorations as well as (C) localized exchange events. The reason why we engage in this very project is that we as public authority want to improve our capacities in the field of participation. Thus, the precise setting of the participation tool will be refined in RP1, in close exchange with the two research partners PP7 and PP8 (see GoA2.1). It is clear that at least three self-contained application rounds of the tool shall be made, one application round in each of the steps mentioned here.
 During the first application round of the participation tool, PP1 together with the user group will identify barriers at mobility hotspots from senior citizen perspective. The identified barriers will be thoroughly documented and serve as basis for the second and third step (see below)

TOWARDS THE INTERNATIONAL AND THE LOCAL GUIDELINES
 The second step is dedicated to the elaboration of the guidelines. The participation tool will be applied again in order to find out how concrete solutions to the identified barriers could look like. This second round will be accompanied by an engineer and special experts from PP1 to ensure that the proposed solutions are both technically and legally feasible and to reach the necessary level of generalizability. The results from this second application of the participation tool will be mirrored against the experiences of AO23 as well as desk research and external expertise. As a result, PP1 will draft an international guideline for age-friendly public space at mobility hotspots. The guideline also contains a brief section explaining how to adjust the international guideline to different local contexts. PP1 will then develop a localized version of this international guideline.

TOWARDS A REAL LIFE DEMONSTRATION OF THE GUIDELINES
 The third step serves the purpose to demonstrate that the solutions proposed in the guidelines are viable, feasible and of added value for the user group. This is very important from the transnational perspective. The demonstration shows that the adoption of the guidelines can lead to real improvements that have a major impact, but cost very little, thereby highlighting the value of improved participation
 The implementation of the demonstration activity will be accompanied by the engineer mentioned above in the second step already. Moreover, in this stage the participation tool will be applied for the third time in order to validate and evaluate the demonstration site from user group perspective. The results will feed into the planning process of the demonstration site and will also feed into the impact assessment mentioned under C3.3.
 In all three above-described steps, the target group will be involved. Moreover, when it comes to the localized version of the guideline, relevant authorities from Hamburg will be involved.

2,927 / 3,000 characters

State aid relevant?

I.3.3

Output Title 163 / 250 characters

Output Description

C3.3 consists of 2 parts:
 - one institutionalised model solution
 - one 'Impact Assessment'

PART 1: INSTITUTIONALISED MODEL SOLUTION
 The institutionalised model solution will be a guideline for the planning of public space around green mobility hotspots in BSR cities and beyond, resulting from the participation process and drafted in cooperation with relevant administrative and NGO stakeholders and international exchange (AO07, AO11, AO12, AO23). In addition to this international guideline, PP1 will compile a localised version of the same guideline which should become a binding document in planning processes in the end (see 'use of main output'). To demonstrate the positive impact of the guideline, PP1 will carry out a pilot investment at a demonstration site in public space. This is of added value for the local user group, but also BSR-wide as it exemplifies the positive impact of investments resulting from the guideline (see 'use of main output').

PART 2: IMPACT ASSESSMENT
 To make knowledge about model solutions accessible beyond the local context and to demonstrate their effectiveness, an impact assessment will be compiled, covering the same aspects as for all other model solutions:
 1. Users group behaviour change (here: share of seniors who testify that public space improvements at demonstration site (in line with the planning guideline, see above) would change their attitude towards SoD service, based on on-site interviews); target value will be set in RP2.
 2. Target group: identification of potential follow-up investments in age-friendly green mobility (here: analysis of further mobility hotspots in the city where investments according to the planning guideline would be promising; in cooperation with AO12 and local users)
 3. Operational experience (here: on-site analyses at demonstration site incl. user interviews)
 4. Transferability scenarios (here: analysis of transferability to other mobility services, such as metro stations or bicycle sharing stations)

1,999 / 2,000 characters

Main Output

Investment

4.14. Target group(s) and use of the main output

O3.3 will be used at local level as well as BSR-wide.

USE OF MAIN OUTPUTS AT LOCAL LEVEL:

PP1 will develop an international guideline for the planning of age-friendly public space around mobility hotspots as well as a localised version (see above). PP1 will collaborate with administrative stakeholders to lift the localised guideline to an official level and envisions that it becomes an official supplement to "ReStra" ("rules and standards for planning and design of urban streets", binding for all public space planning processes in the city). However, this depends on higher authorities. PP1 will very actively promote the guideline, connections have been established (AO11).

USE OF MAIN OUTPUTS AT BSR LEVEL:

The international guideline for the planning of age-friendly public space around mobility hotspots should inspire public authorities in the BSR and beyond to replicate the model solution and customize it according to the local conditions (as demonstrated by PP1) It will be promoted via AO11, the Follower Cities network and further channels.

To demonstrate the applicability and value of the guideline to public authorities in the BSR, PP1 will apply it to a designated demonstration site in public space. Thereby, PP1 shows how minor adjustments in public space - suggested by users via participation processes - can have a major impact on the user-orientation of large-scale green mobility projects and trigger their uptake among seniors. Any investments into equipment, infrastructure or works related to this demonstration site will remain in the ownership of PP1 as public authority after project closure.

The activity will be complemented with an "Impact Assessment", proving the concrete impact of the model solution on the transformation towards greener urban mobility. It will feed into the toolbox (O2.2) and addresses public authorities facing similar challenges to guide them in mobility investment decisions.

1,943 / 2,000 characters

4.15. Environmental assessment

Please confirm that you are aware that a screening of your investment activities can be required and might result in an environmental assessment under the involvement of environmental authorities. Please note, the Programme is not responsible for the environmental assessment.



4.16. Timeline

	A 3.3	I 3.3
Period 1	<input type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

WP 3 Group of activities 3.4

4.13. Group of activities leader

PP 7 - Institute of Baltic Studies

A.3.4

Title 79 / 250 characters

Description of the group of activities

GoA3.4 has two major purposes:
 [1] evaluation of the model solutions from GoA3.1 – 3.4.
 [2] visualisation of their impact on green urban mobility by means of "success stories" as simplified presentations of the impacts analysed in the rather complex "impact assessments" from O3.1-O3.3.

EVALUATION OF PARTICIPATION PROCESSES:
 To evaluate how effective the participation tools (conceptualised in GoA2.2) are at addressing the mobility challenges (described in GoA3.1 – 3.4), PP7 & PP8 will first developed an evaluation framework based on findings from GoA2.1 and expert input (e.g. AC02). This evaluation framework monitors progress, process, quality and effectiveness of the participation processes. The evaluation framework will be used by all pilot partners, they will complete it with the help of a local evaluation workshops in RP4 (One workshop with local stakeholders, hosted by every pilot partner. All participants that have already been invited to the local conceptualisation workshop (GoA2.2) will also be invited to this local evaluation workshop. Additional local stakeholders will be invited, if necessary). The results of the local workshops will be further discussed and assessed in a project-wide evaluation workshop with all PPs (attached to PP meeting in RP4, hosted by PP5, organized by PP7&PP8). This project-wide evaluation workshop allows the research partners to gather the data needed for the output (evaluation report, see output description). The results of this report will be used to update O2.2 in RP5.

VISUALISATION OF THE IMPACT ON GREEN URBAN MOBILITY: SUCCESS STORIES:
 Based on the evaluation process and the "impact assessments" from O3.1-O3.3, the PPs create altogether at least six "success stories". They demonstrate the concrete impact that the participation tools have on age-friendly green urban mobility. The format of these storytelling elements is yet to be determined (e.g. video, foto story, article), they will be posted on the project website ("online knowledge portal", GoA4.2), the partners will promote them regionally (e.g. newspaper article, regional communication channels, ...). Success stories reflect real successes (!). The following 2 fictitious success stories should exemplify possible stories: "the story of a senior who participated in the exploration and testing sessions organised by PP3 (see GoA3.1) and as a result eventually overcomes his fears and starts making his daily trips to the grocery store by bicycle instead of car" or "the story of a newly planned bicycle rental station in the vicinity of a previously unknown hotspot frequented by seniors, constructed as result of the ICT participation process organised by PP4".

2,700 / 3,000 characters

State aid relevant?

O.3.4

Output Title 39 / 250 characters

Output Description

All workshop results and data gained through the evaluation framework will be compiled in an evaluation report. The report will be used to update the toolbox (O2.2), in particular the concept papers. Experiences gained from the practical implementation of the tools helps to improve the concepts and to ensure their quality.

The PPs will further deliver six success stories in a technical format that is yet to be determined (see above). Success stories have a twofold function: Firstly, they are intended for the target group and contribute to promoting the toolbox (O2.2) among the target group. Through concrete examples the success stories exemplify how increased participation can improve the own institutional processes and have a positive impact on green urban mobility. Secondly, they are intended for the wider public audience in the partner cities to demonstrate in an easy-to-understand way what the project is doing and what the benefits are for them. Breaking the rather complex project down into concrete success stories helps to show what Programme funds are used for and thereby increases visibility of the BSR programme and the GreenSAM project.

1,164 / 2,000 characters

Main Output

Investment

4.16. Time line

	A.3.4	O.3.4
Period 1	<input type="checkbox"/>	<input type="checkbox"/>
Period 2	<input type="checkbox"/>	<input type="checkbox"/>
Period 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Period 5	<input type="checkbox"/>	<input type="checkbox"/>

Work package 4

4.1. Title

Ensuring cross-regional awareness: Dissemination & Building capacity

68 / 250 characters

Work package budget

20%

4.2. Aim of the WP

Capacity Building (GoA4.1) and Dissemination (GoA4.2) are both interlinked, as all communication aims at familiarizing the target group with the GreenSAM approach (improved participation as basis for better decision-making in green urban mobility matters). Both GoAs are further interlinked to the Follower Cities Network (GoA4.3), whose members support dissemination and want to increase their own institutional capacities.

In GoA4.1, Building Capacity has two dimensions. It is "inward-looking" insofar as it complements the implementation of model solutions (WP3) with further exchange and learning offers for the PPs, such as study visits and PP peer coaching, turning the diverse experiences and backgrounds of the PPs into an asset. However, Building Capacity is also "outward-looking", meaning that capacity building offers will be created for the target group (capacity building seminar and online publication of its proceedings in an interactive format).

In GoA4.2, the PPs develop a dissemination strategy, specifying targeted communication principles for the project. It guides PPs in communicating to the target group and safeguards that the capacity building offers (GoA4.1) reach their audience. The main tool supporting outreach to the target group will be the project website ("online knowledge portal"), an instrument to share the knowledge generated by the PPs and to inspire other public authorities to take up GreenSAMs outputs, in particular the toolbox (O2.2).

The Follower Cities Network (GoA4.3) comprises interested Public Authorities from the BSR facing similar challenges as the PPs. Followers participate in capacity building measures as they are eager to increase their own capacities based on GreenSAMs findings. Their engagement also supports dissemination, as they have a role model function for other BSR cities, showing that the GreenSAM approach is worth being followed and possibly even replicated.

1,943 / 2,000 characters

4.3. Communication strategy in WP

No.	Communication aim	Target group(s)
1	Raise awareness among	Public authorities in charge of urban mobility and/or senior affairs WP4 raises awareness for the specific role that senior citizens play in urban mobility, the reasons for their reluctance to use green urban transport options and participatory approaches to boost their use of such services among the target group of public authorities, mainly through the Online Knowledge Portal, which will be disseminated to them via the Follower Cities Network and the final conference (GoA4.3) and further communication activities that are to be determined by the Dissemination Strategy (GoA4.2).
		586 / 1,000 characters
2	Increase knowledge among	Public authorities in charge of urban mobility and/or senior affairs WP4 increases the knowledge among the target group by demonstrating in interactive ways how public authorities can improve their decision-making structures, how they can translate GreenSAMs "lessons learnt" to their own settings. This is possible with the help of the Capacity Building Seminar and the Online Learning Module (GoA4.1)
		404 / 1,000 characters
3	Change behaviour of	the Follower Cities involved in GreenSAM as representatives of the target group One of the communication targets in WP4 is to address the Follower Cities and to try to induce changed behaviour (improved decision-making processes) among this group. GoA4.3 is dedicated to Follower Cities relations and through intensive relations to its Follower Cities, the Follower Cities Network can become a valuable sounding board for the activities of the partners and their own behaviour changes. GreenSAM will reach out to the Follower Cities in various ways, reaching from physical meetings to tailored newsletters etc.
		612 / 1,000 characters

4.4. WP leader

PP 1 - Free and Hanseatic City of Hamburg

Please select

4.5. Partner involvement

WP4 is led by PP8 and involves all project partners. Most workload in WP4 is covered by PP8, moreover PP1 and PP5 also contribute extensively. All other partners contribute with input and supports in the following way.

GoA4.1 (Capacity Building) will be led by PP8. However, all partners contribute to this GoA. Study visits will be organised by all partners back-to-back with the project meeting they host. PP1-PP6 will engage in coaching pairs to allow for mutual learning between more and less advanced partners in terms of participation. The setup of the coaching pairs will be organised by PP8. The capacity building seminar (attached to final project meeting in Turku) will be organised and hosted by PP8, yet all project partners participate and contribute to the organisation. The Online Learning Module will be created by PP8, with support from PP7 and input from all other partners and their model solutions.

GoA4.2 (Dissemination) will be led by PP5. It includes a dissemination strategy, which will be drafted by PP1 and which will be used by all PPs throughout the project lifetime as guidance how to communicate within the partnership as well as with externals. However, the main focus of GoA4.2 lies on the project website ("online knowledge portal, main output), which presents the toolbox (O2.2) in a visually appealing way to the partners and embeds it in a wider knowledge framework. The technical setup of the website falls under the responsibility of PP5. However, as it reflects all major project results and progresses, input from all partners is needed. This refers to relevant outputs that need to be worked up for the Knowledge Platform by the respective PPs.

GoA4.3 is dedicated to transnational outreach activities, supporting the promotion of the project website ("online knowledge portal") developed under 4.2. It includes a final conference which will be organised by PP8, but also the Follower Cities Network. All PPs are encouraged to communicate with the Follower Cities Network and to engage in discussions. The main contact node will be PP1, which is also responsible for compiling the four tailored Newsletters to the Follower Cities Network, based on input prepared by all project partners about the progress in their activities.

2,270 / 3,000 characters

PP 1 - Free and Hanseatic City of Hamburg
 PP 2 - City of Aarhus
 PP 3 - Municipality of Gdansk
 PP 4 - Tartu City Government
 PP 5 - City of Riga (Riga Municipal Agency "Riga Energy Agency")
 PP 6 - Valonia / Regional Council of Southwest Finland
 PP 7 - Institute of Baltic Studies
 PP 8 - Turku University of Applied Sciences

4.6. Reserved partner involvement

0 / 3,000 characters

4.7. Associated organisations involvement

Associated Organisations play a crucial role in WP4. This refers in particular to the Follower Cities Network (GoA4.3) with AO23 (Oslo, NO), AO24 (Gdynia, PL), AO25 (Gothenburg, SE), AO26 (Växjö, SE), AO27 (Tampere, FI) and AO28 (Vilnius, LT). Thanks to these AOs, GreenSAM covers all BSR countries (except for the Russian Federation). GoA4.3 is dedicated to maintaining contact with the Follower Cities, but the Follower Cities will also be engaged in other activities, such as GoA4.1 (participation in capacity building seminar) and also other Work Packages (such as WP2 where they contribute with input to the analyses). The Follower Cities Network underlines the transnational value of GreenSAM, as it demonstrates that the challenges addressed by GreenSAM are important for many cities in the BSR and that the solutions offered by GreenSAM spark the interest of public authorities from other cities, too. The Follower Cities Network is a "sounding board" for GreenSAM and its results, as the Follower Cities can be understood as a compendium or sample of the target group. It includes local public authorities in charge of urban mobility (e.g. City of Gothenburg, Urban Transport Administration, AO25) as well as those in charge of senior affairs (e.g. City of Tampere, Department of Welfare Services, Social Services and Outpatient Care, AO27).

The Follower Cities Network, but also other Associated Organisations are further involved in outreach activities, such as the dissemination of the project website ("online knowledge portal") to public authorities in charge of senior affairs and/or mobility in the whole BSR. This refers to AO01 (POLIS – European Cities and Regions Networking for Innovative Transport Solutions), AO02 (AGE Platform Europe), AO03 (EPOMM – European Platform on Mobility Management) and further EU level Associated Organisations (see list; exact level of support is specified in the respective Letters of Support).

Furthermore, local AOs can play a role in the study visits (GoA4.1). For instance, AO10 (HafenCity University Hamburg) already suggested to support the study visit attached to the first project meeting with insight into the local activities of its currently running Horizon2020 project "Cities-4-People" (see LoS). If, and if yes which Associated Organisations will contribute to the study visits has to be determined by the hosting partners in due time and depends on the projects foci and progress at the given time.

2,467 / 3,000 characters

AO 1 - POLIS - European Cities and Regions Networking for Innovative Transport Solutions
 AO 2 - AGE Platform Europe - The voice of older persons at EU level
 AO 3 - EPOMM - European Platform on Mobility Management
 AO 4 - EURO CITIES
 AO 5 - European Cyclists Federation
 AO 6 - CIVITAS Initiative | Cleaner and Better Transport in Cities
 AO 7 - German National Association of Senior Citizens' Organisations
 AO 10 - HafenCity University Hamburg
 AO 11 - Senate Chancellery of the City of Hamburg
 AO 14 - Midtrafik
 AO 19 - SEBE AS
 AO 20 - Riga municipal public transport operator
 AO 21 - City of Turku
 AO 22 - FÖLI Turku Region Public Transport
 AO 23 - City of Oslo
 AO 24 - City of Gdynia
 AO 25 - City of Gothenburg
 AO 26 - City of Växjö
 AO 27 - City of Tampere
 AO 28 - City of Vilnius (Public Transport Authority)

Activities, outputs and responsibilities

WP 4 Group of activities 4.1

4.13. Group of activities leader

PP 8 - Turku University of Applied Sciences

A.4.1

Title	CapacityBuilding	17 / 250 characters
Description of the group of activities	<p>CapacityBuilding is a crucial component of GreenSAM as the involved public authorities actually want to learn how to improve their institutional processes to deliver better mobility services. Apart from this internal dimension, capacity building also has an external dimension in GreenSAM (increasing the capacities of the target group BSR-wide). Thus, GoA4.1 features two activities to increase capacities of project partners (study visits and coaching pairs) and one activity to increase capacities of further urban public authorities in charge of mobility and/or senior affairs in the BSR (capacity building seminar).</p> <p>STUDY VISITS: To allow for learning and inspiration from good practices in the PP cities, five study visits will be planned back-to-back with project meetings. The study visits will highlight local projects that demonstrate how participative approaches can foster needs-oriented (mobility) solutions. AD10 offered to contribute to the first study visit attached to the kick-off meeting (see LoS), contents for further study visits will be suggested by the PPs hosting the respective meeting. An additional study visit of the two academic PPs is foreseen for the research activities in WP2 (see GoA2.1).</p> <p>PP COACHING: Within the partnership, experiences with both participation processes and green urban mobility differ greatly. Some PPs are frontrunners in green mobility, others are frontrunners in participation. Therefore, intensive exchange between PPs is crucial to enable mutual learning:</p> <ol style="list-style-type: none"> 1. PP exchange on mobility questions will already be covered in WP3, as every GoA is dedicated to one mobility challenge and the involved PPs engage in regular exchange within their GoA. 2. However, regarding participation processes, further exchange is needed because some PPs working on different mobility challenges share similar participation tools. Solution: Coaching pairs for participation processes. The pairs will link PPs working on different mobility challenges, but with similar participation tools, ideally matching frontrunners and PPs less-advanced in this regard. Exchange will be realized in bilateral sessions during the transnational study visits and frontrunners will be invited to selected local workshops to share their experience and provide external perspective. <p>CAPACITY BUILDING SEMINAR: Attached to the final meeting, PP8 will host & organize a capacity building seminar for PPs and public authorities from the BSR (Follower Cities and others). The seminar will present main results and outputs to the target group and enable them to increase their own capacities. To reach the widest-possible audience, the seminar proceedings will be "upgraded" from mere seminar minutes to an interactive learning offer (see 'Output').</p>	
State aid relevant?	<input type="checkbox"/>	2,769 / 3,000 characters

O.4.1

Output Title	Documented capacity building measures	37 / 250 characters
Output Description	<ol style="list-style-type: none"> 1. study visit documentation – the hosting partners will document the results of the respective study visit according to a jointly developed study visit checklist. The documentations (main results and lessons learnt) will be published on the project website in the form of blog posts. 2. coaching agreements and coaching diaries: As explained above, the setup of the coaching pairs should bring together PPs working with similar participation processes (e.g. PP3 and PP5 both apply explorative participation tools in which some kind of tutoring is used as "incentive" for seniors to participate). PP1-PP6 will be involved. All pairs will draft a brief "partner coaching agreement" to specify what they would like to learn and achieve in their pair. Additionally, every pair will record a 'coaching diary' reflecting the progress and monitoring the implementation of the contents from the agreement. 3. Learning Module: To ensure that the brainpower and knowledge invested into the capacity building seminar does not get lost once the seminar is over, PP8 will draft seminar proceedings. These proceedings will be more than just ordinary seminar minutes, but will have an interactive format and will be integrated into the project website. The proceedings, or "online learning module" as they might be called, will be translated into local languages. Some of the Follower Cities agreed in their LoS to test this learning module and provide feedback before its publication on the project website. The learning module contributes to increased capacities of its users (the GreenSAM target group). Concrete promotion activities for the learning module will be interlinked with promotion activities for the website and will be further specified in the dissemination strategy (see GoA4.2). Promotion channels could include Follower Cities, EU level AOs (e.g. AO02, AO03) and others. As the module will be published on the project website, it will be available for at least 5 years beyond project lifetime. 	
Main Output	<input type="checkbox"/>	2,000 / 2,000 characters
Investment	<input type="checkbox"/>	

4.16. Time line

	A.4.1	O.4.1
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

WP 4 Group of activities 4.2

4.13. Group of activities leader

PP 5 - City of Riga (Riga Municipal Agency "Riga Energy Agency")

A.4.2

Title 13 / 250 characters

Description of the group of activities

GoA4.2 is dedicated to ensuring the widest possible dissemination of GreenSAMs results in order to reach urban public authorities involved in mobility and/or senior affairs in all BSR countries and inspire them to follow the GreenSAM approach. Therefore, the PPs plan two major dissemination efforts:

1. **DISSEMINATION STRATEGY** - In order to guarantee the long-term impact and the uptake of the project's findings a dissemination strategy will be developed by PP1 in close cooperation with all PPs and in particular PP5 who is responsible for the project website ("online knowledge portal", see below). It will be the base for maximizing the visibility of project outputs and outcomes and share them with the target group and stakeholders in the BSR. Details on dissemination methods will be laid down in the document, e.g. with regard to participation in external events, articles or targeted mailing as well as core message to communicate to target and user group. It will be an internal document in a brief and concise form (to be updated during the lifetime of the project). It is planned to involve strategic partners (such as AO01-AO06) in the dissemination activities. A crucial part of the dissemination strategy will be how to engage the Follower Cities Network (GoA4.3) in dissemination efforts.

2. **WEBSITE** ("online knowledge portal") – PP5 will realize a comprehensive project website (main output), the project's main outreach and communication hub. The aim of the website is to present the all relevant outputs in a visually appealing way to the target group in the BSR and beyond.

Since the website mirrors all major project achievements, close cooperation with all other project partners is needed. It will be developed in RP1 and RP2 and will be subsequently expanded and updated throughout the project lifetime in line with the project progress. The technical responsibility for keeping the Portal up-to-date and adjusting it according to the project progress lies with PP5, yet content-wise all PPs will contribute equally. For details on the platform see 'Output Description'.

2,099 / 3,000 characters

State aid relevant?

O.4.2

Output Title 43 / 250 characters

Output Description

The project website ("online knowledge portal") will take up the dissemination principles agreed on in the dissemination strategy and aims at presenting main project achievements to the target group. Its main focus is to present the toolbox (O2.2) in a simplified way and to embed it in an extensive knowledge framework with contents from O2.1, O3.4, O4.1, O4.3, all made available for the target group in the BSR in a reworked (easy-to-understand and visually appealing) format, as specified below. The website will be delivered in RP2 (launch). However, as it also mirrors the project progress, it will be continuously updated with blog posts, news items and new outputs from other GoAs throughout the project lifetime.

The website embeds the toolbox (=participation tool concepts, quality criteria, implementation guidance, impact assessments) in the following accompanying contents:

- e.g. outputs that further visualise the impact of improved participation on green urban mobility (in particular 'success stories', such as videos and articles (see O3.4)
- e.g. the BSR status quo analyses (O2.1: "BSR Atlas on the status quo: participative approaches to age-friendly green urban mobility"), because it specifies the varying local conditions in the BSR that have to be taken into account when choosing one of the tools from the toolbox.
- documentation of study visits (O4.1) in the form of blog posts
- documentation of the capacity building seminar in the form of a learning module (O4.1)
- blog posts about the PP cities and Follower Cities as well as good practices identified elsewhere in Europe

1,607 / 2,000 characters

Main Output

Investment

4.16. Time line

	A.4.2	O.4.2
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

WP 4 Group of activities 4.3

4.13. Group of activities leader

PP 1 - Free and Hanseatic City of Hamburg

A.4.3

Title 101 / 250 characters

Description of the group of activities
 Follower Cities will be actively informed about the project progress (through a special newsletter for Follower Cities), they will be invited to contribute content-wise (e.g. GoA2.1), and they will be invited to relevant project events (all PPs have included budget for their travels)."/>

2,999 / 3,000 characters

State aid relevant?

O.4.3

Output Title 91 / 250 characters

Output Description
 3. Follower Cities Network: The engagement of the FCN will be presented on the project website ("online knowledge portal", O4.2). This will include brief profiles of the Follower Cities as well as blog posts about the Follower Cities (relevant events or issues from the Follower Cities that are worth being reported about)."/>

1,455 / 2,000 characters

Main Output

Investment

4.16. Time line

	A.4.3	O.4.3
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

5. Output indicators

5.1. Obligatory output indicator

Number	Obligatory output indicator	Description
O1	Documented learning experience	<p>IMPROVED KNOWLEDGE BASELINE</p> <p>The 6 public authorities involved in GreenSAM (and to a certain extent also the Follower Cities) learn how to develop a better knowledge baseline for mobility related decisions, based on enhanced participation processes set out in GoA2.2. All participation tools of the toolbox (O2.2) are tools that support the structured gathering of knowledge about mobility demands of senior citizens, they help to generate scarce data and to bridge the knowledge gap of public authorities regarding the mobility demands of senior citizens. Through GoA2.1 and GoA2.2 the partners will learn which participation formats suits their respective local conditions and how to adopt these participation formats to their local context.</p> <p>The toolbox (O2.2) and the preceding analyses on the varying conditions for participative processes in the Baltic Sea Region countries (O2.1) are the documented proofs of this learning experience.</p> <p style="text-align: right;">944 / 1,000 characters</p>
O2	Documented learning experience	<p>IMPROVED DECISION-MAKING CAPACITIES</p> <p>The involved public authorities learn how to improve their decision-making capacities in matters related to green urban mobility. They learn how to translate the knowledge generated through improved participation (see O1) into decisions for needs-driven mobility solutions (e.g. adjustments of mobility offers or steering of investments). This will happen in the form of six model solutions, best practices demonstrating how decision-making can become more effective if user knowledge is being considered. It is an inherent part of all model solutions that the new decision-making processes become institutionalised and formalised with hard measures such as planning guidelines (e.g. PP1 & 3) or soft measures such as memoranda of understanding (e.g. PP2 & 6), thus ensuring their impact beyond the project lifetime.</p> <p>The 6 institutionalised model solutions (O3.1 - O3.3) and their evaluation report (O3.4) are the documented proofs of this learning experience.</p> <p style="text-align: right;">998 / 1,000 characters</p>
O3	Documented learning experience	<p>IMPROVED MOBILITY SERVICES</p> <p>The public authorities involved in GreenSAM learn how mobility challenges in ageing societies (defined in GoA3.1 - 3.3) can be effectively addressed. They learn how to overcome the "shotgun approach" for green mobility projects that is often applied by public authorities. This approach (investments that are large and ambitious but neglect that different user groups have different demands) inhibits that green mobility offers are taken up by all potential user groups, including in particular senior citizens.</p> <p>Through the model solutions, the partners not only learn how to become more effective in decision-making (see O2), but also how their mobility offers can be adapted to the challenges of ageing societies. Thereby, the partners and Follower Cities learn how improved decision-making processes can have a measurable impact on green mobility.</p> <p>The Impact Assessments of all 6 model solutions (O3.1-O3.3) are the documented proofs of this learning experience.</p> <p style="text-align: right;">995 / 1,000 characters</p>

5.2. Project specific output indicators

Number	Output indicator	Mark in case output indicator not relevant	Description	Target value in number
P1	No. of local/regional public authorities/institutions involved	<input type="checkbox"/>	<p>GreenSAM brings together the public authorities of Hamburg (Eimsbüttel District), Aarhus (Department of Urban Mobility and Development), Gdansk (Utilities Department), Tartu (Communal Services Department), Riga (Municipal Agency Riga Energy Agency) and Turku (represented by the Regional Council of Southwest Finland, but in close cooperation with the city of Turku (AC21)). These are all involved in a joint preparation and implementation of the project activities and they benefit from cooperation and exchange of experience.</p> <p>527 / 1,000 characters</p>	6
P2	No. of national public authorities/institutions involved	<input checked="" type="checkbox"/>	<p></p> <p>0 / 1,000 characters</p>	0
P3	No. of enterprises receiving support	<input checked="" type="checkbox"/>	<p></p> <p>0 / 1,000 characters</p>	0
P4	No. of enterprises receiving non-financial support	<input checked="" type="checkbox"/>	<p></p> <p>0 / 1,000 characters</p>	0
P5	No. of enterprises cooperating with research institutions	<input checked="" type="checkbox"/>	<p></p> <p>0 / 1,000 characters</p>	0
P6	No. of documented newly developed market products and services	<input checked="" type="checkbox"/>	<p></p> <p>0 / 1,000 characters</p>	0
P7	Amount of private investments matching public support in innovation or R&D projects	<input checked="" type="checkbox"/>	<p></p> <p>0 / 1,000 characters</p>	0
P8	Amount of documented planned investments to be realised with other than the Programme funding	<input checked="" type="checkbox"/>	<p></p> <p>0 / 1,000 characters</p>	0

6. Budget

6.1 External expertise and services

Item No.	Contract specification	Investment item?	Group of activities no.	Contracting partner	Planned contract value	Planned award procedure
1	First Level Control 19 / 100 characters	No	WP1	1. Free and Hanseatic City of Hamburg	12,000.00	Bid-at-three
2	External Project and Financial Management 41 / 100 characters	No	WP1	1. Free and Hanseatic City of Hamburg	182,000.00	Open national tender
3	Catering for hosted project meeting 35 / 100 characters	No	WP1	1. Free and Hanseatic City of Hamburg	2,500.00	Bid-at-three
4	Joint dinner at hosted project meeting 38 / 100 characters	No	WP1	1. Free and Hanseatic City of Hamburg	2,500.00	Bid-at-three
5	Room rent for hosted project meeting 36 / 100 characters	No	WP1	1. Free and Hanseatic City of Hamburg	1,000.00	Bid-at-three
6	Translation and printing services for project outputs 53 / 100 characters	No	GoA2.2, GoA3.3, GoA4.2	1. Free and Hanseatic City of Hamburg	2,000.00	Bid-at-three
7	Follower Cities and external experts travel costs to relevant project events 76 / 100 characters	No	GoA4.3, GoA4.1	1. Free and Hanseatic City of Hamburg	750.00	No procurement
8	Preparation of 'success story to visualise impact of model solution on green mobility (e.g. video) 99 / 100 characters	No	GoA3.4	1. Free and Hanseatic City of Hamburg	3,000.00	Bid-at-three
9	Expert for scoping study on GoA3.3 34 / 100 characters	No	GoA3.3	1. Free and Hanseatic City of Hamburg	5,000.00	Bid-at-three
10	Engineer for public space planning (demonstration site, GoA3.3 and consultation on guidelines, O3.3 99 / 100 characters	No	GoA3.3	1. Free and Hanseatic City of Hamburg	35,000.00	Open national tender
11	First Level Control 19 / 100 characters	No	WP1	2. City of Aarhus	10,000.00	Bid-at-three
12	Organisation and Hosting of Third Meeting 41 / 100 characters	No	WP1	2. City of Aarhus	5,000.00	Other
13	Promotion of Mobility Bazaar with promotional materials like roll-ups, leaflets, hand-outs, gadgets 100 / 100 characters	No	GoA3.2	2. City of Aarhus	13,000.00	Bid-at-three
14	Operation of the Mbility Bazaar (moving it between locations, coffee, etc.) 76 / 100 characters	No	GoA3.2	2. City of Aarhus	6,000.00	No procurement
15	Follower Cities and external experts travel costs to relevant project events 76 / 100 characters	No	GoA4.3, GoA4.1	2. City of Aarhus	500.00	No procurement
16	Translation and printing services for project outputs 53 / 100 characters	No	GoA2.2, GoA3.2, GoA4.2	2. City of Aarhus	1,000.00	No procurement
Total					529,650.00	

Item No.	Contract specification	Investment item?	Group of activities no.	Contracting partner	Planned contract value	Planned award procedure
17	Preparation of 'success story' to visualise impact of model solution on green mobility (e.g. video) 99 / 100 characters	No	GoA3.4	2. City of Aarhus	1,000.00	Bid-at-three
18	Hosting and organising 4th partner meeting 42 / 100 characters	No	WP1	3. Municipality of Gdansk	5,000.00	Bid-at-three
19	Development and Organisation of Coaching Sessions with E-Tricycles 66 / 100 characters	No	GoA3.1	3. Municipality of Gdansk	9,000.00	Bid-at-three
20	Maintenance of E-Tricycles 26 / 100 characters	No	GoA3.1	3. Municipality of Gdansk	4,000.00	Bid-at-three
21	Promotion Material for Green Mobility Committee and Coaching Sessions 69 / 100 characters	No	GoA3.1	3. Municipality of Gdansk	5,500.00	Bid-at-three
22	External expertise for complementary study of mobility needs of seniors 71 / 100 characters	No	GoA3.1, 2.1	3. Municipality of Gdansk	15,000.00	Bid-at-three
23	Follower Cities, AOs and external experts travel costs to relevant project events 82 / 100 characters	No	GoA3.4, GoA3.1	3. Municipality of Gdansk	2,000.00	Bid-at-three
24	Translation services for subsidy contract 41 / 100 characters	No	WP1	3. Municipality of Gdansk	400.00	Bid-at-three
25	Translation and printing services for project outputs 53 / 100 characters	No	GoA2.1, GoA3.1, GoA4.2	3. Municipality of Gdansk	2,000.00	Bid-at-three
26	Preparation of 'success story' to visualise impact of model solution on green mobility (e.g. video) 99 / 100 characters	No	GoA3.4	3. Municipality of Gdansk	1,000.00	Bid-at-three
27	Follower Cities and external experts travel costs to relevant project events 76 / 100 characters	No	GoA4.1, GoA4.3	3. Municipality of Gdansk	2,100.00	No procurement
28	Organisation of 5 local stakeholder meetings 44 / 100 characters	No	GoA2.2, GoA3.4	3. Municipality of Gdansk	2,500.00	Bid-at-three
29	Catering Costs for local stakeholder meetings 45 / 100 characters	No	GoA3.1	4. Tartu City Government	1,600.00	Bid-at-three
30	Follower Cities and external experts travel costs to relevant project events 76 / 100 characters	No	GoA4.1, GoA4.3	4. Tartu City Government	1,200.00	No procurement
31	Translation and printing services for project outputs 53 / 100 characters	No	GoA2.1, GoA3.1, GoA4.2	4. Tartu City Government	2,000.00	Bid-at-three
32	ICT-based participation tool as conceptualised in GoA2.2, to be implemented in GoA3.1 85 / 100 characters	No	GoA2.2, GoA3.1	4. Tartu City Government	33,000.00	Open national tender
Total					529,650.00	

Item No.	Contract specification	Investment item?	Group of activities no.	Contracting partner	Planned contract value	Planned award procedure
33	Promotion of the ICT Tool among and co-creation process among user group 72 / 100 characters	No	GoA3.1	4. Tartu City Government	5,000.00	Bid-at-three
34	Preparation of 'success story' to visualise impact of model solution on green mobility (e.g. video) 99 / 100 characters	No	GoA3.4	4. Tartu City Government	2,000.00	Bid-at-three
35	MobilityLab concept (science-practice collaboration model among municipality, universities, NGOs) 97 / 100 characters	No	GoA3.2	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	7,000.00	Bid-at-three
36	Hosting + Support to MobilityLab training modules 50 / 100 characters	No	GoA3.2	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	7,600.00	Bid-at-three
37	Support to MobilityLab events (catering, animation etc.) 57 / 100 characters	No	GoA3.2	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	4,800.00	Bid-at-three
38	Facilitation of MobilityLab regular activities (public involvement campaigns, info days etc.) 95 / 100 characters	No	GoA3.2	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	5,000.00	Bid-at-three
39	Follower Cities and external experts travel costs to relevant project events 76 / 100 characters	No	GoA4.1, GoA4.3	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	3,750.00	No procurement
40	Development of a blockchain-based IT conceptual solution for Public Transport in Riga 85 / 100 characters	No	GoA3.2	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	50,000.00	EU-wide tender
41	hosting a project meeting in Riga (catering, transportation, arrangements for study visit.) 91 / 100 characters	No	WP1	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	4,800.00	Bid-at-three
42	Translation and printing services for project outputs 53 / 100 characters	No	GoA2.2, GoA3.2, GoA4.2	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	1,000.00	Bid-at-three
43	Development and Maintenance of Online Knowledge Portal (incl design of project visual identity) 95 / 100 characters	No	GoA4.2	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	3,600.00	Bid-at-three
44	conceptual design & production of professional presentation of project results (e.g. success story) 99 / 100 characters	No	GoA3.2, GoA3.4	5. City of Riga (Riga Municipal Agency-"Riga Energy Agency")	2,000.00	Bid-at-three
45	First Level Control 19 / 100 characters	No	WP1	6. Valonia / Regional Council of Southwest Finland	7,500.00	Bid-at-three
46	Printing and materials for participation tool (coaching model) 62 / 100 characters	No	GoA3.2	6. Valonia / Regional Council of Southwest Finland	10,000.00	Bid-at-three
47	Translation and printing services for project outputs 53 / 100 characters	No	GoA2.2, GoA3.2, GoA4.2	6. Valonia / Regional Council of Southwest Finland	2,800.00	Bid-at-three
	Total				529,650.00	

Item No.	Contract specification	Investment item?	Group of activities no.	Contracting partner	Planned contract value	Planned award procedure
48	local stakeholder events 24 / 100 characters	No	GoA3.2	6. Valonia / Regional Council of South West Finland	2,000.00	Bid-at-three
49	external experts (public transport experts, social media experts, speakers etc.) 80 / 100 characters	No	GoA3.2	6. Valonia / Regional Council of South West Finland	4,000.00	Bid-at-three
50	Follower Cities, AOs and external experts travel costs to relevant project events 82 / 100 characters	No	GoA4.1, GoA4.3	6. Valonia / Regional Council of South West Finland	1,000.00	No procurement
51	Preparation of 'success story' to visualise impact of model solution on green mobility (e.g. video) 99 / 100 characters	No	GoA3.4	6. Valonia / Regional Council of South West Finland	3,000.00	Bid-at-three
52	Catering for hosted project meeting 35 / 100 characters	No	WP1	7. Institute of Baltic Studies	1,000.00	No procurement
53	Room rent for hosted project meeting 36 / 100 characters	No	WP1	7. Institute of Baltic Studies	1,500.00	No procurement
54	Joint Dinner for hosted project meeting 39 / 100 characters	No	WP1	7. Institute of Baltic Studies	1,500.00	No procurement
55	Translation and document editing services for project outputs 61 / 100 characters	No	GoA2.2, GoA3.4, GoA4.2	7. Institute of Baltic Studies	2,000.00	No procurement
56	Catering and venue costs for final meeting and capacity building seminar 72 / 100 characters	No	GoA4.1, GoA4.3	8. Turku University of Applied Sciences	6,500.00	Bid-at-three
57	Keynote speaker costs related to final meeting and capacity building seminar 76 / 100 characters	No	GoA4.1, GoA4.3	8. Turku University of Applied Sciences	2,500.00	No procurement
58	Graphic facilitator for final meeting and capacity building seminar 67 / 100 characters	No	GoA4.1, GoA4.3	8. Turku University of Applied Sciences	2,500.00	Bid-at-three
59	First Level Control 19 / 100 characters	No	WP1	8. Turku University of Applied Sciences	9,000.00	Bid-at-three
60	Printing and layout costs for project outputs and leaflets 58 / 100 characters	No	GoA2.2, GoA3.4, GoA4.1, GoA4.2, GoA4.3	8. Turku University of Applied Sciences	5,000.00	No procurement
61	technical setup of learning module / integration into project website 69 / 100 characters	No	GoA4.1	8. Turku University of Applied Sciences	2,750.00	No procurement
	Total				529,650.00	

6.2 Equipment

Item No.	Category		Investment item?	Group of activities no.	Contracting partner	Planned contract value	Planned award procedure
	Category	Additional Specification					
1	IT hardware and software	Laptop for Project Manager 26 / 100 characters	No	WP1, WP2, WP3, WP4	1. Free and Hanseatic City of Hamburg	1,000.00	No procurement
2	IT hardware and software	Laptop for Project Manager 26 / 100 characters	No	WP1, WP2, WP3, WP4	3. Municipality of Gdansk	1,700.00	Bid-at-three
3	IT hardware and software	Camera needed for Tricycle Coaching Sessions 44 / 100 characters	No	GoA3.1	3. Municipality of Gdansk	1,200.00	Bid-at-three
4	Other specific equipment	Safety Items needed for Tricycle Coaching Sessions (Helmets etc.) 64 / 100 characters	No	GoA3.1	3. Municipality of Gdansk	1,700.00	Bid-at-three
5	Vehicles	10 E-Tricycles needed for Tricycle Coaching Sessions 52 / 100 characters	Yes	A3.1	3. Municipality of Gdansk	29,000.00	Bid-at-three
6	IT hardware and software	Laptop for Project Manager 26 / 100 characters	No	WP1, WP2, WP3, WP4	5. City of Riga (Riga Municipal Agency "Riga Energy Agency")	1,000.00	Bid-at-three
7	IT hardware and software	Testing equipment for coachings/analyses on Public Transport Innovations (e.g. mobile app) 90 / 100 characters	No	GoA3.2	6. Valonia / Regional Council of Southwest Finland	2,500.00	Bid-at-three
Total						38,100.00	

6.3 Infrastructure and works

Item No.	Contract specification	Investment item?	Group of activities no.	Contracting partner	Planned contract value	Planned award procedure
1	Building costs at demonstration site (public space) <small>51 / 100 characters</small>	Yes	A3.3	1. Free and Hanseatic City of Hamburg	22,600.00	Open national tender
Total					22,600.00	

6.4 Expenditure for specific project activities (e.g. expenditure for large research activities on sea etc.)







This section is activated only in the exceptional cases defined in the Programme Manual and after a successful consultation with the JS.

6.5 Breakdown of planned project costs per budget line & per partner

Partner	BL1 - Staff costs	BL2 - Office & administration	BL3 - Travel & accommodation	BL4 - External expertise & services	BL5 - Equipment	BL6 - Infrastructure & works	BL7 - Specific project activities	Total project budget
PP 1 - Free and Hanseatic City of Hamburg	200,000.00	30,000.00	10,500.00	245,750.00	1,000.00	22,600.00	0.00	509,850.00
PP 2 - City of Aarhus	160,776.00	24,116.40	5,000.00	36,500.00	0.00	0.00	0.00	226,392.40
PP 3 - Municipality of Gdansk	90,225.00	13,533.75	9,600.00	48,500.00	33,600.00	0.00	0.00	195,458.75
PP 4 - Tartu City Government	74,400.00	11,160.00	15,000.00	44,800.00	0.00	0.00	0.00	145,360.00
PP 5 - City of Riga (Riga Municipal Agency "Riga Energy Agency")	108,000.00	16,200.00	10,250.00	89,550.00	1,000.00	0.00	0.00	225,000.00
PP 6 - Valonia / Regional Council of Southwest Finland	133,800.00	20,070.00	4,700.00	30,300.00	2,500.00	0.00	0.00	191,370.00
PP 7 - Institute of Baltic Studies	180,600.00	27,090.00	7,400.00	6,000.00	0.00	0.00	0.00	221,090.00
PP 8 - Turku University of Applied Sciences	159,470.00	23,920.50	11,360.00	28,250.00	0.00	0.00	0.00	223,000.50
Total	1,107,271.00	166,090.65	73,810.00	529,650.00	38,100.00	22,600.00	0.00	1,937,521.65

There is no state aid relevant activity selected.

6.7 Planned project budget per funding source & per partner

Partner	Country	Legal status	Funding source	Co-financing rate [in %]	Total [in EUR]	Programme co-financing [in EUR]	Own contribution [in EUR]
PP 1 - Free and Hanseatic City of Hamburg	 DE	National (governmental), regional and local public authorities	ERDF	75.00 %	509,850.00	382,387.50	127,462.50
PP 2 - City of Aarhus	 DK	National (governmental), regional and local public authorities	ERDF	75.00 %	226,392.40	169,794.30	56,598.10
PP 3 - Municipality of Gdansk	 PL	National (governmental), regional and local public authorities	ERDF	85.00 %	195,458.75	166,139.93	29,318.82
PP 4 - Tartu City Government	 EE	National (governmental), regional and local public authorities	ERDF	85.00 %	145,360.00	123,556.00	21,804.00
PP 5 - City of Riga (Riga Municipal Agency "Riga Energy Agency")	 LV	National (governmental), regional and local public authorities	ERDF	85.00 %	225,000.00	191,250.00	33,750.00
PP 6 - Valonia / Regional Council of Southwest Finland	 FI	National (governmental), regional and local public authorities	ERDF	75.00 %	191,370.00	143,527.50	47,842.50
PP 7 - Institute of Baltic Studies	 EE	Bodies having legal personality, but not fulfilling criteria i and/or iii under category b)	ERDF	85.00 %	221,090.00	187,926.50	33,163.50
PP 8 - Turku University of Applied Sciences	 FI	Bodies governed by public law	ERDF	75.00 %	223,000.50	167,250.37	55,750.13
Total ERDF					1,937,521.65	1,531,832.10	405,689.55
Total					1,937,521.65	1,531,832.10	405,689.55

6.8 Spending Plan - per reporting Period

	EU partners (ERDF)	Norwegian partners (Norway)	Total
Period 1 [Month 1-6]	354,150.15	0.00	354,150.15
Period 2 [Month 7-12]	361,960.00	0.00	361,960.00
Period 3 [Month 13-18]	410,950.00	0.00	410,950.00
Period 4 [Month 19-24]	370,352.00	0.00	370,352.00
Period 5 [Month 25-30]	440,109.50	0.00	440,109.50
Total	1,937,521.65	0.00	1,937,521.65

6.9 Net-revenues

No.	Project Partner	Description	Amount [in EUR]	Source of revenues
1	<input type="text" value="Please select"/>	<input type="text"/> 0 / 100 characters	<input type="text" value="0.00"/>	<input type="text"/> 0 / 100 characters

7. Preparation costs

7.1 Preparation Costs

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

Yes

7.2 Other EU support of preparatory cost

Did you receive any other EU funds specifically designated to the development of this project application?

No

7.3 Payment request to reimburse Preparation cost

The project herewith applies for reimbursement of the preparation cost.

This reimbursement is based on a lump sum which means that no real cost have to be certified by the first level controller. Please note that for the lump sums no accounting documents proving expenditure will be required by the Programme. The only preconditions to receive this lump sum payment are:

- the approval of your application;
- the conclusion of the subsidy contract;
- no double financing of the preparation cost.

PP no.	PP name/country	Total cost	Co-financing rate	Reimbursement	Fund
1	Freie und Hansestadt Hamburg (DE)	20,000.00	75%	15,000.00	ERDF
2	Aarhus Kommune (DK)	0.00	75%	0.00	ERDF
3	Gmina Masta Gdanska (PL)	0.00	75%	0.00	ERDF
4	Tartu Linnavalitsus (EE)	0.00	75%	0.00	ERDF
5	Rīgas pilsētas pašvaldība (RPA "Rīgas enerģētikas aģentūra") (LV)	0.00	75%	0.00	ERDF
6	Valonia / Varsinais-Suomen liitto (FI)	0.00	75%	0.00	ERDF
7	MTÜ Balti Uuringute Instituut (EE)	0.00	75%	0.00	ERDF
8	Turun ammattikorkeakoulu (FI)	0.00	75%	0.00	ERDF
TOTAL		20,000	75%	15,000	

7.4 Bank information

Name of the bank	Bundesbank	
Address	Willy-Brandt-Straße 73, 20459 Hamburg	
Country & Town	Germany	Hamburg
IBAN	DE3120000000020001511	
BIC (S.W.I.F.T.-Code)	MARKDEF1200	
Internal reference	GreenSAMPreparation Costs	
Holder of the account	Freie und Hansestadt Hamburg	
Address	Hermannstraße 15, 20095 Hamburg	
Country & Town	Germany	Hamburg